



FUTURE TRAVEL, FUTURE JOBS

SYDNEY LIGHT RAIL: A FEDERAL PRIORITY

The Greens' plan to redirect Sydney's \$2.2 billion motorway funding

A government that cares about improving the lives of residents in its busiest city would make building fast, efficient public transport a priority to make it easier for people to get to and from work, school and the shops. Instead, the federal Labor government earmarked \$2.2 billion for new Sydney motorways. There is a better way.

Sydney's ailing public transport and chronic traffic jams put enormous pressure on people's daily lives and cost commuters and businesses billions in lost productivity. Congestion is costing our economy around \$5.1 billion each year – expected to rise to \$8.8 billion a year by 2021ⁱ.

Both the federal and NSW government are backing the WestConnex private motorway project which will take 10 years to build, will not ease western Sydney traffic congestion, and will dump more cars and more air pollution into Sydney's inner west. **There is a better way.**

Our transport vision is to build new public transport services - trains, buses and light rail - and safe bicycle and pedestrian routes. We can make our cities better places to live and work, create a healthier lifestyle and increase productivity.

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This year the federal government announced its nation building infrastructure fund would give \$2.2 billion to the privately owned and operated M2, M4, and M5 motorways:

- \$1.8 billion for WestConnex M4 and M5 extension;
- \$400 million for M2-F3 upgrade.

The NSW Government has also committed \$1.8 billion to build the WestConnex motorway.

The Greens would re-direct that \$2.2 billion federal infrastructure funding to build two strategic public transport projects that will meet Sydney's future travel and employment needs.ⁱⁱ

The Greens will re-direct \$2.2 billion of federal funds from motorways into:

- **A new Western Sydney light rail network to Parramatta CBD - Estimated cost \$1.7 billion.**
- **A new Inner West light rail network, first leg from Central to Leichhardt - Estimated cost \$500 million**

These public transport projects would better target the future travel needs of the same communities as the proposed WestConnex motorway. They could be underway in a fraction of the time. They will deliver flexible and sustainable transport. They will improve quality of life and meet the demands of commuters and future jobs growth.

Let's scrap WestConnex and build faster, efficient light rail to makes people's lives easier and more enjoyable and deliver for Sydney's future employment growth.

> WESTCONNEX – A GIANT LEMON

WestConnex is a speculative toll road project that is the darling of the big infrastructure and finance companies because they stand a chance of making money out of it. But it does not best serve western Sydney's future transport and employment needs, and it is not the first choice of residents in inner western Sydney.

Sydneysiders will endure ten years of road works and pay higher road tolls just to shift the traffic jams closer to the city. We don't need to wait for a \$13 billionⁱⁱⁱ mega toll road that may never even be built.

The Greens will stop funding new private urban motorways, which just induce more traffic and push road tolls onto motorists to deliver profits for the banks and road developers.



> THE GREENS PLAN: RE-DIRECT \$2.2 BILLION FEDERAL FUNDING PROPOSAL FOR SYDNEY'S LIGHT RAIL NETWORK

The Greens will re-direct \$2.2 billion federal infrastructure funding earmarked for Sydney motorways to build two strategic light rail projects that are a better alternative to WestConnex. Unlike the speculative WestConnex proposal, these projects are viable, have a proven ability to reduce traffic congestion and have gained widespread public support.

A new Western Sydney light rail network to Parramatta with surrounding major centres, as proposed by Parramatta City Council

Parramatta is Sydney's second CBD and its future growth as an employment centre will meet the needs of millions of residents who want to live and work in western Sydney. The Western Sydney light rail network proposal has been developed by Parramatta Council^{iv}.

The first stage of the new network is two light rail lines that connect Greater Parramatta together: Westmead medical precinct, North Parramatta urban renewal precinct, Parramatta CBD, Rosehill/Camellia and the University of Western Sydney at Rydalmere. The estimated cost is \$1.7 billion. The proposal will be designed so as to not compromise possible duplication of heavy rail between Camellia and Carlingford.

The first stage of the project could be completed in a few short years, attracting new jobs growth closer to the millions of people living in Western Sydney.

The Inner West Link - a new light rail network for Sydney

The Greens are backing a widely supported plan to build on Sydney's existing light rail extension in the inner west, and further expand light rail within the CBD along Parramatta Road and to the Balmain Peninsula. It has been developed in collaboration with transport experts, academics, Members of Parliament, business leaders, and community organisations^v.

The Parramatta Road leg of the Inner West Link will extend from the existing stop at Capitol Square along George St, Broadway and down Parramatta Road. It will provide five times the capacity of buses, easing traffic on Parramatta Road, and avoid the need for the M4 East motorway extension.

The Greens' plan to re-direct funds from WestConnex will fund the first 6km of the Parramatta Road leg from Capitol Square station to Taverners Hill station in Leichhardt, at an estimated cost of \$500 million, based on the attached comparison with the NSW Government's South East Light rail cost estimates.

> BACKGROUND

Costing of Parramatta Road leg of Inner West Light Rail

See the NSW Government's December 2012 report titled Sydney's Light Rail Future, which outlines the proposed Sydney South East light rail network:

http://www.transport.nsw.gov.au/sites/default/files/b2b/projects/Sydneys_Light_Rail_Future_December_2012.pdf

The report states that:

- the total cost of the CBD and South East light rail network is estimated at \$1.6 billion.
- the total CBD and South East light rail network is 12km
- the CBD leg is 2.5km long and will cost an estimated \$500 million (page 26)

Assumptions:

- Construction of the Central Station to Kingsford and Randwick lines will cost an estimated \$1.1 billion.
- Central Station to Nine Ways at Kingsford Smith leg
 - approximately 7km long
 - 7 new stations (in report)
 - Estimated cost this leg - 64% or \$700 million
- Cnr Dacey Ave and Anzac Parade to Prince of Wales Hospital leg
 - approximately 3km long
 - 5 new stations (in report)
 - Estimated cost this leg - 36% or \$400 million
- The Capitol Square light rail station to Taverners Hill light rail station leg of the Inner West light rail network is comparable to the Central to Kingsford leg of the South East light rail, though with less engineering.
 - 6km long
 - 6 new stops (assumption)
 - Travels down an existing main road

Based on the NSW Government's estimated costs for the South East Sydney light rail network, the Parramatta Road leg of the Inner West Light Rail network would cost an estimated \$500 million.

ⁱhttp://www.transport.nsw.gov.au/sites/default/files/b2b/projects/Sydneys_Light_Rail_Future_December_2012.pdf

ⁱⁱ Funding will be re-directed on the same profile as the government's \$2.2 billion commitments, including \$450 million committed over the 2013 Budget forward estimates period.

ⁱⁱⁱ <http://www.transport.nsw.gov.au/media-releases/westconnex-project-office-and-running-and-community-consultation-underway>

^{iv} http://www.parracity.nsw.gov.au/work/business_in_parramatta/strategy/solving_transport_problems/light_rail_for_western_sydney

^v <http://www.jamieparker.org.au/get-on-board-light-rail/>