

Information summary West Metro



Building for growth

It makes sense – and good policy – to invest in transport where it is needed most.

World class public transport solutions for high demand challenges can transform the way a global city like Sydney lives, works and breathes.

Sydney's busiest transport corridor runs between the City and Parramatta – our second largest CBD and the geographic heart of the metropolitan region. Experts agree that Parramatta, Auburn, Sydney Olympic Park and the inner west will keep growing as employment, retail, entertainment, education, health and residential precincts.

Sydney's growth over the next 30 years will follow a different pattern to the past, with accelerated urban renewal and growth in existing suburbs.

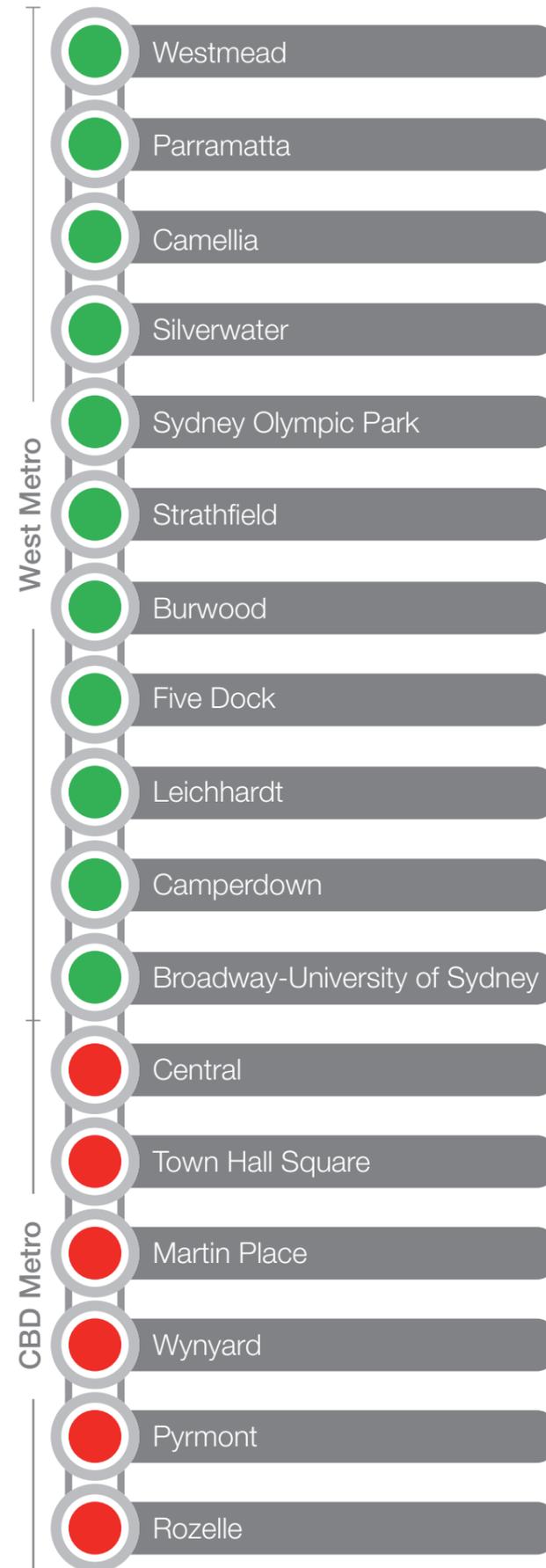
By 2031, it is expected there will be:

- well over a million more people living across Sydney
- at least 70 per cent of Sydney's growth occurring within the existing urban area
- 70,000 more jobs in the City of Sydney
- up to 20,000 more jobs and 30,000 more residents in the Parramatta CBD
- continued growth for the Westmead health and education precincts as well as key locations including Burwood and Leichhardt
- 20,000 new jobs and homes for 7,500 people at Sydney Olympic Park.

To support growth and maximise sustainability, Sydney must have a comprehensive transport solution for the future.



A fast, clean, safe, reliable and green metro running every few minutes between Westmead and the city



Why the West Metro is vital

Metro has the proven ability to step up and meet the sustainable mass transit challenges of modern, global cities.

Metro is the best mass transit solution for Sydney's future transport challenges.

A fast, clean, safe, reliable and green metro running every few minutes from Westmead to Parramatta, across to Sydney Olympic Park and then into the CBD via Burwood, Five Dock, Leichhardt, the University of Sydney and Central will reinvigorate public transport where it is needed most.

The West Metro will free up the CityRail network, take buses off city streets and help introduce new, cross-regional bus services.

It will revolutionise travel times across the sector, making it easier and quicker for people to get where they need to be. For example, the trip from Leichhardt to Central will take just five minutes.

The West Metro will break open public transport bottlenecks and breathe fresh connectivity to key centres including the University of Sydney, Broadway, Leichhardt, Burwood, Sydney Olympic Park, the Parramatta CBD and the Westmead health and education precincts.

It will also attract and encourage urban renewal in potential development areas including Parramatta East, Rosehill, Camellia and Silverwater.

Unless we take action, overcrowding on existing rail, road and bus networks will reach levels where more and more public transport passengers will need to change either their journey times or travel choices, resulting in significant impacts on communities and the economy.

West Metro

- Meets demand of Sydney's biggest transport corridor
- Fresh connectivity between major centres
- Builds on existing transport links

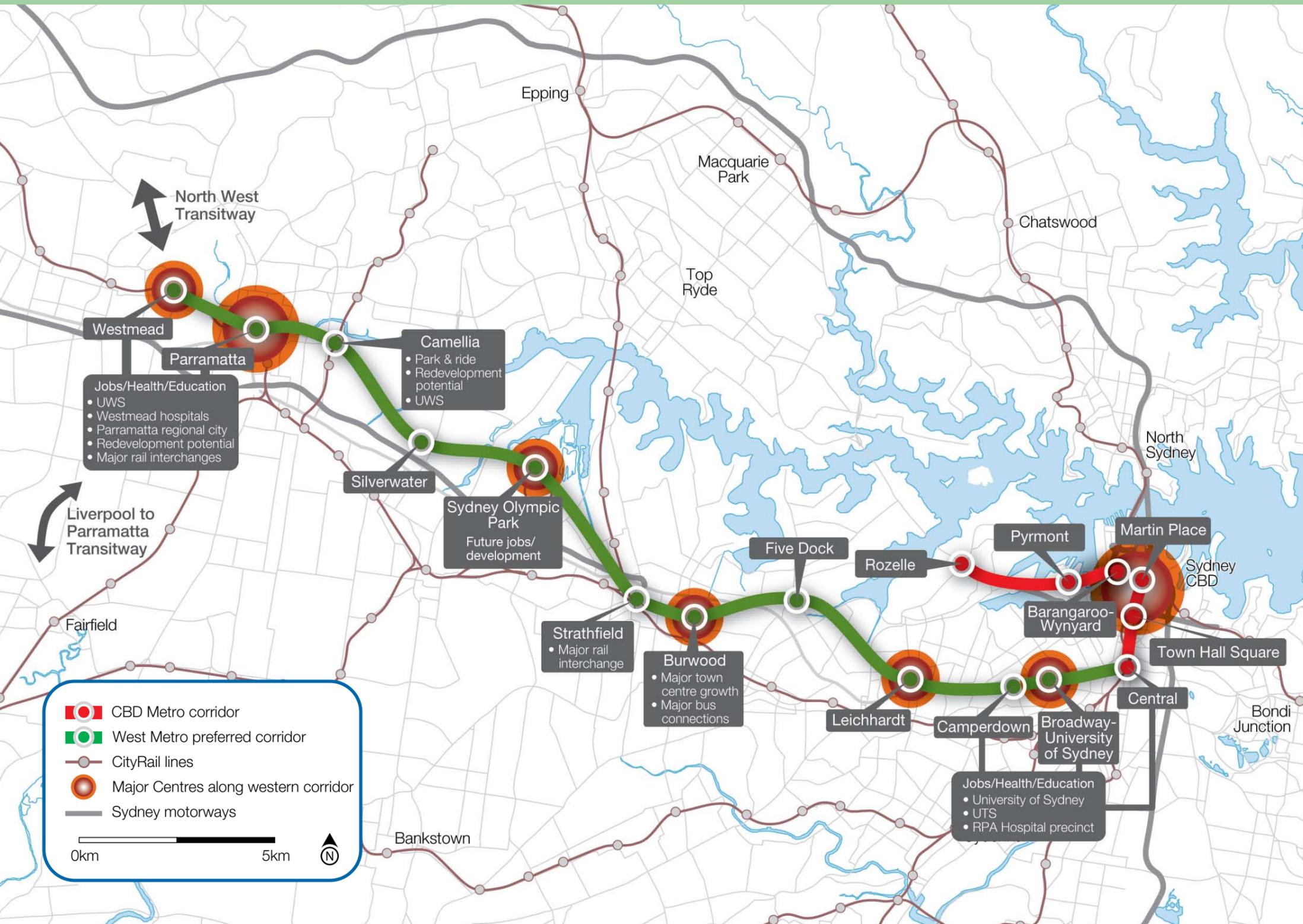
West Metro trains

Metro is the future of public transport in Sydney. It is not light rail and it is not a tram. A metro train every few minutes, giving people an easy "turn up and go" service that needs no public timetable.

Metros normally operate as underground subway systems, using tracks similar to traditional heavy rail trains. Single deck, multiple door designs let people get on and off more quickly.

West Metro trains will:

- be single deck and air conditioned
- be five carriages long initially: each train will be 110 metres long
- have three bi-parting doors on each carriage side to allow for easy entry and exit
- be automatic and driverless, controlled from an Operations Control Centre
- be able to carry approximately 1,000 passengers per train, with 360 seats in 2 by 2 transverse seating.



Note: Indicative alignment and station locations shown, subject to change.

West Metro at a glance

	from Central	
	distance (km)	travel time (mins)
Westmead Direct link to the North West Transitway. Opens up access to the Westmead health and education precincts.	24.1	27
Parramatta Direct link to major bus services, including Liverpool Transitway. Fast, convenient connections for Parramatta commuters. Easy access to retail, employment, health and education centres.	22.2	24
Camellia Potential park and ride location. Improved transport access to University of Western Sydney Rydalmere campus, adjoining industrial estates and Rosehill.	20.6	22
Silverwater Improves access to residential, industrial and employment areas.	17.2	19
Sydney Olympic Park Boosts access to Sydney Olympic Park's employment, entertainment, recreational and residential centres.	14.9	16
Strathfield Convenient link to Strathfield CityRail station – gives commuters from other areas a quick link to Leichhardt, hospitals and Sydney University.	11.2	13
Burwood Supports planned employment growth in the Burwood town centre, improves access to shopping, restaurants and cross-regional buses.	10.2	11
Five Dock Provides a potential transport hub for Five Dock, with easy interchange between cross-regional bus services and metro. This transport hub would relieve bus congestion locally, along Parramatta Road and into the CBD.	7.7	8
Leichhardt Direct, frequent travel between Leichhardt, University of Sydney and the CBD – potential to reduce Parramatta Road and CBD bus congestion.	4.5	5
Camperdown Improved access to major health facilities in the Camperdown area.	2.4	3
Broadway-University of Sydney Improved access to University of Sydney, Broadway and surrounding residential areas including Glebe, Darlington and Chippendale.	1.3	1
Central 		

Next steps...

Following a jointly-funded feasibility study, the Australian Government has provided \$91 million for pre-construction activities for the West Metro. Over the next year, a dedicated team will be working hard to get the West Metro project ready to go, including:

- finalising the alignment and station locations in consultation with the community
- lodging the project application and preliminary environmental assessment in July
- undertaking detailed geotechnical assessment and survey work
- completing station and tunnel design
- finalising the detail of how the West Metro links with the CBD Metro

- finalising the detail of how West Metro works in with existing rail and bus networks.
- giving the community every opportunity to comment on the project
- confirming property requirements for construction and operation, and working with affected property owners
- working with councils, key community groups, including hospitals, universities, schools and chambers of commerce.

Actual construction timelines will be subject to future funding decisions. More information, including regular project updates, is available at www.sydneymetro.nsw.gov.au.





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