

GREATER SYDNEY SERVICES AND INFRASTRUCTURE PLAN

Initiatives List

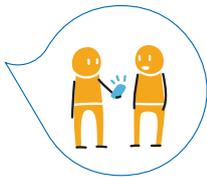
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**Future Transport
Statewide
Outcomes**

Greater Sydney transport customer outcomes

Customer Focused



Convenient and responsive to customer needs

1. New technology is harnessed to provide an integrated, end-to-end journey experience for customers
2. Future forms of mobility are made available to customers and integrated with other modes of transport

Successful Places



Sustaining and enhancing the liveability of our places

3. Walking or cycling is the most convenient option for short trips around centres and local areas, supported by a safe road environment and suitable pathways
4. Vibrant centres supported by streets that balance the need for convenient access while enhancing the attractiveness of our places

**Growing
the Economy**



Connecting people and places in the growing city

5. 30 minute access for customers to their nearest metropolitan centre and strategic centre by public transport seven days a week
 6. Fast and convenient interchanging, with walking times of no longer than five minutes between services
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**Future Transport
Statewide
Outcomes**

Greater Sydney transport customer outcomes

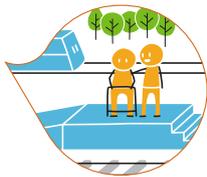
**Safety
and Performance**



Safely, efficiently and reliably moving people and goods

7. Efficient, reliable and easy-to-understand journeys for customers, enabled by a simple hierarchy of services
8. Efficient and reliable freight journeys supported by 24/7 rail access between key freight precincts with convenient access to centres
9. A safe transport system for every customer with the aim for zero deaths or serious injuries on the network by 2056

Accessible Services



Accessible for all customers

10. Fully accessible transport for all customers

Sustainability



Makes the best use of available resources and assets

11. Transport services and infrastructure are delivered, operated and maintained in a way that is affordable for customers and the community
 12. A resilient transport system that contributes to the NSW Government's objective of net-zero emissions by 2050
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Sydney-wide Initiatives

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed	Sydney-wide	Expansion of Travel Choices Program	Policy and planning	<p>Roll-out of Travel Choices Program to additional corridors and precincts. The program will encourage customer travel behaviour change to support better use of transport capacity. The focus includes customers rerouting journeys, retiming journeys, using different modes or reducing the need to travel to spread demand and soften the weekday peak periods.</p> <p>http://mysydneycbd.nsw.gov.au/supporting-business/travel-choices</p>	This initiative will deliver benefits across the network by reducing congestion in peak times, increasing the resiliency of the network, and providing safer, more reliable journeys.	7, 11, 12
0-10 committed	Sydney-wide	Point to Point assistance package	Policy and planning	<p>A \$250 million industry adjustment assistance package to provide assistance to perpetual licence owners to adjust to changes in the regulatory framework for booked services and a more competitive market.</p> <p>https://www.transport.nsw.gov.au/projects/programs/point-to-point-transport</p>	Point to Point transport (for example, Uber) provides more convenience and choice for customers while improving the efficiency of the transport network.	1, 2, 7, 10, 11
0-10 committed	Sydney-wide	Road Classification Review	Policy and planning	<p>A review of the road classification across the state.</p>	The classification of roads as State, Regional or Local is a key mechanism to support effective resource allocation by targeting State resources to the more important roads. Review of classifications provides an opportunity to make adjustments to ensure an up to date network that meets the social and economic needs of the community and industry.	7, 11

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed	Sydney-wide	Trial of on-demand bus services on selected local bus routes	Service	Trials of on-demand buses are taking place in Bankstown, Edmondson Park, Northern Beaches, Sutherland Shire, Manly; Eastern Suburbs, Wetherill Park, and Greystanes. https://transportnsw.info/travel-info/ways-to-get-around/on-demand-public-transport	Trial of on-demand bus services to provide more convenience and choice for customers while improving the efficiency of the transport network, and providing more choices for first and last mile access to the train network.	1, 2, 5, 6, 7, 9, 10, 11, 12
0-10 committed	Sydney-wide	Sydney Growth Trains (part of More Trains, More Services program)	Service	Sydney Growth Trains is the centrepiece of the More Trains, More Services program and will provide customers with more frequent and express services on selected corridors. https://www.transport.nsw.gov.au/projects/current-projects/sydney-growth-trains	The new double deck trains will provide improved accessibility including priority seating, wheelchair spaces and hearing aid loops. Key features include improved air conditioning with advanced temperature control, high definition customer information screens to provide journey and safety information, and internal and external CCTV and customer help points. Overall, these investments will make journeys by train faster, safer, more accessible, and more reliable.	5, 6, 7, 9, 10, 11, 12
0-10 committed	Sydney-wide	Introduction of higher frequency public transport services on selected corridors	Service	Increase in service frequencies on selected train lines and bus services to address capacity constraints or as part of new infrastructure (e.g., Sydney Metro)	This initiative will deliver benefits across the network by reducing congestion in peak times, increasing the resiliency of the network, and providing safer, more reliable journeys.	5, 6, 7, 11
0-10 committed	Sydney-wide	Cycling and pedestrian infrastructure	Infrastructure	Existing walking and cycling improvements already committed by the NSW Government as part of the 2017 NSW Budget	New links will support walking and cycling being the most convenient option for short trips around centres by improving access both around centres and between them, and improve the overall sustainability of the transport network by encouraging more short trips to be made by walking or cycling.	3, 4, 7, 9, 12

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed	Sydney-wide	Council partnership program to improve local walking and cycling connections	Infrastructure	The NSW Government is committed to working with councils to make walking and cycling, more convenient, safer and enjoyable transport options. By targeting investment to improve walking and cycling in the areas where most short trips occur, the NSW Government supports more accessible, liveable and productive towns, cities and centres.	New links will support walking and cycling being the most convenient option for short trips around centres by improving access both around centres and between them, and improve the overall sustainability of the transport network by encouraging more short trips to be made by walking or cycling.	3, 4, 7, 9, 12
0-10 committed	Sydney-wide	Bus Priority Infrastructure program	Infrastructure	The Bus Priority Infrastructure Program will make bus services faster and more reliable. The program uses various methods to improve services, such as installing more bus lanes, making buses the priority at traffic lights, changing parking restrictions on clearways, and relocating bus stops. http://www.rms.nsw.gov.au/projects/easing-sydneys-congestion/bus-priority-program.html	This program delivers upgraded and improved bus services across the network, prioritising public transport on roads, reducing travel time, and providing more reliable bus services.	5, 7, 9, 10
0-10 committed	Sydney-wide	New and replacement buses	Infrastructure	Purchase of new buses replacing the ageing bus fleet and adding additional buses bringing thousands of additional and improved weekly services to customers across Greater Sydney. https://www.transport.nsw.gov.au/newsroom-and-events/media-releases/nsw-budget-brings-bus-bonanza	The new buses will provide improved accessibility including priority seating and wheelchair spaces. Overall, these investments will make journeys by bus faster, safer, more accessible, and more reliable.	5, 7, 10, 11, 12

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed	Sydney-wide	Transport Access Program (Improve access to train stations and ferry wharves)	Infrastructure	The Transport Access Program is an initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure, and to ensure more stations, stops and wharves are compliant with Disability Discrimination Act requirements https://www.transport.nsw.gov.au/projects/programs/transport-access-program	Key benefits include stations that are accessible to people with a disability, limited mobility and parents with prams; modern buildings and facilities for all modes that meet the needs of a growing population; and modern interchanges that support an integrated network and allow seamless transfers between all modes for all customers.	6, 9, 10, 11
0-10 committed	Sydney-wide	Public transport passenger service improvements	Infrastructure	Infrastructure upgrade (including passenger information, CCTV, platform upgrades) to ensure that public transport assets meet required safety, performance and operational standards, meet designated customer amenity standards and are reliable and sustainable	Key benefits include stations that are accessible to people with a disability, limited mobility and parents with prams; modern buildings and facilities for all modes that meet the needs of a growing population; and modern interchanges that support an integrated network and allow seamless transfers between all modes for all customers.	6, 7, 9, 10, 11, 12
0-10 committed	Sydney-wide	Pinch Point Program	Infrastructure	Infrastructure upgrade (including passenger information, CCTV, platform upgrades) to ensure that public transport assets meet required safety, performance and operational standards, meet designated customer amenity standards and are reliable and sustainable	Key benefits include stations that are accessible to people with a disability, limited mobility and parents with prams; modern buildings and facilities for all modes that meet the needs of a growing population; and modern interchanges that support an integrated network and allow seamless transfers between all modes for all customers.	6, 7, 9, 10, 11, 12

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed	Sydney-wide	Pinch Point Program	Infrastructure	<p>Projects to help ease congestion at pinch points include widening small sections of road or intersection, lengthening and adding turning lanes, replacing heavily used roundabouts with traffic signals, and monitoring traffic to provide real-time information to motorists to help them make informed travel decisions.</p> <p>http://www.rms.nsw.gov.au/projects/easing-sydneys-congestion/pinch-point-program/index.html</p>	The Pinch Point Programs aim to reduce traffic delays, manage congestion and improve travel times on Sydney's major roads, particularly during weekday peak periods.	7, 8, 9, 11
0-10 committed	Sydney-wide	Safer Roads Program	Infrastructure	<p>The Safer Roads program includes projects for intersection upgrades, new traffic lights, improved infrastructure for new pedestrian refuges and crossings, new signage to enhance visibility at key locations and road widening projects.</p> <p>http://roadsafety.transport.nsw.gov.au/research/safer-roads/index.html</p>	The Safer Roads Program will contribute to 'Towards Zero', reduce traffic delays, and increase the resiliency of the transport network.	7, 8, 9
0-10 investigation	Sydney-wide	New Intercity Fleet	Infrastructure	<p>A new fleet of long distance, intercity trains from Sydney to the Central Coast, Newcastle, the Blue Mountains and the South Coast.</p> <p>https://www.transport.nsw.gov.au/projects/current-projects/new-intercity-fleet</p>	The new intercity trains will provide improved accessibility including priority seating, wheelchair and luggage spaces, and charging stations. Overall, these investments will make journeys by train faster, safer, more accessible, and more reliable.	7, 9, 10, 11, 12

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation	Sydney-wide	Identification and protection of corridors for future transport links	Policy and planning	Investigating and analysing future transport demands, developing multi-modal corridor plans and identifying and preserving corridors for future transport links, particularly to support growth in the emerging Western City, and provide greater east-west and north-south connections.	Identifying corridors supports the delivery of future transport initiatives, supports the financial sustainability of the transport network by reducing the need for more expensive land acquisitions in the future, and provides greater certainty to the community on planned land use to enable informed decisions to be made.	2, 3, 5, 7, 8, 11, 12
0-10 investigation	Sydney-wide	Greater Sydney Parking Guideline	Policy and planning	Development and implementation of policy, in collaboration with local government, to ensure parking will be provided in a way that is consistent with the level of access by alternative modes of transport, including addressing the future provision of commuter car parks.	Support the use of private vehicles to access public transport as an option of a first and last mile solution, support the implementation of the Movement and Place Framework, and provide leadership and guidance to local government on issues of parking.	3, 4, 5, 7, 8, 11, 12
0-10 investigation	Sydney-wide	Implementation of the Movement and Place Framework	Policy and planning	Planning, designing and operating roads in collaboration with local government to balance the efficient movement of people and goods while supporting the liveability of places	Support the financial sustainability of the transport system by making better use of our existing road network, and improve the efficiency and reliability of local journeys in Sydney by separating through traffic and local traffic	3, 4, 5, 6, 7, 8, 9, 11
0-10 investigation	Sydney-wide	Road Space Allocation Policy	Policy and planning	Development and implementation of policy supporting efficient throughput of people and goods on movement corridors, requiring more priority for higher productivity vehicles such as buses and shared vehicles	Support the reliability and productivity of the transport system by making better use of our existing road network, and prioritising public transport links.	3, 4, 5, 7, 8, 9, 11, 12

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation	Sydney-wide	Last Mile Freight Policy	Policy and planning	Development and implementation of policy in collaboration with industry to encourage more freight movements in centres to take place outside of normal business hours	Improve the liveability of centres by reducing road congestion.	4, 8, 9, 11
0-10 investigation	Sydney-wide	Innovative walking and cycling initiatives	Policy and planning	Development and testing of new approaches to encourage walking and cycling, especially for school age children	Improving the sustainability of the transport network by encouraging more short trips to be made by walking or cycling	3, 4, 7, 9, 11, 12
0-10 investigation	Sydney-wide	Road network planning and safety development strategies	Policy and planning	Implementation of road network planning and development strategies that include road safety principles for all users to support the attainment of NSW Government road safety targets. Improving safety for customers across Greater Sydney by ensuring all transport investments meet 4-5 star safety outcomes. Consider integration and support for Level 4 or 5 automated vehicles in road infrastructure.	Improve the safety of passenger and freight movements across the transport system	2, 7, 8, 9, 11
0-10 investigation	Sydney-wide	Integrated active transport policies to support long-term integrated transport and land use planning	Policy and planning	Development and implementation of policy to ensure walking and cycling is provided and integrated for, where appropriate, as part of new and upgraded road, rail, bus and transport interchange projects, such as State Infrastructure Multi Modal Corridor Program (i.e. delivering cycling routes within state owned assets). Train fleet and station upgrades will include space for active transport devices and major interchanges will include bicycle facilities.	Improving the sustainability of the transport network by encouraging more short trips to be made by walking or cycling.	3, 4, 5, 6, 7, 12

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation	Sydney-wide	Policy and regulation for Assisted Mobility Devices (AMDs)	Policy and planning	NSW will enable assisted mobility devices to be used safely on the network to assist with short journeys within centres, including developing and adopting safety standards for new devices entering the market and review existing regulatory frameworks to ensure they are available to customers and support wider social outcomes	Improve the safety of passenger movements across the transport system, and support the use of technology to improve accessibility to the transport system	2, 3, 9, 10, 11, 12
0-10 investigation	Sydney-wide	Policy and regulation for Connected and Automated Vehicles (CAVs)	Policy and planning	Collaborating with industry and local government to effectively integrate Connected and Automated Vehicles (CAVs) into the transport network through a number of specific initiatives to ensure they are available to customers and support wider social outcomes.	Enable future forms of mobility, such as CAVs, to be available to customers by ensuring infrastructure is enabled to support this	1, 2, 9, 10, 12
0-10 investigation	Sydney-wide	Initiatives to further incentivise more customers to travel in off-peak periods	Policy and planning	Implementing mechanisms as part of smart roads to reflect changing levels of congestion	Improve the liveability of centres by reducing road congestion and incentivising off-peak travel	4, 7, 8, 11
0-10 investigation	Sydney-wide	Mobility as a Service (MaaS) implementation	Service	We will harness the potential of MaaS to provide a more integrated, convenient journey experience for customers by working with industry to enable MaaS service providers to operate in Greater Sydney. This will include ensuring transport data is made available to MaaS operators and that technology platforms are in place.	Providing a more integrated, convenient journey experience for customers, and improving the sustainability of our transport system by attracting more customers to using public transport	1, 2, 6, 7, 11, 12

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation	Sydney-wide	Trial of artificial intelligence applications	Service	Create intelligent transport networks, managed with data: installing technologies and building networks that actively gather data, using Artificial Intelligence and real time analytics to optimise capacity and planning.	Improve the efficiency and reliability of journeys across the transport network and support the use of technology to improve accessibility to transport the system	1, 2, 11
0-10 investigation	Sydney-wide	Implementation of the Bus Head Start Program	Service	The purpose of the Bus Head Start Program is to ensure that residents of new release areas have access to high quality bus services (fast, frequent and direct) from day one of occupation.	The Program aims to maximise the demand for public transport services and reduce reliance on private vehicles, helping to delay the on-set of congestion and the associated broad ranging impacts by prioritising buses on selected roads.	4, 5, 6, 7, 9, 10, 11, 12
0-10 investigation	Sydney-wide	Service changes to connect to new train lines	Service	As new train links are delivered, bus services will be reconfigured so that they provide faster access to train lines and enable more people to access their nearest Metropolitan City Centre within 30 minutes	Encouraging the take up of public transport by providing convenient and reliable connections to train and higher-capacity transport links.	1, 2, 5, 6, 7, 10, 12
0-10 investigation	Sydney-wide	New services on key routes	Service	As new transport links are delivered, services will be reconfigured so that they provide faster access and enable more people to access their nearest Metropolitan City Centre within 30 minutes	Encouraging the take up of public transport by providing convenient and reliable connections	1, 2, 5, 6, 7, 10, 12
0-10 investigation	Sydney-wide	Metropolitan Interchange Program	Service	Making interchanges safer, faster and more convenient to encourage public transport use. This includes developing centre-specific plans with bus operations requirement, making interchanges more attractive, and providing more services, such as shops, and major interchanges will include bicycle facilities.	Improve the range of services at interchanges to improve the attractiveness of interchanging, thereby boosting public transport mode share	1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation	Sydney-wide	Higher frequency public transport services	Service	Increase in service frequencies on selected train lines and bus services to support the vision for Greater Sydney as a '30 minute city'.	Improve the efficiency and reliability of journeys across the transport network by encouraging greater public transport use, and boost 30 minute access to centres through more frequent services	5, 6, 7, 11, 12
0-10 investigation	Sydney-wide	Trial of on-demand ferry services on Sydney Harbour	Service	A trial of on-demand ferry services may provide more convenience and choice for customers and tourists travelling on Sydney Harbour	Provide more convenience and choice for customers and tourists travelling on Sydney Harbour	1, 2, 5, 6, 7, 9, 10, 11, 12
0-10 investigation	Sydney-wide	Centres and Placemaking Enhancement Package	Infrastructure	A program to support the implementation of the Movement and Place Framework on our road network, enabling the road network in centres to support local activity and improve walking and cycling	Improve the safety, efficiency and reliability of road journeys by better separating local and through journeys around centres	3, 4, 7, 8, 9, 11
0-10 investigation	Sydney-wide	Cycling improvements around metropolitan and strategic centres and on the Principal Bicycle Network	Infrastructure	Investment in cycling access within 10km of Metropolitan Centres and 5km of Strategic Centres as well as investment in the Principal Bicycle Network in collaboration with local council	Support walking and cycling being the most convenient option for short trips around centres by improving access both around centres and between them	3, 4, 7, 9, 11, 12
0-10 investigation	Sydney-wide	Walking improvements around metropolitan and strategic centres	Infrastructure	Making improvements around metropolitan and strategic centres to support walking and cycling as the most convenient option for short trips. Includes implementing safety measures identified from Safe System design principles for corridor planning	Support walking and cycling being the most convenient option for short trips in and around metropolitan and strategic centres by providing safer, improved access paths	3, 4, 7, 9, 11, 12
0-10 investigation	Sydney-wide	Bus priority access program for centres	Infrastructure	Implementation of programs to prioritise access for buses over private vehicles in our metropolitan and strategic centres.	Support 30 minute access by public transport to the nearest centre for customers living in areas not served by train lines, by prioritising buses on selected roads	4, 5, 6, 7, 9, 10, 11, 12

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation	Sydney-wide	Precinct Improvement Program	Infrastructure	Provide bicycle parking at interchanges and partner with developers to provide cycling end of trip facilities within precincts.	Support walking and cycling being the most convenient option for short trips around centres	3, 4, 12
0-10 investigation	Sydney-wide	More Trains, More Services program	Infrastructure	<p>A staged program of works delivering upgraded rail infrastructure, new trains and extra services across the suburban train network to address the growth in patronage forecast over the next 5 years.</p> <p>Train improvements on T1, T2, T4, T5, and T8 lines, including implementation of modern Train Control and Signalling technology across the network (Digital Systems currently in planning) roll out of Advanced Train Control System to improve safety, capacity and reliability; upgrade of junctions to segment different lines on the network; additional tracks on some sections of existing corridors to boost capacity.</p>	Enable an increase in reliable service frequencies on the Sydney Trains network through a step-change in signal technology, and improve network reliability for customers	5, 6, 7, 9, 11, 12
0-10 investigation	Sydney-wide	Roll-out of electric vehicle charge points	Infrastructure	Support the roll-out of publicly accessible charging stations encouraging take up of electric vehicles as they become more affordable	Encouraging take up of electric vehicles will rely on access to publicly accessible charging stations to ensure energy availability and address “range anxiety,” reduced air pollution and lower greenhouse gas emissions compared to internal combustion engines	2, 11, 12

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation	Sydney-wide	Bus priority infrastructure to support new services	Infrastructure	Bus Priority Infrastructure supports the delivery of fast and reliable bus services for customers where and when they are needed. These projects can include: bus lanes; bus priority at traffic lights; more efficient bus stop placement.	Support 30 minute access by public transport to the nearest centre for customers living in areas not served by train lines, by prioritising buses on selected roads	5, 7, 9, 11, 12
0-10 investigation	Sydney-wide	Investment in Smart Roads	Infrastructure	Implementation of improved road network management system to enable live monitoring of network performance across all modes that use our roads	Support the financial sustainability of the transport system by better using existing road infrastructure, and enable future forms of mobility, such as CAVs, to be available to customers by ensuring infrastructure is enabled to support this	1, 2, 7, 8, 9, 11, 12
0-10 investigation	Sydney-wide	'Pedestrian Safe System' Program	Infrastructure	Package of additional road safety infrastructure measures to improve safety at key high-risk pedestrian hot spots, supported by community engagement and enhanced enforcement	The Pedestrian Safe System Program will contribute to 'Towards Zero', reduce traffic delays, and increase the resiliency of the transport network. The program will be considered as part of the NSW Road Safety Plan 2021, which includes additional measures to improve road safety.	7, 8, 9
0-10 investigation	Sydney-wide	Expanded 40km/h High Pedestrian Activity Area Program	Infrastructure	Program to expand implementation of 40km/h High Pedestrian Activity Areas at appropriate locations such as transport interchanges and shopping precincts. https://www.transport.nsw.gov.au/newsroom-and-events/media-releases/its-official-our-40kmh-zones-are-keeping-us-safe	The Expanded 40km/h High Pedestrian Activity Area Program will contribute to 'Towards Zero', reduce traffic delays, and increase the resiliency of the transport network. The program will be considered as part of the NSW Road Safety Plan 2021, which includes additional measures to improve road safety.	7, 8, 9

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
10-20 investigation	Sydney-wide	New services on key routes	Service	As new transport links are delivered, services will be reconfigured so that they provide faster access and enable more people to access their nearest Metropolitan City Centre within 30 minutes	Encouraging the take up of public transport by providing convenient and reliable connections	1, 2, 5, 6, 7, 10
10-20 investigation	Sydney-wide	Service changes to connect to new train lines	Service	As new train links are delivered, bus services will be reconfigured so that they provide faster access to train lines and enable more people to access their nearest Metropolitan City Centre within 30 minutes	Encouraging the take up of public transport by providing convenient and reliable connections to train and higher-capacity transport links.	1, 2, 5, 6, 7, 10
10-20 investigation	Sydney-wide	Service changes to connect to new train lines	Service	As new train links are delivered, bus services will be reconfigured so that they provide faster access to train lines and enable more people to access their nearest Metropolitan City Centre within 30 minutes	Encouraging the take up of public transport by providing convenient and reliable connections to train and higher-capacity transport links.	1, 2, 5, 6, 7, 10
10-20 investigation	Sydney-wide	Further investment in cycling connections within 5kms of strategic centres	Infrastructure	Further investment in cycling connections within 5kms of strategic centres	Further investment in connections to strategic centres and in the Principal Bicycle Network will support our 20+ year vision for walking or cycling to be the most convenient option for short trips around all Metropolitan and Strategic Centres and local areas, improving health outcomes, safety and convenience for customers as well as boosting the productivity, liveability and sustainability of Greater Sydney	3, 4, 7, 9, 11, 12

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
10-20 investigation	Sydney-wide	Major cycleway connections between centres on the Principal Bicycle Network	Infrastructure	Major cycleway connections between centres on the Principal Bicycle Network	Investment in the Principal Bicycle Network will support the vision for walking or cycling to be the most convenient option for short trips around all Metropolitan and Strategic Centres and local areas, improving health outcomes, safety and convenience for customers as well as boosting the productivity, liveability and sustainability of Greater Sydney	3, 4, 7, 9, 11, 12
20+ visionary	Sydney-wide	Sustainable Transport Package	Policy and planning	Various measures to support NSW Government's objective of net zero emissions by 2050	To achieve net zero emissions by 2050 while meeting increasing energy requirements, we will need to rethink how we power transport.	11, 12
20+ visionary	Sydney-wide	Investment in higher speed connection along East Coast	Infrastructure	Deliver a high speed transport connection along the East Coast of NSW (traversing Greater Sydney)	Future connectivity between Western Sydney and Central Coast, Newcastle and Canberra, providing cross-border connections and connecting Sydney, Global Gateway Cities and Regional Cities	2, 5, 7, 9, 10, 11, 12
20+ visionary	Sydney-wide	Further investment in cycling connections within 5kms of strategic centres and key connections to the Principal Bicycle Network	Infrastructure	Further investment in cycling connections within 5kms of strategic centres and key connections to the Principal Bicycle Network	Further investment in connections to strategic centres and in the Principal Bicycle Network will support our 20+ year vision for walking or cycling to be the most convenient option for short trips around all Metropolitan and Strategic Centres and local areas, improving health outcomes, safety and convenience for customers as well as boosting the productivity, liveability and sustainability of Greater Sydney	3, 4, 7, 9, 11, 12

Eastern Harbour City Initiatives

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed	Eastern Harbour City	North	Sydney Metro Northwest	Infrastructure	<p>Sydney Metro Northwest is the first stage of Sydney Metro, delivering a high-frequency, high capacity rail service between the growth areas in the Northwest and Chatswood with interchanges to the North Shore and Northern train lines.</p> <p>https://www.sydneymetro.info/northwest/project-overview</p>	Sydney Metro Northwest will deliver, for the first time, a reliable public transport service to a region which has the highest car ownership levels per household in NSW. It will reduce congestion on our roads, and provide a modern turn-up-and-go service to the Eastern Harbour CBD.	2, 3, 4, 5, 6, 7, 9, 10, 11, 12
0-10 committed	Eastern Harbour City	North	Sydney Metro City & Southwest	Infrastructure	<p>A 30km extension of metro rail from the end of Sydney Metro Northwest at Chatswood under Sydney Harbour, through new CBD stations and south west to Bankstown.</p> <p>https://www.sydneymetro.info/citysouthwest/project-overview</p>	Sydney Metro City & Southwest will deliver a fast, reliable metro service for the Eastern Harbour City, and will be fully segregated from the existing Sydney Trains network between Sydenham and Bankstown, improving the reliability of services on the line. The metro will provide additional rail capacity and stations to further reduce congestion in the Harbour CBD.	2, 3, 4, 5, 6, 7, 9, 10, 11, 12
0-10 committed	Eastern Harbour City	Eastern City North	Northern Beaches B-Line	Infrastructure	<p>A program to improve the capacity, reliability and comfort of the bus system relied on by the Northern Beaches community for access to the Sydney CBD and major local health, education, commercial and retail destinations at Mona Vale, Brookvale-Dee Why and Neutral Bay.</p> <p>https://www.transport.nsw.gov.au/projects/b-line-bus</p>	The new double-decker bus service will provide more frequent and reliable services for commuters travelling between the Northern Beaches, Lower North Shore and the Sydney CBD, as well as new and upgraded commuter car parking facilities and road infrastructure upgrades.	3, 4, 5, 6, 7, 9, 10, 11, 12

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed	Eastern Harbour City	Eastern City	CBD & South East Light Rail	Infrastructure	<p>A high-capacity and frequent service to improve access between the Sydney CBD and south-eastern suburbs. The 12km route extends from Circular Quay along George Street to Central Station, through Surry Hills to Moore Park, then to Kensington and Kingsford via Anzac Parade and Randwick via Alison Road and High Street.</p> <p>https://www.transport.nsw.gov.au/projects/current-projects/cbd-and-south-east-light-rail</p>	The Light rail will provide reliable, efficient, turn-up-and-go public transport, with services every four minutes between CBD and Moore Park, and every eight minutes to and from Randwick and Kingsford between 7am and 7pm. A combined bus and light rail network will significantly improve public transport access to the Harbour CBD, major sporting and entertainment facilities at Moore Park and Randwick along with the University of NSW, TAFE and health precincts.	3, 4, 5, 6, 7, 9, 10, 11, 12
0-10 committed	Eastern Harbour City	North	Northern Beaches Hospital road upgrade	Infrastructure	<p>Upgrades to the roads around the new Northern Beaches Hospital, including the intersections of Warringah Road with Wakehurst Parkway and Forest Way.</p> <p>http://www.rms.nsw.gov.au/projects/sydney-north/northern-beaches-hospital/index.html</p>	The Light rail will provide reliable, efficient, turn-up-and-go public transport, with services every four minutes between CBD and Moore Park, and every eight minutes to and from Randwick and Kingsford between 7am and 7pm. A combined bus and light rail network will significantly improve public transport access to the Harbour CBD, major sporting and entertainment facilities at Moore Park and Randwick along with the University of NSW, TAFE and health precincts.	3, 4, 5, 6, 7, 9, 10, 11, 12

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed	Eastern Harbour City	North	Northern Beaches Hospital road upgrade	Infrastructure	Upgrades to the roads around the new Northern Beaches Hospital, including the intersections of Warringah Road with Wakehurst Parkway and Forest Way. http://www.rms.nsw.gov.au/projects/sydney-north/northern-beaches-hospital/index.html	The upgrades will provide customers with a better travel experience, increased capacity on the road network and improved access through the area, including for pedestrians and cyclists.	7, 8, 9, 11
0-10 committed	Eastern Harbour City	Eastern City	Sydney Airport road upgrades	Infrastructure	Upgrades to roads around Sydney's Kingsford Smith Airport and removing the General Holmes Drive rail level crossing by constructing a road underpass. http://www.rms.nsw.gov.au/projects/sydney-south/sydney-airport/index.html	The upgrades will provide customers with a better travel experience, increased capacity on the road network and improved access to Sydney's Kingsford Smith Airport and Port Botany.	7, 8, 9, 11
0-10 committed	Eastern Harbour City	Eastern City	Priority Cycleway links in inner Sydney	Infrastructure	Priority Cycleway links in inner Sydney including the Inner West Greenway and Sydney Harbour Bridge cycleway connections, to be developed and delivered in partnership with local councils, where appropriate. http://www.rms.nsw.gov.au/projects/sydney-inner/sydney-harbour-bridge-access-projects/cyclist-access/cycleway-access-proposals.html	New links will support walking and cycling being the most convenient option for short trips around centres by improving access both around centres and between them, and improve the overall sustainability of the transport network by encouraging more short trips to be made by walking or cycling.	3, 4, 7, 9, 11
	North						
	South						

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed (in collaboration with Commonwealth)	Eastern Harbour City	North	Macquarie Park Interchange and precinct improvements	Infrastructure	<p>A suite of improvements to the Macquarie Park interchange at Macquarie University station, including road upgrades, bus infrastructure improvements and pedestrian and safety improvements.</p> <p>https://www.pm.gov.au/media/macquarie-park-interchange-win-commuters</p> <p>http://www.rms.nsw.gov.au/projects/sydney-north/macquarie-park-bus-priority-capacity-improvement/index.html</p>	These interchange upgrades will deliver faster, efficient and more reliable travel times through the Macquarie Park area for buses and all road users, improve pedestrian safety and access with new and improved crossing facilities, provide short-term support for the additional buses needed for the temporary closure of the Epping to Chatswood rail line, and provide long-term ongoing benefits for key bus corridors and local bus services through improved and upgraded bus priority infrastructure.	3, 4, 5, 6, 7, 9, 10, 12
0-10 committed	Eastern Harbour City	Eastern City	Ferry Fleet Replacement Program, including upgraded services on Parramatta River ferries	Infrastructure	<p>Provision of new ferries for a more comfortable, reliable, efficient and accessible journey. This includes new inner harbour and Parramatta River ferries, and improved services on Parramatta River ferries which will provide faster, more frequent service.</p> <p>https://www.transport.nsw.gov.au/projects/current-projects/sydneys-ferry-fleet</p>	This program will deliver faster, safer, more comfortable and accessible travel experiences for our ferry customers, with Wi-Fi-enabled vessels capable of carrying bicycles and luggage and increased ability for rapid and safe boarding.	5, 7, 9, 10, 11, 12
		Central City					

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed	Eastern Harbour City	Eastern City	Parramatta Road public transport improvements	Infrastructure	Investment in improved on-road public transport between Strathfield and the Harbour CBD. Options will be considered to integrate with, and complement other committed and proposed initiatives within the corridor such as Sydney Metro West, Parramatta Light Rail and WestConnex.	Transport improvements on this corridor will improve 30 minute access to Greater Parramatta and the Harbour CBD by improving the efficiency and reliability of public transport on this corridor, as well as deliver urban renewal options to transform the Parramatta Road Corridor into a more attractive place to live and work.	3, 4, 5, 6, 7, 9, 10, 11, 12
0-10 committed <i>- subject to Final Business Case and funding</i>	Eastern Harbour City	Eastern City North	Western Harbour Tunnel and Beaches Link	Infrastructure	Western Harbour Tunnel and Beaches Link will connect to WestConnex at Rozelle, cross under Sydney Harbour and connect with the Warringah Freeway at North Sydney. Towards the Northern Beaches the tunnel will cross under Middle Harbour and connect with the Burnt Bridge Creek Deviation at Balgowlah and the Wakehurst Parkway, which would be upgraded to two lanes each way between Seaforth and Frenchs Forest. The project will also offer new 'east-west' connectivity with links to the Lane Cove Tunnel and M2 Motorway http://www.rms.nsw.gov.au/projects/sydney-north/western-harbour-tunnel-beaches-link/index.html	This project will deliver a new crossing of Sydney Harbour to cut congestion across northern Sydney and the Harbour CBD, make Sydney's busiest corridor shock-proof, and take through-traffic out of the Harbour CBD and off the Harbour Bridge. This project will also provide better east-west and north-south connectivity for our motorway network, and include better public transport links between the Northern Beaches and North Sydney.	5, 7, 8, 9, 11, 12

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed - <i>subject to Final Business Case and funding</i>	Eastern Harbour City	Eastern City South	F6 Extension Stage 1 WestConnex to President Ave, Kogarah	Infrastructure	Stage 1 of the F6 Extension, a motorway connection between the New M5 at Arncliffe and Loftus, will link WestConnex with the A1 at President Ave, Kogarah http://www.rms.nsw.gov.au/projects/sydney-south/f6/index.html	The F6 Extension Stage 1 will provide a connection for motorists from Southern Sydney to the wider Sydney motorway network, improve travel times between southern Sydney and Sydney CBD, and ease congestion on the local road network.	7, 8, 9, 11
0-10 investigation	Eastern Harbour City	Eastern City South	F6 Extension - Kogarah to Loftus	Infrastructure	This section of the F6 Extension will complete a missing link in the Sydney motorway network by connecting Stage 1 at President Ave, Kogarah to the Princes Highway at Loftus	The F6 will provide better access for people and goods travelling between southern Sydney, the Illawarra and other parts of Greater Sydney and ease congestion on the local road network	7, 8, 9, 11
0-10 investigation	Eastern Harbour City	Eastern City	Harbour CBD to Green Square mass transit link	Infrastructure	Harbour CBD to Green Square rapid bus link on Botany Road	Boost the liveability and vibrancy of centres along Botany Road corridor by improving the attractiveness of public transport use on the corridor.	4, 5, 6, 7, 9, 10, 11, 12
0-10 investigation	Eastern Harbour City	Eastern City	Green Square to La Perouse rapid bus link	Infrastructure	An investigation of a rapid bus link between Green Square and La Perouse via Eastgardens	Improve 30 minute access to the Harbour CBD by enabling customers to use rapid, high frequency buses, as opposed to lower frequency suburban services	4, 5, 6, 7, 9, 10, 11, 12
0-10 investigation	Eastern Harbour City	Eastern City	Eastern Suburbs to Inner West rapid bus links	Infrastructure	Eastern Suburbs to Inner West rapid bus links: Randwick to Sydney University to the Bays Precinct; Maroubra Junction to Sydney Airport to Marrickville	Support the efficiency and reliability of passenger journeys, and accessibility between Eastern Suburbs and Inner West	4, 5, 6, 7, 9, 10, 11, 12

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation	Eastern Harbour City	North	Improved bus services between Northern Beaches and Chatswood	Infrastructure	Improved bus services between Northern Beaches (Brookvale-Dee Why) and Chatswood	Support the efficiency and reliability of passenger journeys between the Northern Beaches and Chatswood, and improve 30 minute access to key employment centres by enabling customers to use rapid, high frequency buses, as opposed to lower frequency suburban services.	4, 5, 6, 7, 9, 10, 11, 12
0-10 investigation	Eastern Harbour City	Eastern City	Inner Sydney Regional Bike Network within 10km of the Harbour CBD	Infrastructure	Inner Sydney Regional Bike Network within 10km of the Harbour CBD	Support walking and cycling being the most convenient option for short trips around centres by improving access both around centres and between them.	3, 4, 7, 9, 11
		North					
		South					
0-10 investigation	Eastern Harbour City	North	East-west public transport connection from Mona Vale to Macquarie Park	Infrastructure	Investigate a transport corridor from Mona Vale to Macquarie Park along the A3 corridor.	Support the efficiency and reliability of passenger journeys west from the Northern Beaches, and improve 30 minute access to key employment centres by enabling customers to use rapid, high frequency buses, as opposed to lower frequency suburban services.	4, 5, 6, 7, 9, 10, 11, 12
0-10 investigation	Eastern Harbour City	South	Sutherland to Cronulla Active Transport Link	Infrastructure	A shared, two-way pedestrian and bicycle path between Sutherland and Cronulla. The proposed route will provide a practical connection to residential and commercial areas, as well as hospitals, schools and transport links.	The proposed active transport link aims to address the current heavy reliance on motor vehicle transport for short trips in the Shire by improving opportunities for cycling and walking	3, 4, 7, 9, 11

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation	Eastern Harbour City	Eastern City	Northern Sydney Freight Corridor Stage 2	Infrastructure	Investment in third tracks and/or quadruplication between Strathfield and north of Greater Sydney to improve freight rail capacity https://www.transport.nsw.gov.au/projects/programs/northern-sydney-freight-corridor-program	Improve the efficiency and reliability of freight movements between Greater Sydney and regions to the north by improving the separation of freight and passenger trains on the T1 Northern Line.	7, 8, 9, 11, 12
		North					
		Central City					
0-10 investigation	Eastern Harbour City	South	Heathcote Road improvements	Infrastructure	Capacity improvements to Heathcote Road to reduce traffic congestion improve safety and meet future traffic volumes. http://www.rms.nsw.gov.au/projects/sydney-south/heathcote-road-upgrade/index.html	Providing better access for people and goods travelling between the Western Parkland City and the Illawarra	7, 8, 9, 11
0-10 investigation	Eastern Harbour City	Eastern City	Additional cruise ship capacity	Infrastructure	Manage and facilitate the growth of the cruise industry by implementing a Cruise Development Plan, which includes actions to manage the cruise industry development in the short, medium and long-term. At the same time Transport for NSW will investigate options to facilitate better connections to cruise terminals, including examining the suitability of White Bay Cruise Passenger Terminal. https://www.transport.nsw.gov.au/operations/logistics-network/nsw-port-network/cruise-ships	These initiatives will support the visitor economy in Greater Sydney.	9, 10, 11

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation (in collaboration with Commonwealth)	Eastern Harbour City	Eastern City	Foreshore Road upgrade	Infrastructure	Road improvements around Kingsford Smith Airport and Port Botany to boost the efficiency of the network outside of new major corridors (part of Port Botany Precinct Planning, NSW Freight and Ports Plan).	Support the efficiency and reliability of passenger and freight access to Sydney's Kingsford Smith Airport and Port Botany.	7, 8, 9, 11
0-10 investigation (in collaboration with Commonwealth)	Eastern Harbour City	Eastern City	Duplication of Port Botany freight rail line	Infrastructure	Duplication of the line between Port Botany and Cooks River including construction of new track and duplication of three existing single track bridges (Robey Street, O'Riordan Street and Southern Cross Drive). https://www.transport.nsw.gov.au/projects/current-projects/duplication-of-botany-rail-line	Support the growth, reliability and safety of container movements to and from Port Botany by enabling more goods to be reliably moved by rail between the port and intermodal terminals in Greater Sydney and regional NSW.	8, 9, 11, 12
10-20 investigation	Eastern Harbour City	Eastern City	Mass transit/train link to South East	Infrastructure	Mass transit/train link from the Harbour CBD to Malabar via Randwick and Eastgardens-Maroubra Junction	Support urban renewal and growth in the south-east, including around Malabar, by providing a high-capacity mass transit/train link, reduce the AM peak public transport travel time between Maroubra Junction and the Sydney CBD, and address potential longer-term capacity constraints by providing an additional mass transit link to the south and south-east of the Harbour CBD.	2, 5, 6, 7, 9, 10, 11, 12

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
10-20 investigation	Eastern Harbour City	Eastern City	Light rail extension to Maroubra Junction	Infrastructure	Extension of the current CBD and South East Light Rail project to Maroubra Junction.	Support urban renewal and growth to the south of Kingsford with a mode of transport that supports street activation; enable future connectivity between CBD and Southeast Light Rail and mass transit/train link to South East at Maroubra Junction. This will improve access to key centres in the south-east, such as Randwick Health Precinct for customers living west of the Harbour CBD, and alleviate potential long-term capacity constraints on CBD and Southeast Light Rail by enabling customers to interchange between mass transit/train link and light rail at Maroubra Junction.	4, 5, 6, 7, 9, 10, 11, 12
10-20 investigation	Eastern Harbour City	Eastern City	Light rail to Bays Precinct	Infrastructure	A proposed loop from the existing Inner West Light Rail connecting the existing line at North Leichhardt and at Pyrmont via The Bays Precinct and Old Glebe Island Bridge	Support urban renewal of the Bays Precinct with a mode of transport that supports street activation, provide efficient and reliable local access by public transport to the Bays Precinct for customers in the Inner West, alleviate potential long-term capacity constraints on the Inner West light rail line by spreading inbound demand from west of Lilyfield via two branches – either via Glebe or via the Bays Precinct, and enable interchange between Inner West Light Rail and Sydney Metro West at Bays Precinct, improving access to jobs and services for Inner West customers.	4, 5, 6, 7, 9, 10, 11, 12

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
20+ visionary	Eastern Harbour City	Eastern City	Extension of South East mass transit/ train link to Miranda	Infrastructure	Bifurcation of the potential mass transit/ train link to South East at Randwick. The mass transit/ train link would then extend to Sydney Airport, Kogarah and (via the Sandringham Peninsula) to Miranda	Support reliable 30 minute access by public transport for customers in southern Sydney by addressing capacity constraints on the existing train line and connecting new parts of the area by mass transit/ train, including the Sandringham Peninsula	2, 5, 6, 7, 9, 10, 11, 12
		South					
20+ visionary	Eastern Harbour City	North	Address long term capacity constraints on the Pacific Highway	Infrastructure	Improved road connectivity to centres along the Pacific Highway corridor between M1 (at Wahroonga) and M2 (at Artarmon)	Improving the movement function of the Pacific Hwy corridor while balancing the need for convenient access with enhancing the attractiveness of places adjacent to the corridor	4, 7, 8, 9, 11
20+ visionary	Eastern Harbour City	Eastern City	Address long term capacity constraints to Port Botany and south-east Sydney.	Infrastructure	Improved road connectivity between WestConnex and Port Botany and towards the south-east	Support the long-term growth in container movements to and from Port Botany by enabling freight to access the port by a direct route distinct from roads around Kingsford Smith Airport, and enable efficient and reliable road-based journeys for customers in the south-east as the population of the area expands as a result of urban renewal	4, 7, 8, 9, 11

Central River City Initiatives

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed	Central River City	Central City	WestConnex	Infrastructure	WestConnex is 33km new and upgraded motorway currently under construction to provide a western bypass of the Harbour CBD with connections to the M4, the proposed Western Harbour Tunnel and Beaches Link, Sydney Airport and Port Botany, and the upgraded M5. https://www.westconnex.com.au	WestConnex is part of an integrated transport plan to keep Sydney moving – easing congestion, creating jobs and connecting communities. The new motorway will reduce travel times on the M4 and across the road network, take trucks off local roads, enable new public transport options on the key corridors of Parramatta Road and Victoria Road, and provide crucial support for Sydney’s long-term economic and population growth.	7, 8, 9, 11
		Eastern City					
0-10 committed	Central River City	Central City	NorthConnex	Infrastructure	NorthConnex is a 9km tunnel that will link the M1 Pacific Motorway at Wahroonga to the Hills M2 Motorway at West Pennant Hills. http://northconnex.com.au/	NorthConnex will deliver significant benefits to local communities by easing congestion and removing around 5000 trucks daily from Pennant Hills Road. This will help improve safety, local air quality and reduce traffic noise. Motorists will be able to travel from Newcastle to Melbourne without a single set of traffic lights, reducing travel times for motorists and delivering state and national freight efficiencies. The motorway will also provide opportunities to improve public transport travel times and services around Pennant Hills Road.	7, 8, 9, 11
		North					

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed	Central River City	Central City	Victoria Road public transport improvements	Infrastructure	Improvements will include upgrading bus services and infrastructure on the Victoria Road corridor, through the Bus Priority Infrastructure Program. This initiative is to support planned growth in the Bays Precinct, and to integrate with committed and proposed initiatives within the corridor such as Sydney Metro West and WestConnex	Transport improvements on this corridor will improve 30 minute access to Greater Parramatta and the Harbour CBD by improving the efficiency and reliability of public transport on this corridor, as well as deliver urban renewal options to transform the Victoria Road Corridor into a more attractive place to live and work.	3, 4, 5, 6, 7, 9, 10, 11, 12
		North					
0-10 committed	Central River City	Central City	Parramatta Light Rail Stage 1	Infrastructure	The first stage of Parramatta Light Rail will connect Westmead to Carlingford via Parramatta CBD and Camellia. http://www.parramattalightrail.nsw.gov.au	Light rail will create new communities, connect great places and help both locals and visitors move around and explore what the region has to offer. The route will link Parramatta's CBD and train station to the Westmead Health precinct, Parramatta North Urban Transformation Program, the new Western Sydney Stadium, the Camellia Precinct, the new Powerhouse Museum and Riverside Theatres Cultural Hub, the private and social housing redevelopment at Telopea, Rosehill Gardens Racecourse and three Western Sydney University campuses.	3, 4, 5, 6, 7, 9, 10, 11, 12

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed	Central River City	Central City	Priority cycleway links in the Central River City	Infrastructure	Priority cycleway links to Greater Parramatta, Westmead and Sydney Olympic Park including through Carlingford and Parramatta North, to be developed and delivered in partnership with local councils, where appropriate.	New links will support walking and cycling being the most convenient option for short trips around centres by improving access both around centres and between them, and improve the overall sustainability of the transport network by encouraging more short trips to be made by walking or cycling.	3, 4, 7, 9, 11
0-10 committed – subject to Final Business Case and funding	Central River City	Central City	Sydney Metro West	Infrastructure	A new underground metro railway under investigation to link the Parramatta and Sydney CBDs. Key precincts already identified to be serviced by Sydney Metro West include Parramatta, Sydney Olympic Park, The Bays Precinct and the Sydney CBD. https://www.transport.nsw.gov.au/projects/current-projects/sydney-metro-west	Sydney Metro West doubles the capacity of the currently overcrowded T1 Western Line and establishes future capacity for Sydney's fast growing west and the planned airport. Passengers will also enjoy faster travel times all the way from Penrith and Blacktown to the Eastern Harbour City. This project also delivers strong city-shaping outcomes along its proposed route.	2, 3, 4, 5, 6, 7, 9, 10, 11, 12
		Eastern City					
0-10 committed – subject to Final Business Case and funding	Central River City	Central City	Parramatta Light Rail Stage 2	Infrastructure	The second stage of Parramatta Light Rail will connect to Stage 1 and run north of the Parramatta River through the rapidly developing suburbs of Ermington, Melrose Park and Wentworth Point to Sydney Olympic Park. http://www.parramattalightrail.nsw.gov.au/stage-2	Light rail will create new communities, connect great places and help both locals and visitors move around and explore what the region has to offer. Stage 2 will connect to Stage 1 and run north of the Parramatta River through the rapidly developing suburbs of Ermington, Melrose Park and Wentworth Point to Sydney Olympic Park, providing a new public transport option to this booming sport, entertainment and employment hub.	3, 4, 5, 6, 7, 9, 10, 11, 12

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation	Central River City	Central City	Parramatta to Bankstown to Hurstville/ Kogarah rapid bus link	Infrastructure	New rapid bus link from Parramatta to Bankstown to Hurstville / Kogarah	Support the efficiency and reliability of passenger journeys between Parramatta to Bankstown and Hurstville and improve 30 minute access to Greater Parramatta by enabling customers to use rapid, high frequency buses, as opposed to lower frequency suburban services.	4, 5, 6, 7, 9, 10, 11, 12
		South					
0-10 investigation	Central River City	Central City	Improved bus services between north of Parramatta and centres to the south of Parramatta	Infrastructure	Improved bus services between north of Parramatta and centres to the south of Parramatta	Support the efficiency and reliability of passenger journeys between Parramatta and centres to the north and south of Parramatta, and support the growth of the Central River City.	4, 5, 6, 7, 9, 10, 11, 12
0-10 investigation	Central River City	Central City	Parramatta inner ring road (improvements to existing surface roads)	Infrastructure	Upgrade of existing surface roads on the outskirts of Greater Parramatta's centre to function as arterial movement corridors. This includes surface treatments, minor interventions and some potential widening to improve the prioritisation of vehicles	Support the growth and vibrancy of Greater Parramatta as a Metropolitan Centre by ensuring major north-south and east-west through movements for freight and private vehicles occur outside the centre. Support walking and cycling being the most convenient option for short trips in Greater Parramatta by enabling road-space in the centre to continue to support pedestrian and cyclist access, where appropriate.	3, 4, 7, 8, 9, 11

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation	Central River City	Central City	T-Way to T-Way link	Infrastructure	A link between the Liverpool - Parramatta T-Way with Northwest T-Way via Westmead to support more 'through-routing' of buses and better connect centres north and south of Greater Parramatta	Improve 30 minute access to Greater Parramatta by enabling customers using T-Way buses to transfer to train at Westmead rather than travelling on busy streets near Parramatta, and managing the number of buses travelling through Parramatta by enabling them to bypass the main centre.	4, 5, 6, 7, 9, 10, 11, 12
0-10 investigation	Central River City	Central City	Safe cycleway network within 10km of Parramatta	Infrastructure	Safe cycleway network within 10km of Parramatta	Support walking and cycling being the most convenient option for short trips around centres by improving access both around centres and between them.	3, 4, 7, 9, 11, 12
10-20 investigation	Central River City	Central City	Parramatta to Epping mass transit / train link	Infrastructure	A mass transit / train link between Greater Parramatta and Epping via Carlingford to be considered as part of a Parramatta to Epping corridor study.	This would extend 30 minute access to Greater Parramatta to a significant number of suburbs on the train network, especially for customers from centres such as Rouse Hill, Hornsby, Epping and Macquarie Park. This would also improve the resilience of the train network by providing a new north-south train link in Greater Sydney that does not traverse the Harbour CBD and better spreading demand away from the busiest corridors in the Eastern City	2, 5, 6, 7, 9, 10, 11, 12

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
10-20 investigation	Central River City	Central City	Parramatta to Kogarah mass transit / train link	Infrastructure	A mass transit / train link from Greater Parramatta to Kogarah via Bankstown.	Extend 30 minute access to Greater Parramatta to a significant number of suburbs on the train network by unlocking network benefits, improve the resilience of the train network by providing a new north-south train/mass transit link in Greater Sydney that does not traverse the Harbour CBD and better spreading demand away from the busiest corridors in the Eastern City.	2, 5, 6, 7, 9, 10, 11, 12
		South					
10-20 investigation	Central River City	Central City	Parramatta outer ring road	Infrastructure	Parramatta Outer Ring Road would link the Cumberland Highway, M4 and James Ruse Drive. The Outer Ring Road would be linked to major roads that transport to and from Parramatta and feed into Parramatta Inner Ring Road around the centre	Support the growth and vibrancy of Greater Parramatta as a Metropolitan Centre by ensuring major north-south and east-west through movements for freight and private vehicles occur outside the centre	4, 7, 8, 9, 11
10-20 investigation	Central River City	Central City	Parramatta Light Rail extensions	Infrastructure	Potential extensions of Parramatta Light Rail to be considered.	Improve the vibrancy and liveability of suburbs in and around Greater Parramatta by supporting the renewal of these areas with a high-quality on-street public transport mode	3, 4, 5, 6, 7, 9, 10, 11, 12

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
20+ visionary	Central River City	Central City	Central City strategic road corridor (NorthConnex to Southern Sydney)	Infrastructure	A future strategic road corridor linking NorthConnex near the M2 with Greater Parramatta and the F6 in southern Sydney.	Improve the safety, efficiency and reliability of north-south freight movements through the Central City, particularly for trucks travelling between freight precincts near Chullora and regions to the north and south of Greater Sydney. This benefit will be achieved by reducing the reliance of freight traffic on the congested A3, and improve the vibrancy and liveability of centres on the A3, including Beverley Hills, Roselands, Rhodes and West Ryde, by reducing congestion and providing a new dedicated link for major through movements	4, 7, 8, 9, 11
		South					
20+ visionary	Central River City	Central City	Parramatta to Norwest mass transit/ train link	Infrastructure	A mass transit/ train link from Greater Parramatta to Norwest; preferred station locations TBC. Could potentially be connected to the proposed mass transit/ train link to Kogarah to from a north-south link through Parramatta.	Travel time analysis suggests that this project would dramatically improve travel times between Norwest Business Park and Parramatta, providing 30 minute access to Greater Parramatta from Rouse Hill and surrounding centres in the Hills area. This project would also alleviate longer-term capacity pressures on Sydney Metro Northwest (west of Epping) by providing a more direct link between the Hills area and Greater Parramatta (rather than via Epping).	2, 5, 6, 7, 9, 10, 11, 12

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
20+ visionary	Central River City	Central City	Train/ mass transit link Macquarie Park to Hurstville via Rhodes	Infrastructure	A potential mass transit/train link from Hurstville (or Kogarah) to Burwood and Strathfield and then potentially on to Rhodes and Macquarie Park.	This project would alleviate longer-term capacity pressures and improve the resiliency of the network by providing an additional north-south connection through Macquarie Park, Rhodes and Hurstville, enabling customers to transfer between Illawarra Line, East Hills Line, Metro Southwest-CBD, the Metro West, the Main West Line and the Northern Line.	2, 5, 7, 9, 10, 11, 12
		Eastern City					
		South					

Western Parkland City Initiatives

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed (Subject to Final Business Case and funding in collaboration with the Commonwealth)	Western Parkland City	Western City	Western Sydney Infrastructure Plan, including the new M12	Infrastructure	<p>The Australian and NSW governments are funding a 10 year, \$3.6 billion road investment program. The Plan includes upgrading The Northern Road, Bringelly Road, the Glenbrook intersection and local road upgrades as well as building the Werrington Arterial that was completed in May 2017, and a new M12 motorway linking the new airport and the M7.</p> <p>http://www.rms.nsw.gov.au/projects/sydney-west/m12-motorway/index.html</p> <p>http://www.rms.nsw.gov.au/projects/sydney-west/infrastructure-plan/index.html</p>	This will deliver new and upgraded roads to support integrated transport in the region and capitalise on the economic benefits from developing the Western Sydney Airport at Badgerys Creek.	5, 7, 8, 9, 11

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed	Western Parkland City	Western City	Priority Cycleway links in the Western Parkland City	Infrastructure	Priority Cycleway links connecting Penrith, Blacktown and Liverpool, including the Nepean River Green Bridge, to be developed and delivered in partnership with local councils, where appropriate.	New links will support walking and cycling being the most convenient option for short trips around centres by improving access both around centres and between them, and improve the overall sustainability of the transport network by encouraging more short trips to be made by walking or cycling.	3, 4, 7, 9, 11
0-10 committed	Western Parkland City	Western City Central City	M4 Smart Motorway	Infrastructure	The M4 Smart Motorway project will introduce intelligent technology, known as a motorway management system, to Sydney's M4 Motorway between Pitt Street, Mays Hill and Russell Street, Lapstone. http://www.rms.nsw.gov.au/projects/sydney-west/m4/index.html	The M4 Smart Motorway will introduce a smarter way of travelling the M4 by using real time information, communication and traffic management tools to provide motorists with a safer, smoother and more reliable journey. The project will cut congestion and reduce travel time, providing benefits to customers travelling between the Central River City and Western Parkland City.	2, 7, 8, 9, 11
0-10 committed	Western Parkland City	Western City	Western Sydney Growth Roads Program	Infrastructure	Western Sydney Growth Roads Program delivers new and upgraded road infrastructure in Western Sydney's growth areas. https://www.budget.nsw.gov.au/supporting-our-regions/western-sydney/connecting-western-sydney	This will deliver new and upgraded roads to support integrated transport in the region and capitalise on the economic benefits from developing the Western Sydney Airport at Badgerys Creek.	7, 8, 9, 11

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed (in collaboration with the Commonwealth)	Western Parkland City	Western City	Access to Moorebank Intermodal Terminal	Infrastructure	Development of a package of road upgrades to alleviate impacts from Moorebank Intermodal Terminal (MIT) and related regional traffic growth. http://investment.infrastructure.gov.au/key_projects/initiatives/moorebank_intermodal_terminal.aspx	The terminal will boost productivity and improve transport links enabling import-export freight travelling through Sydney to and from Port Botany to be transported on rail instead of the road network, providing cheaper and more efficient freight transportation.	8, 9
0-10 committed (subject to Final Business Case and funding in collaboration with Commonwealth)	Western Parkland City	Western City	North-south rail link in Western Parkland City: St Marys – WSA-Badgerys Creek Aerotropolis	Infrastructure	The north-south rail link is a new rail link for the Western City linking the growth areas in the Northwest and Southwest with WSA-Badgerys Creek Aerotropolis.	Provide 30 minute access to WSA-Badgerys Creek Aerotropolis along the north-south spine of the Western City, including for customers in suburbs north of WSA-Badgerys Creek Aerotropolis, St Marys and Schofields	5, 6, 7, 9, 10, 11, 12
0-10 investigation (for priority planning in collaboration with Commonwealth)	Western Parkland City	Western City Central City	North-south rail link in Western Parkland City: Cudgegong Rd – St Marys	Infrastructure	The north-south rail link is a rail train link for the Western City linking the growth areas in the Northwest and Southwest with WSA-Badgerys Creek Aerotropolis. This stage will connect the existing Sydney Metro Northwest terminus at Cudgegong Road to St Marys on the Western Line.	Provide 30 minute access to growth areas in the north west, and provide efficient and reliable access by train to Greater Parramatta, Penrith and other centres on the train network via an interchange at St Marys	5, 6, 7, 9, 10, 11, 12

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation (for priority planning in collaboration with Commonwealth)	Western Parkland City	Western City	North-south rail link in Western Parkland City: WSA-Badgerys Creek Aerotropolis - Campbelltown-Macarthur	Infrastructure	The north-south rail link is a new train link for the Western City linking the growth areas in the Northwest and Southwest with WSA-Badgerys Creek Aerotropolis. This stage will extend from WSA-Badgerys Creek Aerotropolis to Campbelltown-Macarthur	Provide 30 minute access to WSA-Badgerys Creek Aerotropolis from Campbelltown-Macarthur and surrounding suburbs, improving access to jobs and services for customers in this area and shape a sustainable urban form in the Western City by providing a mass transit spine to attract sustainable development and minimise sprawl	5, 6, 7, 9, 10, 11, 12
0-10 investigation (for priority planning in collaboration with Commonwealth)	Western Parkland City	Western City	Leppington to WSA-Badgerys Creek Aerotropolis rail link	Infrastructure	Potential extension of the South West Rail Link from Leppington to the metropolitan centre of WSA-Badgerys Creek, providing access to WSA via an interchange with the north-south train link	Provide efficient and reliable access to WSA for customers to the east. Strategic modelling indicates this project would reduce the AM peak public transport travel time between Liverpool and WSA from approximately 68 minutes to 36 minutes, and support a sustainable urban form in the Western City by providing an additional east-west train link that supports convenient access to centres by public transport.	5, 6, 7, 9, 10, 11, 12
0-10 investigation	Western Parkland City	Western City Central City	Improved services on the Richmond Line	Service	A corridor investigation for improved services, including potential duplication of Richmond Line to Riverstone, Vineyard, Marsden Park, North West Priority Growth Area	Support improved reliability, capacity, and journey times on the Richmond Line.	5, 7, 9, 11, 12

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation (in collaboration with the Commonwealth)	Western Parkland City	Western City	WSA-Badgerys Creek Aerotropolis-Parramatta rail link	Infrastructure	New rail link from Parramatta to WSA-Badgerys Creek Aerotropolis via Prairiewood to reduce journey times between these centres and the Harbour CBD.	Connect the three Metropolitan Centres with a high frequency, high capacity transport link, acting as the central east-west public transport spine for Greater Sydney, and boost 30 minute access to Greater Parramatta for residents living to the south-west of the centre.	5, 6, 7, 9, 10, 11, 12
		Central City					
0-10 investigation	Western Parkland City	Western City	Infrastructure to support rapid bus connections and improved bus connections between WSA-Badgerys Creek Aerotropolis and Penrith, Liverpool, Blacktown and Campbelltown-Macarthur	Infrastructure	New dedicated bus links or implementation of bus priority on existing and new roads to enable efficient and reliable rapid bus links between the identified centres. The link between Liverpool and WSA-Badgerys Creek Aerotropolis could potentially include an extension of the Liverpool-Parramatta T-way, and upgrades along Fifteenth Avenue.	Supporting urban growth in the Western City, particularly near the WSA-Badgerys Creek Aerotropolis, and improve 30 minute access to WSA-Badgerys Creek Aerotropolis and its surrounding major strategic centres by improving the efficiency and reliability of public transport on this corridor, and prioritising higher frequency services as an alternative to local bus routes.	4, 5, 6, 7, 9, 10, 11, 12
		Central City					
0-10 investigation	Western Parkland City	Western City	Western Parkland City bus interchange	Infrastructure	A new bus interchange to improve connectivity between Penrith, Liverpool, Campbelltown-Macarthur and WSA-Badgerys Creek Aerotropolis	Supporting urban growth in the Western City, particularly near the WSA-Badgerys Creek Aerotropolis, and improve 30 minute access to WSA-Badgerys Creek Aerotropolis and its surrounding major strategic centres by improving the efficiency and reliability of public transport on this corridor.	4, 5, 6, 7, 9, 10, 11

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation	Western Parkland City	Western City	WSA-Badgerys Creek Aerotropolis CAV zone	Infrastructure	Implementation of zones within the WSA-Badgerys Creek Aerotropolis only accessible for Connected and Automated Vehicles.	Support customer access to new forms of mobility by providing a new dedicated zone for CAVs.	1, 2, 4, 7, 9, 10, 11, 12
0-10 investigation	Western Parkland City	Western City	Western Sydney Fuel Pipeline	Infrastructure	Planning for a fuel pipeline corridor to service Western Sydney Airport and Western Sydney more broadly https://www.transport.nsw.gov.au/projects/current-projects/western-sydney-fuel-pipeline	Support efficient operation of WSA and reduce movement of dangerous goods on road network.	8, 9, 11, 12
		Central City					
		Eastern City					
0-10 investigation (in collaboration with the Commonwealth)	Western Parkland City	Western City	Southern Sydney Freight Line improvements	Infrastructure	Supporting freight with upgrades to the Southern Sydney Freight Line north of Liverpool to increase capacity for freight and support Moorebank	Improve the efficiency and reliability of rail freight movements by providing additional capacity for freight, particularly to and from Moorebank Intermodal Terminal.	5, 7, 8, 9, 11, 12
Central City							

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
10-20 investigation	Western Parkland City	Western City	Outer Sydney Orbital from Great Western Highway to WSA-Badgerys Creek Aerotropolis	Infrastructure	<p>A future North – South orbital transport corridor around Greater Sydney. Including motorway and freight rail, it will provide a continuous bypass of Greater Sydney, ultimately connecting the Illawarra, Sydney and the Central Coast. This first stage will connect the Great Western Highway to WSA-Badgerys Creek Aerotropolis. The freight rail connection will link the Western Line to the Western Sydney Freight Line, north of WSA-Badgerys Creek Aerotropolis</p> <p>https://www.transport.nsw.gov.au/projects/current-projects/outer-sydney-orbital-corridor-study</p>	Support the efficient and reliable movement of freight bypassing Greater Sydney with a single dedicated outer bypass, and support growing demand to access WSA from the Central West and centres such as Penrith and surrounding areas with a higher capacity road link	4, 7, 8, 9, 11
10-20 investigation	Western Parkland City	Western City	Safe cycleway network within 10km of Greater Penrith, Liverpool, Campbelltown-Macarthur and, WSA-Badgerys Creek Aerotropolis	Infrastructure	Safe cycleway network within 10km of Greater Penrith, Liverpool, Campbelltown-Macarthur and, WSA-Badgerys Creek Aerotropolis	Support walking and cycling being the most convenient option for short trips around centres by improving access both around centres and between them, improving the sustainability of the transport network by encouraging more short trips to be made by walking or cycling, and improving the efficiency and reliability of journeys by encouraging more short trips to be made by walking or cycling	3, 4, 7, 9, 11, 12

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
10-20 investigation (in collaboration with the Commonwealth)	Western Parkland City	Western City	Additional capacity on Southern Sydney Freight Line	Infrastructure	Continued network improvements of the SSFL south of Liverpool to increase capacity	Improve the efficiency and reliability of rail freight movements by better separating freight from passenger trains, and enable an increase in passenger train service frequency on the T5 Cumberland Line by opening up additional train paths to passenger trains	5, 7, 8, 9, 11, 12
10-20 investigation	Western Parkland City	Western City	Western Sydney Freight Line	Infrastructure	Western Sydney Freight Line would connect the Southern Sydney Freight Line to an intermodal terminal site in Western Sydney and to the Outer Sydney Orbital which will provide a connection with the Main West Railway Line.	Support dedicated freight rail access between Port Botany and the new Western Sydney Intermodal Terminal, enable an increase in service frequency on the T1 Western Line by removing freight trains from the line between St Marys and Penrith, and support the emergence of Parramatta as a highly liveable Metropolitan Centre by diverting freight rail movements away from the centre	5, 7, 8, 9, 11, 12
		Central City					
20+ visionary	Western Parkland City	Western City	Sydney Metro City & Southwest extension to Liverpool	Infrastructure	Extension of Sydney Metro City and Southwest from Bankstown to Liverpool	Provide a direct, high-frequency train connection between significant strategic centres in the Central and Western City, improving 30 minute access to jobs and services for customers living in surrounding suburbs, and extend efficient, reliable, high-frequency train access to the Harbour CBD for residents living in Liverpool and surrounding suburbs	2, 5, 6, 7, 9, 10, 11, 12
		South					

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
20+ visionary	Western Parkland City	Western City	M5 motorway extension from Liverpool to Outer Sydney Orbital	Infrastructure	The M5 Extension is a possible link between the M5 Motorway at the Cutler VC interchange with the M7 and the Outer Sydney Orbital motorway at Greendale	Improve the efficiency and reliability of road-based freight journeys between intermodal terminals near Liverpool and the Outer Sydney Orbital, and address longer-term capacity constraints on Bringelly Road and adjacent local roads with a new movement corridor	7, 8, 9, 11
20+ visionary	Western Parkland City	Western City	WSA-Badgerys Creek Aerotropolis inner and outer ring roads	Infrastructure	A hierarchy of motorways, Aerotropolis roads and airport roads to allow for a continuous city road structure that would create maximum connectivity within the Western City Aerotropolis spurring cluster development.	Support the growth and vibrancy of WSA-Badgerys Creek Aerotropolis as a Metropolitan Centre by ensuring major north-south and east-west through movements for freight and private vehicles occur outside the centre	3, 4, 7, 8, 9, 11
20+ visionary	Western Parkland City	Western City North	Outer Sydney Orbital from Great Western Highway to Central Coast	Infrastructure	A future North - South orbital transport corridor around Greater Sydney. Including motorway and freight rail, it will provide a continuous bypass of Greater Sydney, ultimately connecting the Illawarra, Sydney and the Central Coast. This stage will connect the Great Western Highway / Western Line near St Marys via Box Hill in Sydney's Northwest to the Central Coast near Gosford https://www.transport.nsw.gov.au/projects/current-projects/outer-sydney-orbital-corridor-study	Support the efficient and reliable movement of freight bypassing Greater Sydney with a single dedicated outer bypass, improve the resilience of the transport network connecting Greater Sydney and the Central Coast by alleviating sole reliance on the M1 Pacific Motorway, and support longer-term growth in passenger train movements on the T1 Northern Line by providing a new dedicated freight rail connection between Greater Sydney and the Central Coast	4, 7, 8, 9, 11

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
20+ visionary	Western Parkland City	Western City	Outer Sydney Orbital from WSA-Badgerys Creek Aerotropolis to Hume Motorway	Infrastructure	<p>A future North – South orbital transport corridor around Greater Sydney. Including motorway and freight rail, it will provide a continuous bypass of Greater Sydney, ultimately connecting the Illawarra, Sydney and the Central Coast. This stage will connect WSA-Badgerys Creek Aerotropolis to the M31 Hume Motorway south of Campbelltown-Macarthur. The freight rail connection will link OSO freight rail and Western Sydney Freight Line (north of WSA-Badgerys Creek Aerotropolis) to the Main South Line south of Campbelltown-Macarthur</p> <p>https://www.transport.nsw.gov.au/projects/current-projects/outer-sydney-orbital-corridor-study</p>	Support the efficient and reliable movement of freight bypassing Greater Sydney with a single dedicated outer bypass, unlock the benefits of the Maldon-Dombarton link to the Illawarra by providing the connection to OSO freight rail and Western Sydney Freight Line (north of WSA-Badgerys Creek Aerotropolis), and provide additional capacity for road transport to the Western City as demand on The Northern Road grows	4, 7, 8, 9, 11
20+ visionary	Western Parkland City	Western City	Outer Sydney Orbital from Hume Motorway to Illawarra	Infrastructure	<p>A future North – South orbital transport corridor around Greater Sydney. The OSO transport corridor will have the ultimate potential to provide a continuous bypass of Greater Sydney, connecting the Illawarra, Sydney and the Central Coast. This stage will provide a motorway connection between the Western City and the Illawarra.</p> <p>https://www.transport.nsw.gov.au/projects/current-projects/outer-sydney-orbital-corridor-study</p>	Support the efficient and reliable movement of freight bypassing Greater Sydney with a single dedicated outer bypass, provide additional capacity for road transport between Greater Sydney and the Illawarra as demand on Appin and Picton Road grows, and provide a strategic connection between the Western City and the Satellite City of Wollongong	4, 7, 8, 9, 11

Timing for initiative	City	District	Initiative	Type of investment	Description	Benefit	Customer Outcomes
20+ visionary	Western Parkland City	Western City	Bells Line of Road-Castlereagh Connection	Infrastructure	<p>A corridor to provide a connection from Kurrabung to Sydney's motorway network, and provide an alternate route to the Blue Mountains.</p> <p>https://www.transport.nsw.gov.au/projects/current-projects/bells-line-of-road-castlereagh-corridor-study</p>	Improve the safety, efficiency and reliability of freight journeys between Sydney, the Central West and other regions west of the Blue Mountains by providing a more direct connection between freight precincts in the Western City and the Bells Line of Road	4, 7, 8, 9, 11

Outer Metro Initiatives

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 committed	Outer Metro	Upgrades to Blue Mountains Line	Infrastructure	<p>Station and track improvements along the rail corridor from west of Springwood Station to Lithgow Station to accommodate new and existing trains.</p> <p>https://www.transport.nsw.gov.au/projects/current-projects/new-intercity-fleet-program-springwood-to-lithgow-rail-corridor</p>	This project will deliver upgraded rail infrastructure allowing our complex network to operate at an even greater capacity, including better signalling systems, power supply upgrades and station improvements.	5, 7, 9, 10, 11, 12
0-10 investigation	Outer Metro	Great Dividing Range long term solution study	Policy and planning	A strategic examination of options to improve freight connectivity across the Great Dividing Range from inland areas of NSW to Greater Sydney.	Solution will resolve a long standing issue regarding access between Inland NSW and Coastal areas of the Greater Sydney conurbation.	1, 5, 7, 8, 9, 11, 12
0-10 investigation	Outer Metro	Great Dividing Range long term solution corridor preservation	Policy and planning	Corridor preservation to improve freight connectivity across the Great Dividing Range in order to connect inland areas of NSW to Greater Sydney.	Solution will resolve a long standing issue regarding access between Inland NSW and Coastal areas of the Greater Sydney conurbation.	1, 5, 7, 8, 9, 11, 12

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation	Outer Metro	Appin and Picton Road improvements	Infrastructure	Capacity improvements to Appin and Picton Road to support additional freight, public transport and private vehicle journeys. In collaboration with local council, upgrades to also focus on supporting liveability of centres that roads pass through, as well as safety measures identified from Safe System design principles for corridor planning http://www.rms.nsw.gov.au/projects/illawarra/picton-road-safety-improvements/index.html http://www.rms.nsw.gov.au/projects/illawarra/appin-road/index.html	Support access to jobs and services in the Illawarra for the growing population in the south west of Greater Sydney, particularly in the Wingecarribee LGA, and support the efficiency and reliability of freight and passenger journeys between the south-west of Sydney and the Illawarra by addressing capacity constraints on the corridor	5, 7, 8, 9, 11
0-10 investigation	Outer Metro	Bells Line of Road improvements	Infrastructure	Safety and traffic improvements for the existing route along the Bells Line of Road corridor to improve safety and journey times for vehicles crossing the Blue Mountains http://www.rms.nsw.gov.au/projects/sydney-west/bells-line-of-road/index.html	Safer journeys for vehicles crossing the Blue Mountains, and improved freight access between Greater Sydney, the Blue Mountains, Central West and other regions to the west	4, 7, 8, 9, 11, 12
0-10 investigation	Outer Metro	Sydney-Canberra Faster Rail Improvement	Infrastructure	A program of operational, fleet and targeted fixed infrastructure improvements south of Macarthur (for example, electrification and new deviations to eliminate curvatures and flatten grades).	Improved rail travel times, services and facilities to enable increased capacity. Connect and develop greater economic synergies between Sydney and the Global City of Canberra as well as improve cross-border connections.	5, 6, 7, 9, 10, 11, 12

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation	Outer Metro	Sydney-Central Coast-Newcastle Faster Rail Improvement	Infrastructure	A program of operational, fleet and targeted fixed infrastructure improvements (for example, new deviations to eliminate curvatures and flatten grades). This would include a new rail crossing of the Hawkesbury River.	<p>Improved rail journey travel times and services and facilities to enable increased capacity.</p> <p>Will result in stronger connections and the development of greater economic synergies between Sydney and the Satellite City of Gosford and the Global Gateway City of Newcastle</p> <p>Assist in easing housing affordability pressure and provide a strategic connection between Sydney, the Satellite City of Gosford and the Global Gateway City of Newcastle.</p>	5, 6, 7, 9, 10, 11, 12
0-10 investigation	Outer Metro	Sydney-Wollongong Faster Rail Improvement	Infrastructure	A program of operational, fleet and targeted fixed infrastructure improvements (for example, new deviations to eliminate curvatures and flatten grades). This would include a new rail crossing through the Illawarra Escarpment	<p>Improved rail travel times to provide a time and cost competitive freight corridor (when compared with road).</p> <p>Improved rail services and facilities to enable increased capacity.</p> <p>Connect and develop greater economic synergies between Sydney and the Satellite City of Wollongong and Sydney, supporting the easing of housing affordability pressure.</p>	5, 6, 7, 9, 10, 11, 12
0-10 investigation	Outer Metro	Improved bus connections between South West Sydney and Illawarra	Infrastructure	Additional and upgraded bus services to connect South West Sydney and the Illawarra, including high frequency limited stop transport services from Campbelltown-Macarthur and lower frequency transport services from Wollondilly Shire	Support the efficiency and reliability of passenger journeys between South West Sydney and the Illawarra.	4, 5, 6, 7, 9, 10, 11, 12

Timing for initiative	Location	Initiative	Type of investment	Description	Benefit	Customer Outcomes
0-10 investigation	Outer Metro	Passenger train improvements to support growth at Wilton	Infrastructure	A program of operational, fleet and targeted fixed infrastructure improvements (for example, electrification and new deviations to eliminate curvatures and flatten grades) to facilitate improved service frequencies to support Wilton Growth Area	Improved rail travel times, and connectivity to support Wilton Growth Area	5, 6, 7, 9, 10, 11, 12
10-20 investigation	Outer Metro	Corridor Preservation for Higher Speed Connections	Policy and planning	Confirm and begin the preservation of a corridor, based on the corridor set out in the Australian Government's High Speed Rail Study Phase 2, for a high speed rail link between Melbourne, Sydney and Brisbane.	Enable a future high speed connection to be delivered more affordably by minimising the risk of future land acquisitions being required, and providing greater clarity of land use for the community to enable them to make more informed decisions when purchasing land	2, 5, 7, 11, 12
10-20 investigation	Outer Metro	Completion of Maldon to Dombarton railway line	Infrastructure	Complete the Maldon to Dombarton Railway, a 35-kilometre single-track rail line between the Main South Line at Maldon (in Wollondilly Shire) and Dombarton (near Port Kembla), in the Illawarra region. https://www.transport.nsw.gov.au/projects/current-projects/maldon-to-dombarton-railway-line	Enable higher passenger train service frequencies on the T4 Illawarra Line by diverting rail freight movements between the Illawarra and Greater Sydney to the Maldon-Dombarton link, improve the efficiency and reliability of rail freight movements between the Illawarra, Greater Sydney and regions to the north and west of Sydney with a dedicated, more direct freight rail line, and support the potential future growth of container movements to and from Port Kembla by providing dedicated 24/7 freight rail access between the port and intermodal terminals in the west of Sydney	5, 7, 8, 9, 11, 12
20+ visionary	Outer Metro	Delivery of Great Dividing Range long term solution	Infrastructure	Delivery of solution to improve freight connectivity across the Great Dividing Range in order to connect inland areas of NSW to Greater Sydney.	Solution will resolve a long standing issue regarding access between Inland NSW and Coastal areas of the Greater Sydney conurbation.	1, 5, 7, 8, 9, 11, 12