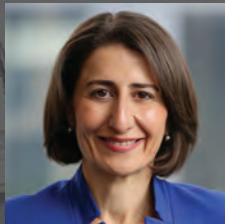


# NSW Infrastructure Pipeline



# New South Wales is open for business



The New South Wales Government is delivering the biggest infrastructure program in Australian history, with \$87.2 billion earmarked for projects over the next four years alone.

We value international skills and leading-edge technology in the delivery of world-class infrastructure and welcome your participation in this once-in-a-generation investment opportunity.

***Gladys Berejiklian***  
***New South Wales Premier***



New South Wales is one of the most exciting places in the world right now in terms of infrastructure investment. We are embarking on the largest capital program in our State's history and are reimagining the way people will move about and access services.

The years ahead are exciting. We have a chance to make NSW better than ever before and we will make it happen.

***Andrew Constance***  
***NSW Minister for Transport and Infrastructure***

An aerial photograph of a rural landscape. A wide river flows through the center, with a large suspension bridge crossing it. The surrounding area is a mix of green fields, some brown patches, and scattered trees. A multi-lane highway runs parallel to the river. In the foreground, there are some buildings and a parking lot. The overall scene is bright and clear.

# \$87.2b

NSW investment in  
infrastructure over  
the next four years.



**7.8 million  
people**

Forecast to grow to  
10 million in 2037.

**\$576<sup>bn</sup>  
GSP**

Bigger than Hong  
Kong, Singapore.

**27**

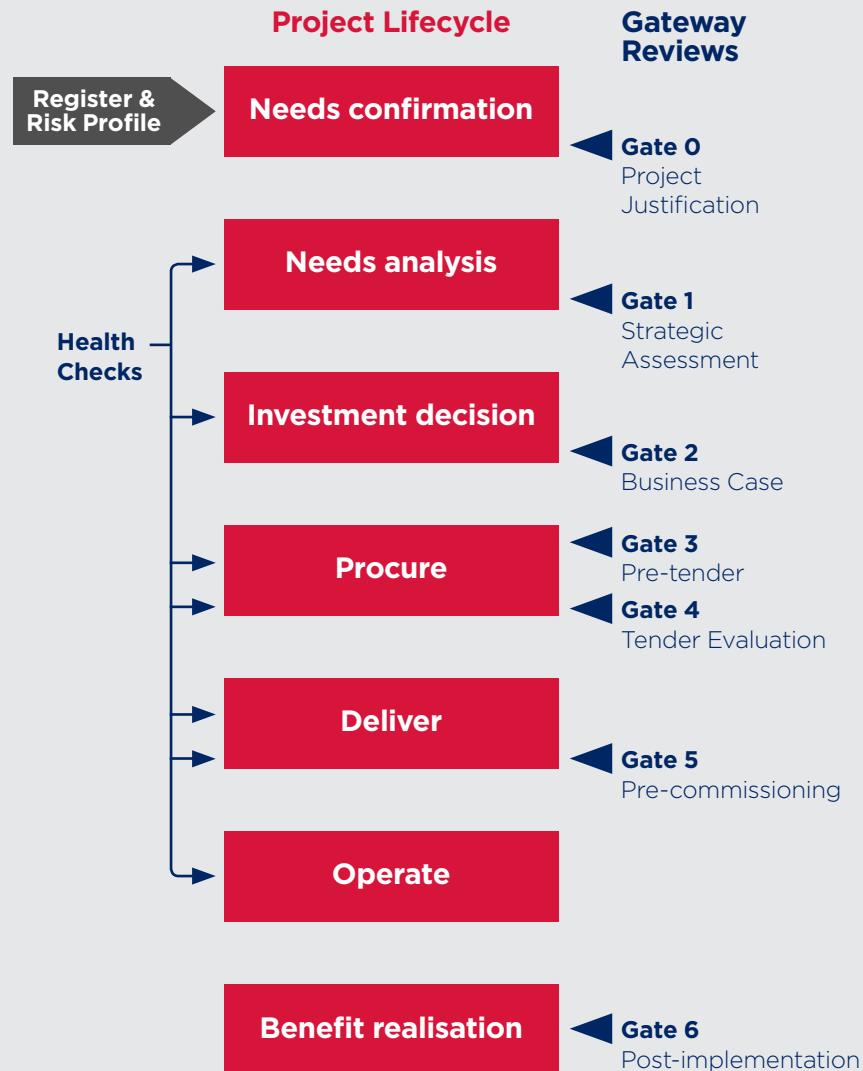
years of uninterrupted  
growth and AAA  
credit rating.

The NSW Government is also continually seeking to capture value, and unique and innovative ideas from industry that provide real and tangible benefits to the people of NSW. The Unsolicited Proposals process is designed to encourage non-government sector participants to approach Government with innovative infrastructure or service delivery solutions, where the Government has not requested a proposal and the proponent is uniquely placed to provide a value for money solution.<sup>1</sup>

### Proposal summaries

This document includes not only fully funded projects but also infrastructure projects that are not yet funded but may come to market in the next three to five years. It is important to understand that the proposals in the NSW Infrastructure Pipeline are in various stages of development; not all have yet been approved by Government to procure and deliver.

The Infrastructure Pipeline in this document will be reviewed and reported every six months to ensure it is up to date. Some new proposals may be added after each review, others may be replaced.



<sup>1</sup> [nsw.gov.au/your-government/unsolicited-proposals](http://nsw.gov.au/your-government/unsolicited-proposals)

# OPPORTUNITY

## Sydney Metro West

**Sector**  
Transport-Rail

**Responsible organisation**  
Sydney Metro

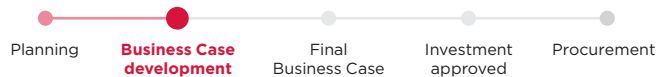
**Estimated cost of delivery**  
To be determined

**Private investment opportunities**  
Advisory roles, design and construction, operation

**Project contact**  
Tom Gellibrand, Acting Chief Executive,  
Sydney Metro  
tom.gellibrand@transport.nsw.gov.au

**Website**  
sydnymetro.info

### Stage of development



### ➔ Opportunity overview

The Sydney Metro West proposal aims to provide a direct connection between the CBDs of Parramatta and Sydney, linking communities not previously serviced by rail as well as supporting growth between the two major CBDs, with a journey time target of 20 minutes or less. The NSW Government has committed an initial \$3 billion to complete project planning and accelerate the commencement of construction of Sydney Metro West over the next four years so that tunnel boring machines are in the ground in the early 2020s, subject to the completion of the final Business Case.

An extra 420,000 people are expected to move into the corridor between Greater Parramatta and central Sydney over the next 20 years.

### ➔ Scope

Following extensive community and industry consultation in 2016 and 2017, the Sydney Metro West scope of works has been expanded and refined. It now includes:

- A new underground metro station at Westmead, to support the growing residential area as well as the health, research and education precinct.
- A new metro station under an existing suburban station on the T1 Northern Line east of Sydney Olympic Park - allowing faster connections for customers from the Central Coast and Sydney's north to Parramatta and Sydney through a quick and easy interchange between suburban and metro services.
- Further consultation on new intermediate metro stations between Parramatta and Sydney Olympic Park and between Olympic Park and the Sydney CBD.

- At least one Sydney Metro West station under the Sydney CBD, delivering an easy interchange between suburban rail, new light rail and the new metro stations currently under construction.

It is also proposed that Sydney Metro West will have an underground interchange with an existing suburban station on the T1 Western Line either at Parramatta or Westmead, allowing a fast and easy interchange to metro rail services for customers heading to and from the outer west and Blue Mountains.

### ➔ Next steps

Continue community consultation and complete Final Business Case.



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# OPPORTUNITY

## Central Station Precinct Renewal

### Sector

Transport – Precincts and interchanges

### Responsible organisation

Transport for NSW

### Estimated cost of delivery

Over \$1 billion

### Private investment opportunities

Advisory roles, design and construction, development partner

### Project contact

Peter Regan, Deputy Secretary,  
Finance and Investment Division  
[peter.regan@transport.nsw.gov.au](mailto:peter.regan@transport.nsw.gov.au)

### Website

[transport.nsw.gov.au/projects/current-projects/central-station-precinct](https://transport.nsw.gov.au/projects/current-projects/central-station-precinct)

### Stage of development

Various



### ➔ Opportunity overview

Construction work for a new Sydney Metro at Central Station and the landmark Central Walk, a new underground concourse, commenced in 2018. This is the next step in the renewal of Central Station, creating a new pedestrian gateway to the east and better links to the suburban rail network and light rail.

Opportunities for further renewal of Central Station and surrounding Government owned land are also being investigated.

Central can be more than a transport interchange, due to its location at the heart of the southern Central Business District, servicing a growing education, innovation, tourism, and business precinct.

The vision at Central is to create a transport precinct with a real sense of place which draws on its heritage, attraction and unique characteristics.

The Central Station Precinct presents an opportunity to work with industry to deliver a great urban environment.

### ➔ Scope

Investigations are underway to define the potential for further renewal across the broader Central Station Precinct. A wide range of options will be explored, including feedback from the community, industry and other stakeholders.

### ➔ Next steps

A dedicated construction contract has been awarded for the Sydney Metro Central works – separate to the rest of the Sydney Metro City & Southwest project to ensure a strong focus on the complex work required at Sydney's busiest railway station.

For the broader renewal work, consideration is being given to partnership opportunities with the private sector to optimise outcomes for the Central Station Precinct, with a view to seek proposals in late 2018.

# OPPORTUNITY

## Circular Quay Precinct Renewal

### Sector

Transport – Precincts and interchanges

### Responsible organisation

Transport for NSW

### Estimated cost of delivery

To be determined

### Private investment opportunities

Advisory roles, debt, equity, design and construction

### Project contact

Peter Regan, Deputy Secretary,  
Finance and Investment Division  
peter.regan@transport.nsw.gov.au

### Website

transport.nsw.gov.au

### Stage of development

Various



### ➔ Opportunity overview

In 2015, the NSW Government announced that \$200 million would be reserved through the Restart NSW fund for the upgrading of the Circular Quay ferry wharves. The need for the wharf upgrade is a catalyst for the NSW Government to explore opportunities for a renewal of Circular Quay beyond the wharves, in partnership with the private sector.

### ➔ Scope

Circular Quay's transport infrastructure and public domain does not currently fulfil the potential of its globally recognised location.

The Circular Quay ferry wharves need to be upgraded to make them accessible for all customers and ensure they are compliant with the Disability Standards for Accessible Public Transport under the *Disability Discrimination Act 1992 (Cth)*. Catering for future growth and improving the customer and visitor experience are also high priorities.

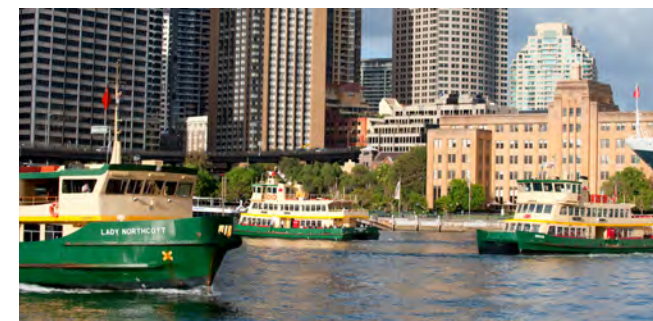
The public space around the interchange needs to be improved to manage the movements of people with different destinations, such as customers and visitors, and open up connections and views to surrounding areas and icons such as the Sydney Opera House, Sydney Harbour Bridge and Sydney Harbour.

Transport for NSW is undertaking a Strategic Business Case which is investigating a number of options including DDA compliance, upgrade of the wharves and promenade and a full Precinct renewal.

### ➔ Next steps

Structured market engagement commenced in March 2018, with the Strategic Business Case development being undertaken concurrently.

The result of the Strategic Business Case, combined with the outcomes of the first phase of the Structured Market Engagement, will inform the NSW Government decision about the scope of the project.



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© 2018 State of NSW Transport for NSW.



# OPPORTUNITY

## Princes Highway Upgrades

### Sector

Transport – Roads

### Responsible Organisation

Roads and Maritime Services

### Estimated cost of delivery

Over \$1.7 billion

### Private investment opportunities

Advisory roles, design and construction

### Project contact

Ken Kanofski, Chief Executive,  
Roads and Maritime Services  
ken.kanofski@rms.nsw.gov.au

### Website

rms.nsw.gov.au

### Stage of development

Various



### ➔ Opportunity overview

The Princes Highway upgrade program includes the following projects to improve safety and efficiency on one of NSW's main routes.

#### Albion Park Rail bypass

Roads and Maritime Services is planning for a 9.8 kilometre extension of the M1 Princes Motorway between Yallah and Oak Flats to bypass Albion Park Rail. Once constructed the motorway would complete the 'missing link' to provide for a high standard road between Sydney and Bomaderry.

The project would have two lanes in each direction with a central median. To accommodate future population growth in the region, the project has capacity for extra lanes as they become required. Work also involves the reconfiguration of the Croom Regional Sporting Complex.

The NSW Government has announced \$630 million towards this project.

Construction to commence early 2019.

#### Batemans Bay Bridge

Roads and Maritime Services is planning for a replacement crossing of the Clyde River on the Princes Highway at Batemans Bay.

Benefits of the project would include improved traffic flow, reduced risk of bridge closure caused by malfunctions, improved freight access to the far south coast by allowing vehicles above 26 metres across the Clyde River and management of nearby intersections to reduce traffic delays.

The NSW Government has announced up to \$300 million for the completion of this project.

Construction to commence early 2019.



Batemans Bay Bridge. © 2016 State of NSW Transport for NSW.

#### Berry to Bomaderry

Roads and Maritime Services plans to upgrade the Princes Highway between Berry and Bomaderry. The upgrade will provide about 10.5 kilometres of four-lane highway with median separation between Mullers Lane, Berry and Cambewarra Road, Bomaderry. Once the highway upgrade between Berry and Bomaderry is built it will complete four lanes of divided highway between Waterfall and Jervis Bay Road, Falls Creek.

The NSW Government has committed full funding for the Berry to Bomaderry upgrade of \$450 million. Construction to commence mid-2018.



*Nowra Bridge. © 2016 State of NSW Transport for NSW.*

### **Nowra Bridge**

Planning is underway for a new four lane bridge that will improve conditions on the Princes Highway over the Shoalhaven River at Nowra. As well as a new four lane bridge, the project will look at improving congestion at the intersections at Illaroo Road, Bolong Road and Bridge Road / Pleasant Way.

The proposed project will improve access to Nowra and the surrounding areas as well as improve access for larger trucks, and reduce traffic delays. The Federal and NSW governments have each committed \$155 million for the \$310 million project.

The preferred option for the bridge was placed on public display in early 2018. Concept design and Review of Environmental Factors will go on display in late 2018.



*Foxground and Berry bypass looking south west at Broughton Creek. © 2016 State of NSW Transport for NSW.*

### **Mount Ousley Interchange**

Roads and Maritime Services is planning for an interchange on the M1 Princes Motorway at the base of Mount Ousley. The NSW Government has allocated \$3 million in 2018/19 to continue planning for the interchange project which would replace the existing intersection. The project would improve road safety, travel times and cater for the efficient movement of future traffic and freight growth.

The project has received planning approval. Subject to funding, the next stage will be to prepare the detailed design for the project. Timing and funding for construction of the interchange upgrade is still to be confirmed.

### **Picton Road & Bulli Tops**

Roads and Maritime Services is planning upgrades to the M1 Princes Motorway between Picton Road and Bulli Tops. The upgrades would improve road safety, travel time and efficiency, and provide for safer maintenance tasks and access to utility services.

The Federal and NSW governments are jointly funding these improvements, with the Federal Government committing \$42 million and the NSW Government committing \$42.1 million.

# OPPORTUNITY

## Western Sydney Infrastructure Plan

### Sector

Transport – Roads

### Responsible organisation

Roads and Maritime Services

### Estimated cost of delivery

\$3.6 billion

### Private investment opportunities

Advisory roles, design and construction

### Project contact

Ken Kanofski, Chief Executive,  
Roads and Maritime Services  
ken.kanofski@rms.nsw.gov.au

### Website

[rms.nsw.gov.au/projects/  
sydney-west/infrastructure-plan](https://rms.nsw.gov.au/projects/sydney-west/infrastructure-plan)

### Stage of development

Various



### ➔ Opportunity overview

Western Sydney is currently Australia's third largest economy and in 20 years is expected to grow from three to four million people. The Western Sydney Infrastructure Plan aims to support an integrated transport solution for the region and maximise the economy, establishing Western Sydney as an increasingly desirable place to live and do business. This plan also aims to reduce congestion, cut travel times and create additional jobs in Western Sydney.

### ➔ Scope

There are several stages and aspects of the Western Sydney Infrastructure Plan, which include:

- A 35 kilometre upgrade of The Northern Road between The Old Northern Road, Narellan and Jamison Road, South Penrith from a generally two and four lane undivided road to a six and eight lane divided road.
- A new M12 Motorway providing direct access to the Western Sydney Airport at Badgerys Creek and connecting to Sydney's motorway network.
- A 10 kilometre upgrade of Bringelly Road between The Northern Road and Camden Valley Way from a two lane road to a four and six lane divided road.
- An upgrade of the intersection at Ross Street and the Great Western Highway, Glenbrook.
- A \$200 million upgrade of local roads.

### ➔ Next steps

The program is being progressively put to the market.

## Fast facts

Western Sydney is currently Australia's third largest economy and in twenty years is expected to grow from three to four million people.

# OPPORTUNITY

## Smart Motorways

### Sector

Transport – Roads

### Responsible organisation

Roads and Maritime Services

### Estimated cost of delivery

\$470 million

### Private investment opportunities

Traditional procurement, innovative products

### Project contact

Ken Kanofski, Chief Executive,

Roads and Maritime Services

ken.kanofski@rms.nsw.gov.au

### Website

[rms.nsw.gov.au/projects/easing-sydneys-congestion](https://rms.nsw.gov.au/projects/easing-sydneys-congestion)

### Stage of development



### ➔ Opportunity overview

The M4 Smart Motorway Project includes a 35 kilometre upgrade along the M4 Motorway from Lapstone to Mays Hill, and will provide a tailored technology solution to create a better travelling experience for motorists, and a more consistent journey.

Smart motorways, also known as managed motorways, use complementary technologies to monitor traffic conditions, manage congestion and respond to incidents in real time. The M4 Smart Motorway will introduce a smarter way of travelling the M4 by using real time information, communication and traffic management tools to provide motorists with a safer, smoother and more reliable journey.

The M4 Smart Motorway will be the first smart motorway for NSW and will bring together intelligent traffic technologies in one place to maximise the performance of the motorway.

### ➔ Scope

The M4 Smart Motorway will be operational at the end of 2020, which will help limit disruption along the motorway, and ensure we keep people moving. The first three stages have been awarded to contractors.

- Stage 1 – Mamre Road, St Marys to Reservoir Road, Prospect
- Stage 2 – Reservoir Road, Prospect to Pitt Street, Mays Hill
- Stage 3 – Mulgoa Road, Penrith to Mamre Road, St Marys

Russell Street, Lapstone to Mulgoa Road, Penrith will be completed in Stages 4 and 5, and is yet to be awarded to a contractor.

### ➔ Next steps

Stage 4 and 5 of the project will be put to market.

# OPPORTUNITY

## F6 Extension Stage 1

### Sector

Transport – Roads

### Responsible organisation

Roads and Maritime Services

### Estimated cost of delivery

Between \$2.2 and \$2.6 billion

### Private investment opportunities

Advisory roles, debt, equity, design and construction

### Project contact

Ken Kanofski, Chief Executive,

Roads and Maritime Services

ken.kanofski@rms.nsw.gov.au

### Website

rms.nsw.gov.au/f6

### Stage of development



### ➔ Opportunity overview

The M1 Princes Motorway is a key part of Australia's national highway system, and provides a vital arterial road link through southern Sydney. At present there is no efficient connection to Sydney's motorway network from the south.

The F6 Extension would provide a 19 kilometre motorway connection between the New M5 Motorway at Arncliffe and Loftus.

The project is identified as a committed initiative in the *Future Transport 2056 Strategy* subject to final Business Case and funding. This link to the south was identified as a priority in the *NSW Long Term Transport Master Plan 2012* and the *State Infrastructure Strategy 2014* as one of the future strategic priorities for Sydney's road network.



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### ➔ Scope

Following investigations in 2016 and 2017, on 17 October 2017, the NSW Government announced its decision to progress the F6 Extension Stage 1, New M5 Motorway at Arncliffe to President Avenue at Kogarah, to deliver the first stage of a motorway connection from Sydney's south to the wider motorway network, making journeys easier, faster and safer. On 12 June 2018 the NSW Government released further project and design information for consultation and community feedback.

This four kilometre underground twin tunnel connects with the New M5 Motorway at Arncliffe, 75 metres underground, passing under Rockdale to an intersection at President Avenue at Kogarah. It will also be designed with provision for a future extension south to Section B – Kogarah to Taren Point.

Sections B between Kogarah and Taren Point and Section C between Taren Point and Loftus are currently being further investigated. Roads and Maritime will keep the community informed at key stages.

### ➔ Next steps

Community consultation, Environmental Impact Statement preparation and exhibition, and market sounding.

# OPPORTUNITY

## Coffs Harbour Bypass

### Sector

Transport – Roads

### Responsible organisation

Roads and Maritime Services

### Estimated cost of delivery

\$1.2 billion

### Private investment opportunities

Advisory roles, design and construction

### Project contact

Ken Kanofski, Chief Executive,

Roads and Maritime Services

ken.kanofski@rms.nsw.gov.au

### Website

[rms.nsw.gov.au/projects/northern-nsw/coffs-harbour-bypass](https://rms.nsw.gov.au/projects/northern-nsw/coffs-harbour-bypass)

### Stage of development



### ➔ Opportunity overview

The NSW Government is funding the planning of the Coffs Harbour bypass. The project includes around a 14 kilometre bypass of Coffs Harbour from Englands Road in the south and connects with the Pacific Highway at Sapphire Beach in the north. The bypass seeks to improve connectivity, road transport efficiency and safety for local and interstate motorists.

The \$1.2 billion project is being funded with \$242 million from the NSW Government and \$971 million from the Federal Government.

### ➔ Scope

A preferred route for the Coffs Harbour bypass was identified in 2004 and provides a four lane divided motorway high standard road from Englands Road in the south to Sapphire Beach in the north. The route passes through the North Boambee Valley, through the Roberts Hill ridgeline then traverses the foothills of the Coffs Harbour basin west and north to Korora Hill, and then follows the existing highway to Sapphire Beach.

### ➔ Next steps

Roads and Maritime Services will be seeking planning approval through carrying out the Environmental Impact Statement on the preferred route.

Subject to gaining relevant approvals, it is expected that construction will start in mid-2020, with completion targeted for 2024.



Aerial view of Coffs Harbour township. © Destination NSW.

# OPPORTUNITY

## Western Harbour Tunnel and Beaches Link

### Sector

Transport – Roads

### Responsible organisation

Roads and Maritime Services

### Estimated cost of delivery

To be determined

### Private investment opportunities

Advisory roles, debt, equity, design and construction, operations and maintenance

### Project contact

Ken Kanofski, Chief Executive,  
Roads and Maritime Services  
ken.kanofski@rms.nsw.gov.au

### Website

[rms.nsw.gov.au/whtbl](https://rms.nsw.gov.au/whtbl)

### Stage of development



### ➔ Opportunity overview

The Warringah Freeway, which feeds onto the Sydney Harbour Bridge and the Sydney Harbour Tunnel, is Australia's busiest road, carrying more than 234,000 vehicles each week day. Both the Sydney Harbour Bridge and the Sydney Harbour Tunnel are currently operating near capacity and are vulnerable to extended delays from incidents and accidents.

Our reliance on these two crossings means even small incidents can create significant traffic disruptions across the city.

By 2031, travel demand on the existing harbour crossings, the Western Distributor and Anzac Bridge will significantly exceed capacity around peak periods.

Western Harbour Tunnel will provide a new high capacity road crossing under Sydney Harbour, taking pressure off the Sydney Harbour Bridge and Tunnel.

It will provide a new western bypass of the Sydney CBD, allowing motorists to avoid the Anzac Bridge, Western Distributor and Sydney Harbour Bridge, improving journey times and reliability for cross harbour trips and the broader network.

Western Harbour Tunnel will also provide direct access from the north of the harbour to the southern and western networks including the WestConnex motorway via the Rozelle Interchange.

The Military Road corridor is one of the slowest on Sydney's network, impacting the journeys of private vehicles and buses.

Beaches Link will provide a new high capacity road crossing under Middle Harbour that will improve car and bus journey times and provide new connections between the Northern Beaches and both St Leonards and Macquarie Park.

It will take pressure off The Spit Bridge, Military Road and Roseville Bridge, improving amenity in Mosman, Cremorne, Seaforth and Neutral Bay, and relieve traffic flows through Roseville and Willoughby.

Beaches Link will integrate with Sydney's public transport network (bus, metro, and rail) to deliver significant improvements to bus services and provide opportunities for additional express bus routes.

The program was marked for progression within the *State Infrastructure Strategy 2014* and *NSW Long Term Masterplan 2012*. The program has also been recognised in the NSW Government's *Future Transport 2056 Strategy*. Western Harbour Tunnel and Beaches Link are part of the suite of works to build the 'missing links' in Sydney's motorway and transport network.

### Western Harbour Tunnel

Western Harbour Tunnel is a new 6.5 kilometre motorway tunnel, connecting WestConnex at Rozelle, under Sydney Harbour, with the Warringah Freeway.

Warringah Freeway Upgrade is a four kilometre upgrade to provide connections for the new tunnels and improve this busy and complex road corridor.

### Beaches Link

Beaches Link is a new 7.2 kilometre motorway tunnel, from the Northern Beaches, under Middle Harbour, to join with both the Warringah and Gore Hill Freeways.

### ➔ Next steps

The next stage is the release of the reference design around mid-2018 followed by ongoing community and stakeholder engagement.

# OPPORTUNITY

## Sydney Gateway

### Sector

Transport – Roads and Freight

### Responsible organisation

Transport for NSW and Roads and Maritime Services

### Estimated cost of delivery

To be determined

### Private investment opportunities

Advisory roles, design and construction

### Project contact

Rail component: Peter Regan, Deputy Secretary,  
Finance and Investment Division  
[peter.regan@transport.nsw.gov.au](mailto:peter.regan@transport.nsw.gov.au)

Road component: Ken Kanofski, Chief Executive,  
Roads and Maritime Services  
[ken.kanofski@rms.nsw.gov.au](mailto:ken.kanofski@rms.nsw.gov.au)

### Website

[rms.nsw.gov.au/projects/sydney-south/sydney-gateway](https://rms.nsw.gov.au/projects/sydney-south/sydney-gateway)

### Stage of development



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### ➔ Opportunity overview

The Sydney Airport and Port Botany precinct is a key contributor to the NSW and Australian economy and home to Australia's busiest airport and container port. The precinct is heavily constrained with substantial road congestion and rail inefficiencies that potentially impact the NSW and Australian economy.

Sydney Gateway will link the WestConnex St Peters Interchange to Sydney Airport, improving road connectivity to Port Botany and supporting the competitiveness of these strategic centres. Sydney Gateway will also involve the duplication of three kilometres of the Port Botany rail freight line. This integrated freight rail and road program will expand capacity and improve connections to the ports, to assist with management of growth in air passengers, freight and employee traffic movements across the region. The Port Botany rail duplication component of the program will support the freight growth projections and the shift in freight from road to rail.

### ➔ Scope

Road: Provide a new route to the domestic and international airport terminals from the WestConnex Motorway at St Peters Interchange. The program includes improvements to the arterial road network to improve access to the domestic terminals. New and reconfigured roads will work together to streamline traffic between the ports and wider Sydney. Construction planned to commence 2020 and be complete in 2023.

Rail: Duplicate a three kilometre section of the Port Botany freight rail line to increase capacity and improve service reliability. This will help increase the proportion of freight transported by rail, reduce trucks on local roads and provide efficient links between the sea port and the freight intermodal terminals. Construction planned to commence 2020 and be complete in 2023.

### ➔ Next steps

Final Business Case development.



# OPPORTUNITY

## Newell Highway

### Sector

Transport – Roads

### Responsible organisation

Roads and Maritime Services

### Estimated cost of delivery

\$500 million committed package of works

### Private investment opportunities

Advisory roles, design and construction

### Project contact

Ken Kanofski, Chief Executive,  
Roads and Maritime Services  
ken.kanofski@rms.nsw.gov.au

### Website

[rms.nsw.gov.au/projects/  
western-nsw/newell-highway](https://rms.nsw.gov.au/projects/western-nsw/newell-highway)

### Stage of development

Various



### ➔ Opportunity overview

The Newell Highway provides the major road freight route between Queensland and Victoria, and connects dozens of regional centres and communities along its 1,060 kilometre length.

To meet the challenge and improve the productivity of our regional economies, the NSW Government committed \$500 million for the Newell Highway from the \$2 billion Regional Road Freight Corridors Program in the *State Infrastructure Strategy 2014* update.

### ➔ Scope

Short term investment priorities include:

- Upgrading sections of the Newell Highway.
- Up to 30 overtaking lanes along the Highway.
- Building new alignments and bypasses for some parts of the Newell Highway.
- Replacing bridges.
- Heavy vehicle enforcement facilities.

### ➔ Next steps

Progress planning and delivery.



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# OPPORTUNITY

## New England Highway

### Sector

Transport – Roads

### Responsible organisation

Roads and Maritime Services

### Estimated cost of delivery

\$550 million committed

### Private investment opportunities

Advisory roles, design and construction

### Project contact

Ken Kanofski, Chief Executive,  
Roads and Maritime Services  
ken.kanofski@rms.nsw.gov.au

### Website

[rms.nsw.gov.au/projects/hunter/new-england-highway](https://rms.nsw.gov.au/projects/hunter/new-england-highway)

### Stage of development



### ➔ Opportunity overview

To meet the challenge of increasing freight movements and to improve the productivity of NSW regional economies, the NSW Government is preparing a *New England Highway Corridor Strategy*, which stretches between the Hunter Expressway at Branxton and the Queensland border, to identify short, medium and long term priority actions to help guide future investment. A number of short-term investment priorities have been identified and will be delivered.

### ➔ Scope

Short-term investment priorities identified include:

- Upgrading sections of the New England Highway.
- Building new alignments and bypasses for some parts of the New England Highway.
- Replacing bridges.
- Heavy vehicle enforcement facilities.
- Developing and implementing an intelligent transport system strategy for the corridor.

### ➔ Next steps

Finalise *New England Highway Corridor Strategy*.



*New England Highway looking South.*  
© 2016 State of NSW Transport for NSW.

# OPPORTUNITY

## North – South Rail Link Western Sydney Airport

### Sector

Transport – Rail

### Responsible organisation

Sydney Metro

### Estimated cost of delivery

To be determined

### Private investment opportunities

Advisory roles, debt, equity, design and construction

### Project contact

Tom Gellibrand, Acting Chief Executive,  
Sydney Metro

[tom.gellibrand@transport.nsw.gov.au](mailto:tom.gellibrand@transport.nsw.gov.au)

### Website

[transport.nsw.gov.au/projects/current-projects/western-sydney-rail-needs-scoping-study](https://transport.nsw.gov.au/projects/current-projects/western-sydney-rail-needs-scoping-study)

[nsw.gov.au/improving-nsw/projects-and-initiatives/western-sydney-city-deal/](https://nsw.gov.au/improving-nsw/projects-and-initiatives/western-sydney-city-deal/)

### Stage of development



### ➔ Opportunity overview

The Federal and NSW governments will deliver the first stage of the North – South Rail Link from St Marys to Western Sydney Airport and the Badgerys Creek Aerotropolis.

North – South Rail Link will provide a major transport link between the North West, Western Sydney Airport, South West and Greater Macarthur Growth Areas, connecting Western Sydney Airport and the Greater Western Sydney Growth area to the rest of Sydney via the train network and support population, jobs and economic growth in the west.

North – South Rail Link will also support future developments of town centres, to be designed and planned around future transport infrastructure.

### ➔ Scope

As a first step, the NSW Government will protect suitable corridors for future rail connections in Western Sydney. Both governments will contribute up to \$50 million each to a Business Case process, in consultation with local government. This will include investigation of integrated transport and delivery options for a full rail link from Schofields to Macarthur and a South West Rail Link to connect Leppington to the Western Sydney Airport via an interchange at the Badgerys Creek Aerotropolis.

The Federal and NSW governments will be equal partners in funding the first stage of North – South Rail Link Western Sydney Airport and have a shared objective to connect rail to Western Sydney Airport in time for opening, informed by the Business Case.



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### ➔ Next steps

A market sounding process will test private sector interest in station developments and explore innovative financing solutions.

# OPPORTUNITY

## More Trains, More Services Stage 2

**Sector**  
Transport-Rail

**Responsible organisation**  
Transport for NSW

**Estimated cost of delivery**  
To be determined

**Private investment opportunities**  
Advisory roles, design and construction

**Project contact**  
Stephen Troughton, Deputy Secretary,  
Infrastructure and Services  
Stephen.troughton@transport.nsw.gov.au

**Website**  
[transport.nsw.gov.au/projects/more-trains-more-services/](https://transport.nsw.gov.au/projects/more-trains-more-services/)

**Stage of development**  
Various



### ➔ Opportunity overview

Stage 2 of More Trains, More Services will play a vital role in the delivery of *Future Transport 2056*. The program will use world-class technology to transform the network and provide customers with more services, faster travel times and improved reliability. The next stage of the program will focus on increasing the number of trains that can run during the morning and afternoon peak hours on the T4 Eastern Suburbs & Illawarra Line and the T8 Airport & South Line. This includes an increase of up to five more trains per hour during the morning peak hour services on the T4 Eastern Suburbs & Illawarra Line. As well as a potential 80 percent increase in morning peak hour services on the T8 Airport & South Line at the International, Domestic, Mascot and Green Square stations, meaning trains at least on average every four minutes instead every six, along with extra services from Revesby.



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### ➔ Scope

Over the next 10 years this essential program will transform Sydney's busiest train lines with more services through digital systems, infrastructure upgrades, and more new trains.

The next stage of More Trains, More Services will investigate upgrades to parts of the network with state-of-the-art technology to create high capacity, turn up and go services for many customers.

Key elements of the program are:

- Upgrading rail infrastructure to simplify the network and improve its resilience.
- Deploying digital train control technology to create greater capacity and more reliable operations.
- Utilising the City Circle capacity that will be freed up by Sydney Metro City & Southwest to provide more services on other lines.

### ➔ Next steps

Progress planning and delivery of the program.

# NSW Infrastructure Pipeline

**Sydney Metro West**  
**Central Station Precinct Renewal**  
**Circular Quay Precinct Renewal**  
**Parramatta Light Rail (Stage 2)**  
**Princes Highway Upgrades**  
**Western Sydney Infrastructure Plan**  
**Smart Motorways**  
**F6 Extension Stage 1**  
**Coffs Harbour Bypass**  
**Western Harbour Tunnel and Beaches Link**  
**Sydney Gateway**  
**Newell Highway**  
**New England Highway**  
**North – South Rail Link Western Sydney Airport**  
**More Trains, More Services Stage 2**  
**Education Investment**

**Campbelltown Hospital Redevelopment (Stage 2)**  
**Nepean Hospital Redevelopment (Stages 1 and 2)**  
**Rouse Hill Health Service**  
**Wagga Wagga Base Hospital Redevelopment (Stage 3)**  
**Wyong Hospital Redevelopment**  
**Tweed Valley Hospital**  
**Randwick Campus Redevelopment**  
**Coffs Harbour Hospital Expansion**  
**Concord Hospital Redevelopment**  
**Liverpool Health and Academic Precinct**  
**New Museum of Applied Arts and Sciences (MAAS) in Western Sydney**  
**Art Gallery of NSW**  
**Warragamba Dam Wall Raising**  
**Outer Sydney Metropolitan Correctional Precinct**  
**Prison Bed Capacity Program**  
**Stadium Australia**