

Joint Western Sydney Rail Needs Study: the Sydney FastLink proposals

Thursday, 3 November 2016

The Prime Minister of Australia,
Department of the Prime Minister & Cabinet,
One National Circuit
BARTON ACT 2600

Dear Prime Minister [by web contact form]
ATTN: Dr Steven Kennedy, by email to: Steven.Kennedy@pmc.gov.au
Deputy Secretary (Innovation & Transformation)

Submission, information and messages for Cities Unit regarding a proposed High Speed Rail Link to Western Sydney Airport & broader HSR Planning

We refer to the following:-

1. Our submission (dated 27/10/16) to the Western Sydney Rail Needs (WSRN) Joint Study and supplementary information as it works its way through the systems;
2. The various announcements regarding Smart Cities policies, and a proposed “City Deal for Western Sydney” recently subject to a Memorandum of Understanding signed between the Prime Minister and the Premier of NSW;
3. Our Supplementary Submission “on Smart Cities Plan, introducing **FastLink**” (dated 29/6/16);
4. Our letters of 2/11/16 to NSW Premier Baird and 3/11/16 to NSW Planning Minister Stokes (copies attached).
5. We also now attach a 2-page Flyer (easier for the PM and the head of Department to read) on the **Sydney FastLink** proposals, as a broad overview .

*Nb We previously submitted information to Tim Reardon, Secretary - Transport for NSW on the need for a feed-back loop in modelling for the demand projections and capacity planning for the Western Sydney Airport, which we hope was taken note of in DIRD (WSU) and the Cities Unit of PM&C. We have suggested to various officials that Sydney can emulate and probably better the **Flytoget** rail service between Gardermoen Airport and Oslo Central station in Norway, which is the closest example of a rail line with similar Airport to CBD distance as will apply with the WSA.*

*We raise this subject again because we expect that a service like **Sydney FastLink** would achieve more than the Flytoget modal transport share (they get over 40%) - yet the Joint WSRN Study's discussion paper not only excluded High-Speed rail vehicles from it's options, but only had the mode share projected as 20%.*

WE ARE MOST CONCERNED THAT YOU ARE UNDER-ASSESSING THE POTENTIAL OF WSA IN THE CONTEXT OF IT HAVING A VERY FAST OR HIGH-SPEED RAIL LINK



Joint Western Sydney Rail Needs Study: the Sydney FastLink proposals

We would like to request a delegate of the PM&C to not only read our full 43 page submission to the WSRN Study, and also the 10 page personal submission by consulting Engineer to our FastLink/HSR Team, Russel Lunney, but also to pose to us pertinent questions so that the concepts behind our proposals are fully appreciated and assessed. We think that they present a set of ideas which a forward-looking Federal Government can massage into the City Deal for Western Sydney, taking full advantage of its position as leader of Smart Cities planning and its position at the apex of any City Deal plus of any resultant Public-Private-Community Partnership (PPCP) for Western Sydney's transport, land use and social equity needs.

We are suggesting to the Greater Sydney Commission that a broader planning perspective should really be taken in preparation of its District Plans if those plans are going to relate to a 20 years plus strategy - because in that kind of time frame we see a nuanced version of John Alexander's theories regarding regional development "riding on the back of" High-Speed Rail being entirely achievable and plans will fall short if that likelihood is not taken into account. Fast rail transport is the only viable solution to the growth of Sydney outside the GSC's boundaries with optimal land-value balancing.

In illustration of the potential for high-speed rail to transform regional planning, we annex to this letter some (conservatively) computed transit times from our WSRN Submission applying to the kind of HSR vehicles we envisaged. These time advantages are very important. The past history of false starts on HSR in Australia really needs to be overcome. We have funding ideas (different to those of the CLARA HSR plan) which we think can be made to work in the emerging Govt. funding environment. We'd like to explore in depth with PM&C how Federal, State, foreign rail supplier and related export credit, funding and a special land tax (a precinct-based land rates supplement) could close the funding gap. [*Refer our note to Asst. Minister Taylor mentioning a "regional compact" modelled on the City Deals concept but with a move to land taxes overlaying it*].

Finally, we attach a further excerpt item from our Submission, which reflects what we think your Government actually also needs to catalyse - the New Cumberland Line.

Thank you and Best Regards

IAN F BELL

Representing the Financial-Architects.Asia/FastLink-HSR Team

Attachments:

2-Page Sydney FastLink Flyer

Our Letter to NSW Premier Baird, dated 2/11/16

Our Letter to NSW Planning Minister Stokes, dated 3/11/16



c/- Financial-Architects.Asia Pty Ltd, Level 25, Aurora Place, 88 Phillip St, SYDNEY NSW 2000



APPROXIMATE TRANSIT TIMES (conservative)

Based on currently preferred routes/corridors and technology
 [All times in minutes, including station dwell times, but
 assuming eventual service frequencies]

Sydney FastLink :

Sydney CBD <> Badgerys Creek via Parramatta

FROM / TO	TO / FROM	TIME
WSA	SYDNEY CBD	25
WSA	SYDNEY WEST	5
WSA	PARRAMATTA	12
WSA	OLYMPIC PARK	16
PARRAMATTA	SYDNEY WEST	5
PARRAMATTA	OLYMPIC PARK	3
PARRAMATTA	SYDNEY CBD	12
WHITE BAY*	SYDNEY CBD	2

* Outgoing trips Sydney to White Bay slightly longer (say 3 mins, corridor loop dependent)

HSR : Newcastle <> Sydney via Olympic Park

FROM / TO	TO / FROM	TIME
BROADMEADOW via GLENDALE *	SYDNEY CBD*	42
TARRO *	SYDNEY CBD*	34
OURIMBAH/TUGGERAH	SYDNEY CBD*	23-24
GOSFORD	SYDNEY CBD*	28
WOY WOI	SYDNEY CBD*	22

* Times from Newcastle area with no Central Coast stop * To Olympic Park HSR Interchange

HSR : Goulburn <> Sydney via Sydney West

FROM / TO	TO / FROM	TIME
GOULBURN*	SYDNEY CBD*	57
MOSSVALE/BERRIMA*	SYDNEY CBD*	45
WILTON*	SYDNEY CBD*	29
[CANBERRA - direct via Sydney West]	SYDNEY CBD*	63

* Trips from Sthn. Highlands include all stops, Canberra skips 10 mins less * To WSA after quick interchange approx.



PAST MISSED OPPORTUNITIES

This shows an early missed opportunity - Gough Whitlam offering Federal funding to NSW for rail centred around Parramatta, which would have achieved benefits not dissimilar from our suggested New Cumberland Line - and which would have been a neat "City Deal" at that time [Whitlams' suggested route was a Hoxton Park-Parramatta-Castle Hill line, still partly relevant]

