



**The ten Infrastructure Projects in the NSW Government Strategy (13th Dec 2014) are listed below with short comments on their position in Sydney Integrated Transport Strategy.**

1.     **Upgrading the Western Rail line** utilising existing (six) tracks (\$1b)  
          SITS has details of how this would work and involving Project 10 below.
2.     **Convert Bankstown Line to Metro** (\$1b)  
          SITS proposed this controversial conversion (15k Trips) and linked it to a new metro through the City and thence to Sydney Olympic Park via Rozelle and not to Project 3,
3.     **New Rail Tunnel under the Harbour** (as extension of NW Rail Metro to Bankstown line) (\$6b)  
          SITS considered two principle options for a new harbour rail crossing and opted for an Express line in Tunnel and with Metro on the Bridge itself. The rail tunnel was timed to be integrated with a new harbour road tunnel (Project 6)
4.     **Tollway (WestConnex) extension north - Rozelle** (\$0.9b\*) (The principle loop of WestConnex was taken as committed in the December Government Strategy)  
          The Government Strategy the WestConnex now follows the SITS alignment. An alternative alignment submitted by STAP in 2014 would substantially reduce (~25%) costs and provide an effective link from the F6 (Project 5).
5.     **Tollway (WestConnex) extension south – F6 via Airport** (\$0.9b\*)  
          The SITS link south was taken from the western end of the M5 tunnel not the east thereby avoiding overcrowding the Eastern Distributor.

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6. **New harbour Tunnel from Rozelle to North Sydney (\$4.5b)**

This was the showpiece for SITS roads, a new Tollways between Manly Vale and Bexley via Rozelle; "The Diagonale". The alignment complimented development in Rozelle and with options to benefit Barangaroo using the Western Distributor.

7. **Extension of Harbour Crossing to Northern Beaches (Long Term)**

SITS included this link the success is dependent on the design of the interchange at North Sydney; including integrating with the express rail tunnel (Project 3).

8. **Light Rail in Parramatta (\$0.6b)**

SITS included a radial Light Rail network from Parramatta. The comment in the Government Strategy on which line to start building was also an issue in SITS. At the time the priorities were defined as urban expansion along Duck Creek and the need to connect Castle Hill to Parramatta and Express Trains. The decision on 2nd Airport and the availability of the Clyde refinery site offers more choice indeed, possibly, with different alignments.

9. **BRT to Northern Beaches (\$0.3b)**

SITS included many projects to change the function and operation of buses including about 10 BRT projects - See Project 10.

10. **A freight corridor from St Marys to Enfield (\$2b)**

This was an essential requirement for upgrading the Western Passenger Line (Project 1), and SITS took advantage with a short-term opportunity for BRT in Western Sydney and now with the possibility of connecting to the 2<sup>nd</sup> Airport. A classic example of how integrated planning can optimise expenditure when a complete strategy is being considered.