

RIVER RAIL

KOGARAH TO PARRAMATTA RAIL LINK



Meeting the NSW Government’s vision for Greater Sydney to be a 30-minute city, where most residents live within 30 minutes of their jobs, education and health facilities, services and great places, requires investment in the River Rail.

Located in the South District, Georges River sits at the centre of an **untapped region of Greater Sydney** with significant opportunities to accommodate additional population and jobs growth, in proximity to existing homes, employment, services and facilities.

To seize these opportunities, Georges River Council is calling for immediate investment in the **River Rail**, a proposed **24 kilometre rail link connecting the people of Georges River to Parramatta via Bankstown**. This connection is already supported in key city planning and transport strategies; *A Metropolis of Three Cities, Future Transport 2056* and the *NSW State Infrastructure Strategy*.

The *Pulse of Greater Sydney* released in July 2019 by the Greater Sydney Commission highlights the importance of better public transport connections to and within the South District. Currently the South District exhibits Sydney’s lowest levels of accessibility to metropolitan centres and clusters, with **only 24% of dwellings** located within 30 minutes.

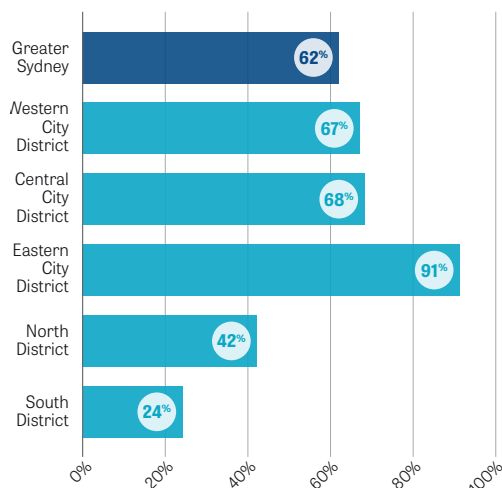


Figure 1: Pulse of Greater Sydney, 2019

Achieving the 30 minute vision requires direct public transport links like the River Rail to connect people in Georges River to Sydney’s major centres, particularly the Central City, for jobs, education and services across the region. Making Georges River an easier place to access will also increase the productivity and liveability of the South District and support more jobs and services locally.

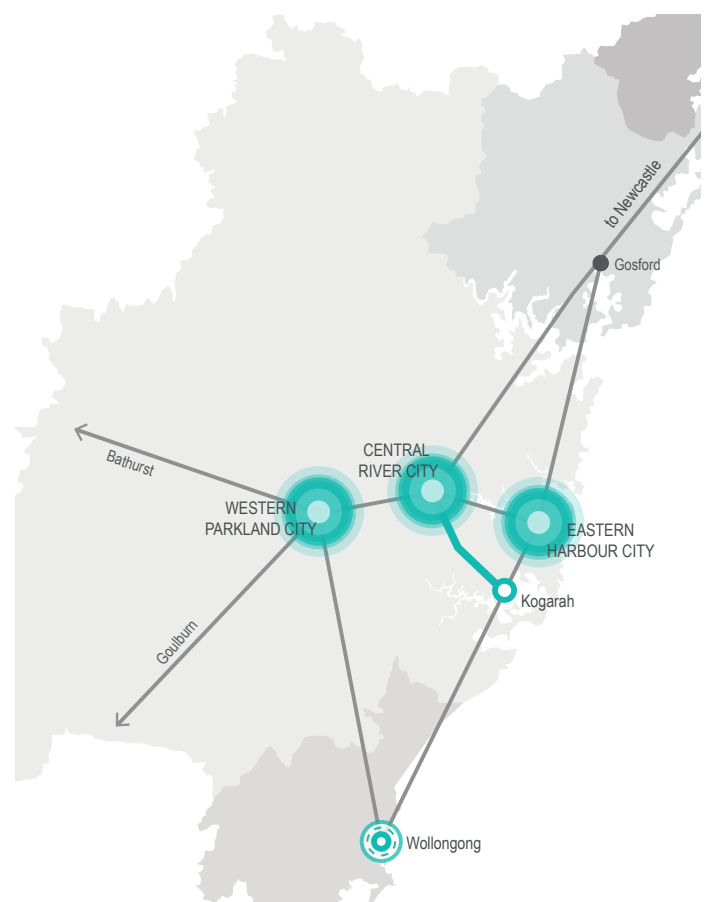


Figure 2: River Rail Kogarah to Parramatta Rail Link - opportunity to connect a wider city-megaregion.

River Rail not only provides the opportunity to establish a game changing rail connection to the heart of Sydney but could also connect Georges River and Greater Sydney to a **wider city-megaregion by 2050**. Wollongong will inevitably be drawn more and more into the orbit of Greater Sydney’s momentum by mid-century, with all the benefits that such integration offers in what has been called the ‘Sandstone mega-region’.

TRANSFORMING THE CORRIDOR

KOGARAH TO PARRAMATTA VIA BANKSTOWN

The rail connection from Kogarah to Parramatta via Bankstown will support the urban intensification required to catalyse increased productivity, jobs growth and economic and social welfare.

New housing and jobs will be focused around existing and new transport hubs and employment centres, increasing the density of people and activity in these areas.

This will enhance accessibility to jobs via transit, supporting jobs growth in Georges River and the South District as well as the Central City. This will address the current jobs deficit, which sees 142,000 people invest their time in long and frustrating trips to work outside of the South District each weekday

“ We need to move our city away from a radial network, where every trip has to be through Central, to a multi modal network – River Rail is a key component of that network.”

Gabriel Metcalf CEO Committee for Sydney

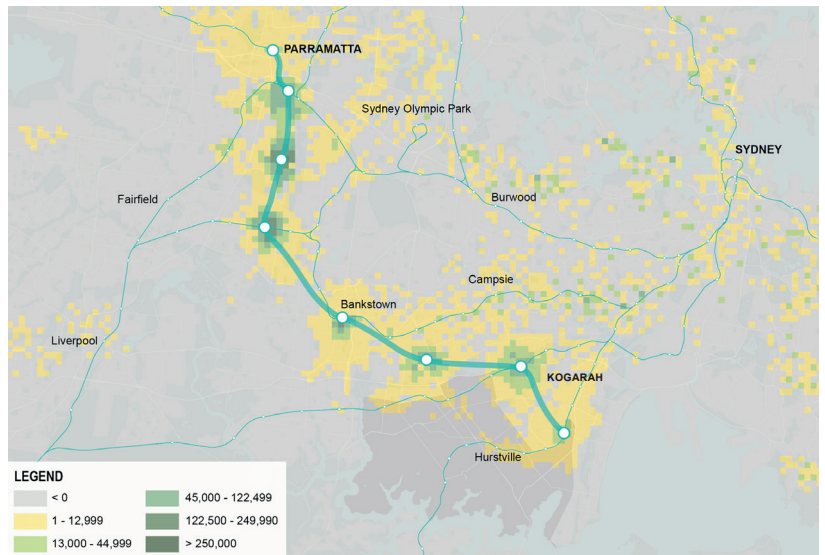


Figure 3: River Rail Kogarah to Parramatta Rail Link - Total difference in access to jobs within 30 minutes on public transport, as a result of River Rail (in 2046).

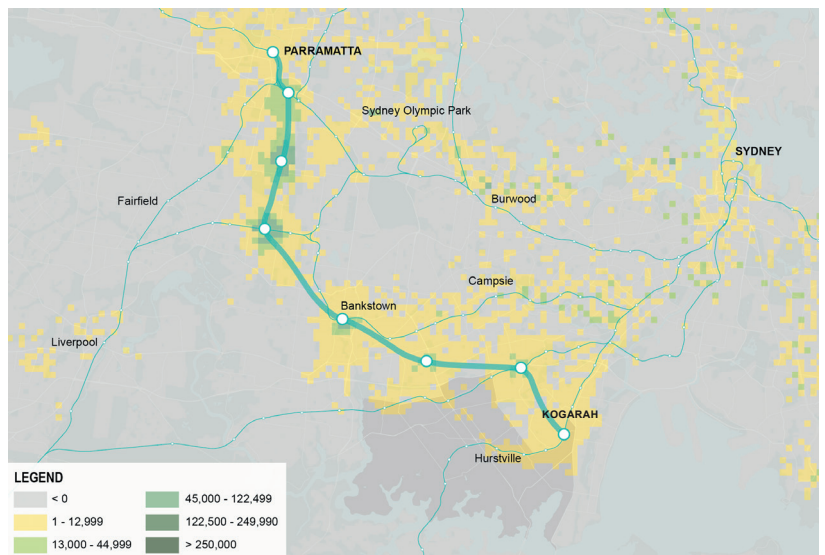


Figure 4: River Rail Kogarah to Parramatta Rail Link - Total difference in access to knowledge industry jobs within 30 minutes on public transport, as a result of River Rail (in 2046)

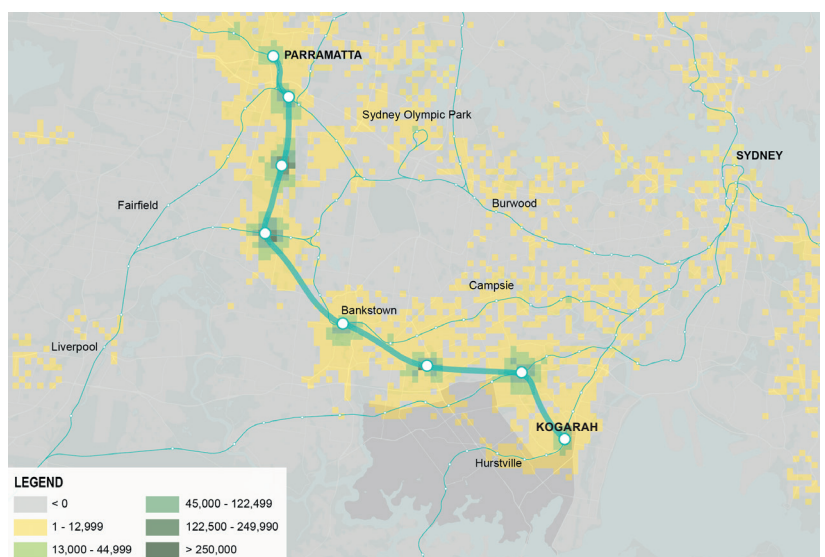


Figure 5: River Rail Kogarah to Parramatta Rail Link - Total difference in the number of people in the labour force that can access Kogarah on public transport within 30 minutes, as a result of River Rail (in 2046)

River Rail will contribute to social inclusion by improving connectivity for people in areas currently facing social disadvantage.

A critical impact of River Rail would be an increase in economic welfare, including increases in employment levels and real wages, due to the realisation of agglomeration benefits. Because the Kogarah to Parramatta corridor has higher than average levels of social disadvantage, investment in rail in this corridor will provide a particularly important opportunity to enhance social mobility through increasing real wages as well as providing greater access to more skilled jobs, schools, universities, hospitals and other facilities.

Existing rail coverage in Sydney is relatively poor

The current Sydney rail network, is being largely reinforced by the Sydney Metro network, and supports the further growth of high value agglomerations in the centre of the Eastern Harbour City which remains the overwhelming dominant economic cluster and the densest urban centre in the country. While important concentrations of jobs occur outside of the core area in the Eastern Harbour City, the current rail network pattern makes it more difficult to access these other important employment nodes.

There has been a chronic under-investment in rail over the past 50 years which governments are now addressing with new rail being planned and implemented in Australia's five big cities. More is needed.

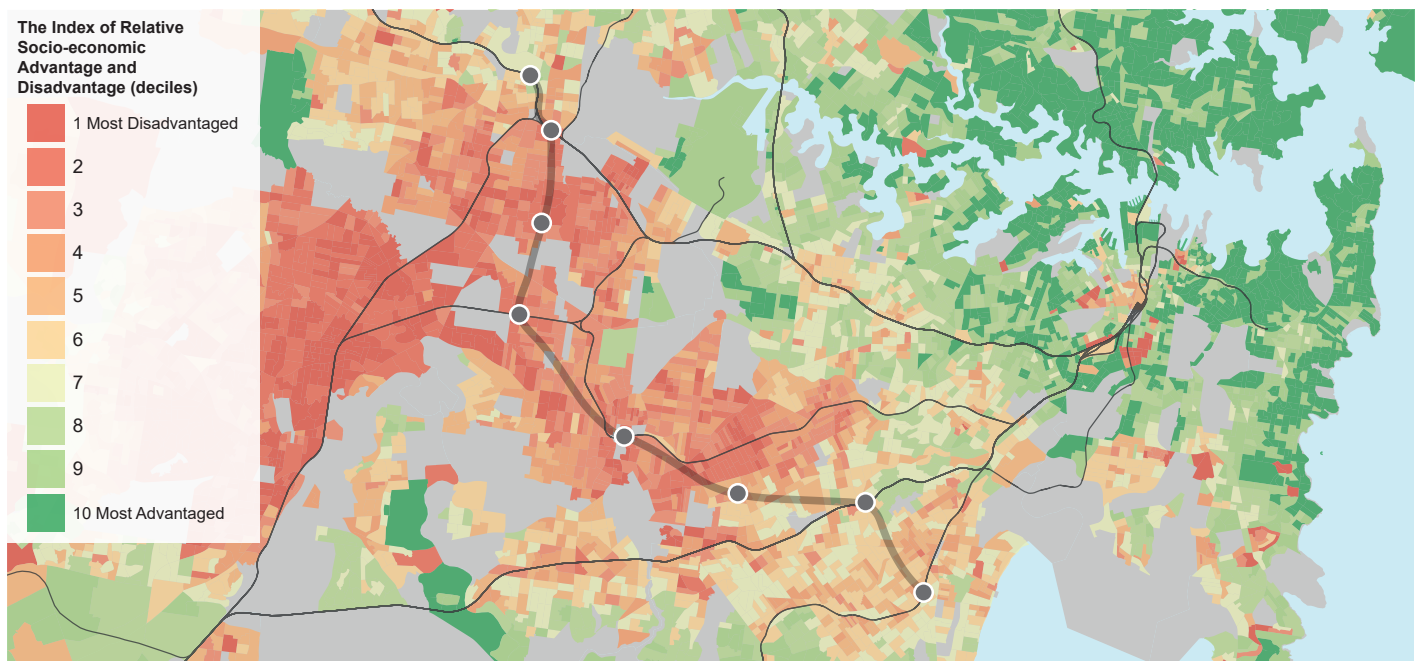


Figure 6: River Rail Kogarah to Parramatta Rail Link - The index of Relative Socio-economic Advantage and Disadvantage.

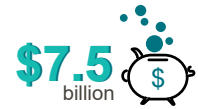


A CITY SHAPING INVESTMENT

Rail provides broad, city-shaping benefits to the community along with the ability to move large numbers of people between economic centres and supports the agglomeration of activity required to create increased productivity and jobs growth.

River Rail will facilitate a more networked transport system, helping to transform Sydney's radial rail infrastructure. It would provide direct access to the health and education facilities at Kogarah and Bankstown as well as connecting to Westmead.

Through delivery of the River Rail, gross regional product (GRP) could be expected to grow by an additional \$7.5 billion (net present value) between 2030 and 2045. River Rail could be expected to attract an estimated 30,000 additional trips by rail each day in 2036, relieving congestion for motorists and saving in the order of 5,000 hours of travel time, worth a potential \$0.7 billion over 30 years.



additional GRP across Sydney from 2030 to 2045 (NPV)



of travel time for motorists saved each day in 2036, worth a potential \$0.7 billion over 30 years



additional trips by rail each day in 2036

SPREADING THE BENEFITS

There are clear signs that disadvantage is moving towards lower density suburbia and exurban locations, including in Southern and Western Sydney, with poor public transport access and a less diverse land use mix. Investment in River Rail would help grow local strategic centres and support broader accessibility, connecting the disadvantaged to employment opportunities, education and health services as well as recreational facilities.

Currently only 66,000 people in the corridor live within walking distance of a rail station meaning many people drive to work or to access services – this would increase to over an estimated 118,000 by 2046. Locations across Greater Sydney – not just the South District – will benefit from the River Rail, providing access to over 100,000 additional jobs within 45 minutes in 2046.

With the Greater Sydney Commission's policy supporting significant population growth across the Eastern Harbour City, including in the South District, encouraging jobs growth in Kogarah and the broader South District requires urgent attention. River Rail will be a catalyst for jobs growth and will transform the possibilities for Kogarah, enabling it to perform its role as a key strategic centre and health, knowledge and wellness precinct. A thriving Kogarah will help address the jobs gap and socio-economic divide between the South District and the Western, Central and Eastern Cities.



additional people in walking distance to a station



additional jobs accessible from stations along the line (within 45 minutes in 2046)