

Artist impression: Indicative only



# PARRAMATTA LIGHT RAIL PROJECT OVERVIEW

FACT SHEET

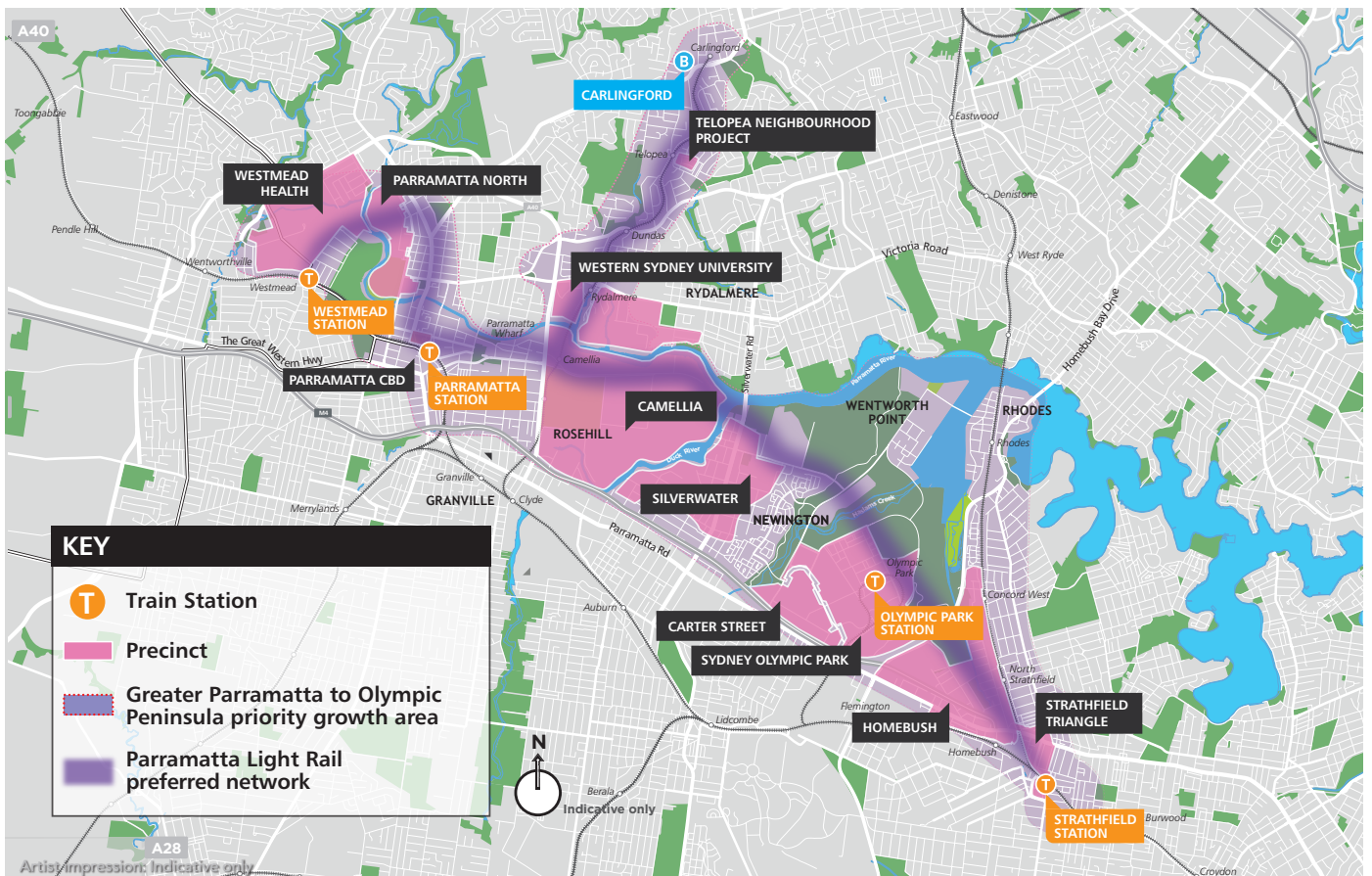
## WHAT IS PARRAMATTA LIGHT RAIL?

Parramatta Light Rail will be the centrepiece of an improved transport network connecting Greater Parramatta to renewal areas across the region. Reliable, frequent services running every day from early morning until late at night will support revitalisation and job creation along a corridor more than 20 kilometres long.

Planning for the Greater Parramatta to Olympic Peninsula priority growth area will provide opportunities for new community facilities, vibrant public spaces and homes close to transport links and jobs in the Parramatta CBD. Parramatta Light Rail will support the growth area

by connecting people to jobs, education and leisure opportunities and helping to create new communities.

In December 2015, the NSW Government announced a preferred network for Parramatta Light Rail to link areas that are being transformed by government and private investment, including Westmead precinct, Parramatta North urban renewal area, Camellia, Telopea, Rydalmere, Sydney Olympic Park and Strathfield. It will also serve major attractions in the Parramatta CBD including the new Western Sydney Stadium and the relocated Powerhouse Museum.



## HOW THE PREFERRED NETWORK WAS CHOSEN

In 2014 the NSW Government shortlisted four corridors where light rail could play a key role in improving transport connections and cater for future growth. This built upon a feasibility study undertaken by City of Parramatta Council. These corridors were:

1. Parramatta to Macquarie Park via Carlingford
2. Parramatta to Castle Hill
3. Parramatta to Bankstown
4. Parramatta to Sydney Olympic Park and Strathfield/Burwood.

All four shortlisted corridors included a core spine between Westmead and Camellia.

NSW Government carried out a detailed investigation of the four shortlisted corridors and the core spine to determine a preferred light rail network. This included an analysis of potential employment and urban renewal opportunities as well as looking at technical and environmental challenges.

This work showed that the Macquarie Park and Strathfield corridors would deliver strong growth and transport benefits, so both corridors and the CBD spine were selected as the basis of the preferred network. However, feasibility assessments demonstrated technical challenges in constructing light rail beyond Carlingford.

The preferred network includes the Camellia to Carlingford section of the Macquarie Park corridor, which would offer a more frequent and reliable transport service to users of the existing T6 line.

NSW Government is carrying out further studies for future extensions to Epping.

## FUNDING

The NSW Government has reserved \$1 billion to the project from Restart NSW and Rebuilding NSW funds. The project cost will be more than this reservation and will be further defined as part of project development.

The Government is looking at a range of funding sources to meet the capital cost of the project. This includes a Special Infrastructure Contribution (SIC) to share the value uplift along the growth corridor. This will be applied to new residential development within the Greater Parramatta to Olympic Peninsula priority growth area and will contribute funding to Parramatta Light Rail as well as community infrastructure and road upgrades.

## GET INVOLVED

Visit our project website and click the 'Get Involved' tab to provide your feedback on the project.

## PARRAMATTA LIGHT RAIL – STATUS

NSW Government is currently working on a final business case for Parramatta Light Rail. This will include the detailed alignment and stop locations. NSW Government is considering options for the alignment with stakeholders and a preferred route will be considered by early 2017.

NSW Government has started the planning approval process for Parramatta Light Rail with the preparation of a State Significant Impact Application (SSIA). Following engagement with the Department of Planning and Environment (DPE) and other organisations, it is expected that an Environmental Impact Assessment (EIS) will go on public display around mid-2017.

NSW Government is also developing a business model for the project, taking into consideration feedback from the private sector and stakeholders. Procurement of companies responsible for the delivery and operations of the project will begin in late 2017, allowing construction to start in 2018. The business model could allow for the project to be delivered in stages, taking into account construction requirements and planned timescales for major development across the corridor.



### Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on **131 450** and ask them to telephone Parramatta Light Rail on 1800 684 490.

#### Arabic

إذا كنت بحاجة إلى مترجم، الرجاء الاتصال بخدمة الترجمة الخطية والشفهية (TIS National) على الرقم **131 450**، والطلب منهم الاتصال Parramatta Light Rail على الرقم 1800 684 490.

#### Cantonese

若你需要口譯員，請致電 **131 450** 聯絡翻譯和口譯服務署 (TIS National)，要求他們致電 1800 684 490 聯絡 Parramatta Light Rail。

#### Mandarin

如果你需要口译员，请致电 **131 450** 联系翻译和口译服务署 (TIS National)，要求他们致电 1800 684 490 联系 Parramatta Light Rail。

#### Korean

통역사가 필요하시면 번역통역서비스 (TIS National)에 **131 450** 으로 연락하여 이들에게 1800 684 490 번으로 Parramatta Light Rail에 전화하도록 요청하십시오.

#### Vietnamese

Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch Vụ Thông Phiên Dịch (TIS Toàn Quốc) qua số **131 450** và nhờ họ gọi cho Parramatta Light Rail qua số 1800 684 490.