



Western Sydney Regional Organisation of Councils Ltd

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Our Ref: N02.03

15th September 2011

Mr Rodd Staples
Project Director
North West Rail Link
NSW Department of Transport
Level 6, 18 Street
CHIPPENDALE NSW 2008

Dear Mr Staples,

Re: North West Rail Link

Thank you for the opportunity to comment on the project overview document for the North West Rail Link.

As you know, WSROC has been a keen proponent of the proposed NWRL and we are pleased to see the priority given to this project by the NSW Government with the associated financial commitment in the recent budget and the speedy commencement of early work.

WSROC welcomes the commitment of the NSW Government to “delivering an integrated and affordable transport system for the people of Sydney’s north west” and the benefits this will bring in terms of reduced road traffic congestion, improved access to services and employment, beneficial environmental impacts and improved quality of life.

WSROC also welcomes the opportunity to provide comment on the project overview document as part of the process of community consultation. As such, we attach a copy of our original 2008 submission on the NWRL, “Submission on the North West Metro” and the more recent submission to the Independent Public Inquiry into “Sydney’s Long term Public Transport Plan” as they cover in depth our key areas of concern and recommendations.

However, we would like to emphasise the following priorities.

1. The NWRL needs to be part of a long term strategic transport and economic plan for Western Sydney. As such, we again emphasise the need for the NWRL to be integrated with the much needed Epping to Parramatta rail link. Without this link the Government misses a valuable opportunity to more comprehensively address the transport needs of north Western Sydney and to reap the extra economic benefits which would ensue. WSROC urges the NSW Government to work with the Federal Government to secure funding to complete both essential links in a more integrated way.

2. The proposed construction of the NWRL as stand-alone with an interchange at Epping creates the potential for considerable 'bunching' and congestion at Epping in the morning and evening peaks, exacerbated by differing frequencies on the NWRL and the City Rail line from Epping. WSROC therefore recommends careful consideration of the design of the Epping Station interchange to minimise these problems.
3. WSROC urges the consideration of an extension of the proposed NWRL route to link it to the Richmond line. For a cost increment which would be relatively modest in the context of the whole project, the extension from the proposed station at Cudgegong Road to allow an interchange with the Richmond line at Schofields would yield significant benefits to the region. Incorporating this in the initial project rather than adding it at a later stage would clearly be beneficial both from a community benefit point of view and from a financial perspective.
4. WSROC welcomes the Project Overview's commitment to "bus, pedestrian and cycling access facilities" at each station along with integrated bus interchange facilities at Castle Hill, Norwest and Rouse Hill. WSROC emphasises the need for adequate parking facilities at the stations between Epping and Rouse Hill and further emphasises the need for increased public bus services in north Western Sydney to maximise commuter benefits of the NWRL.
5. WSROC notes the proposed stabling facilities west of Rouse Hill and urges that train stabling be provided in a way which minimises land take and impacts on neighbouring communities and environments.
6. In light of the length of the proposed 15.5 km tunnel between Epping and Kellyville, WSROC urges an extensive review of existing safety and regulatory regimes so that the completed tunnel will minimise any safety concerns and contain extensive evacuation facilities.

In summary, WSROC welcomes the commencement of work on the NWRL and urges its expeditious progress.

Please do not hesitate to contact me on telephone 0488 038 113 if you have any queries regarding this matter.

Yours sincerely,



Kerry Bartlett
Chief Executive Officer

Attachments: WSROC 2008 and 2009 Submissions