



Project Overview

June 2014

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This page: Artist's impression of landscaped pedestrian area under the skytrain.

Cover: Artist's impression of the new landmark cable-stayed bridge over Windsor Road.

Premier's message



As Australia's biggest public transport infrastructure project, the North West Rail Link will transform Sydney's booming North West region.

By the end of 2014, the first of four tunnel boring machines will be in the ground – digging Australia's longest rail tunnels for

15 kilometres between Bella Vista and Epping.

By the end of 2019, the first train services will be running on the \$8.3 billion North West Rail Link – the first stage of Sydney's new rapid transit rail network.

There will be a train at least every five minutes in the peak and customers won't need a timetable – they can just turn up and go.

Major construction is now well underway, with contracts awarded for tunnelling and the four kilometre elevated skytrain section of the project between Bella Vista and Rouse Hill.

Only one more major contract remains to be awarded – to design and build the stations and car parks, and to supply Sydney's new generation of single deck trains, which is expected to occur before the end of 2014.

The NSW Government has worked hard to make the North West Rail Link a reality since the project was first established in 2011.

We're getting on with the job of building the North West Rail Link – I look forward to further milestones as this transformative project takes shape.

Mike Baird MP
PREMIER OF NEW SOUTH WALES
MINISTER FOR INFRASTRUCTURE AND
MINISTER FOR WESTERN SYDNEY

Minister's message



Meeting the expectations of customers and the community has been a key priority for the North West Rail Link project right from the start.

At every step of the way, the NSW Government has worked together with the community to deliver the

best public transport project possible; including going from six to eight new railway stations and 4000 new commuter car parking spaces – an extra 1000 than originally planned.

Only one more major contract remains to be awarded – to design and build the stations and car parks, and to supply Sydney's new generation of single deck trains, which is expected to occur before the end of 2014.

Over the coming years, there will be 16 construction sites operating across the region as work moves into full swing – giving the community the opportunity to see the region transform.

When complete, the project will change the North West for generations to come – delivering for the first time a reliable public transport service to one of Sydney's fastest growing areas.

A region which, over coming decades, will have an extra 200,000 people move into the area, taking the population of the North West above 600,000.

This document provides an overview of the project as it stands today and how, when complete, the North West Rail Link will deliver a modern rapid transit rail system that will simply be the best Australia can offer.

Gladys Berejiklian MP
MINISTER FOR TRANSPORT

Project update

The \$8.3 billion North West Rail Link is Australia's biggest public transport project and is due to open to customers before the end of 2019.

The project has been shaped by a commitment to deliver a transport link that meets customer expectations. In fact, community and industry input has significantly influenced the way the project looks today.

Essential planning work on the North West Rail Link is complete and major construction has started.

Moving forward, the focus will be on the 16 construction sites along the alignment between Epping and Rouse Hill where more and more activity will take place over the coming years.

For more detailed information on the project visit www.northwestrail.com.au

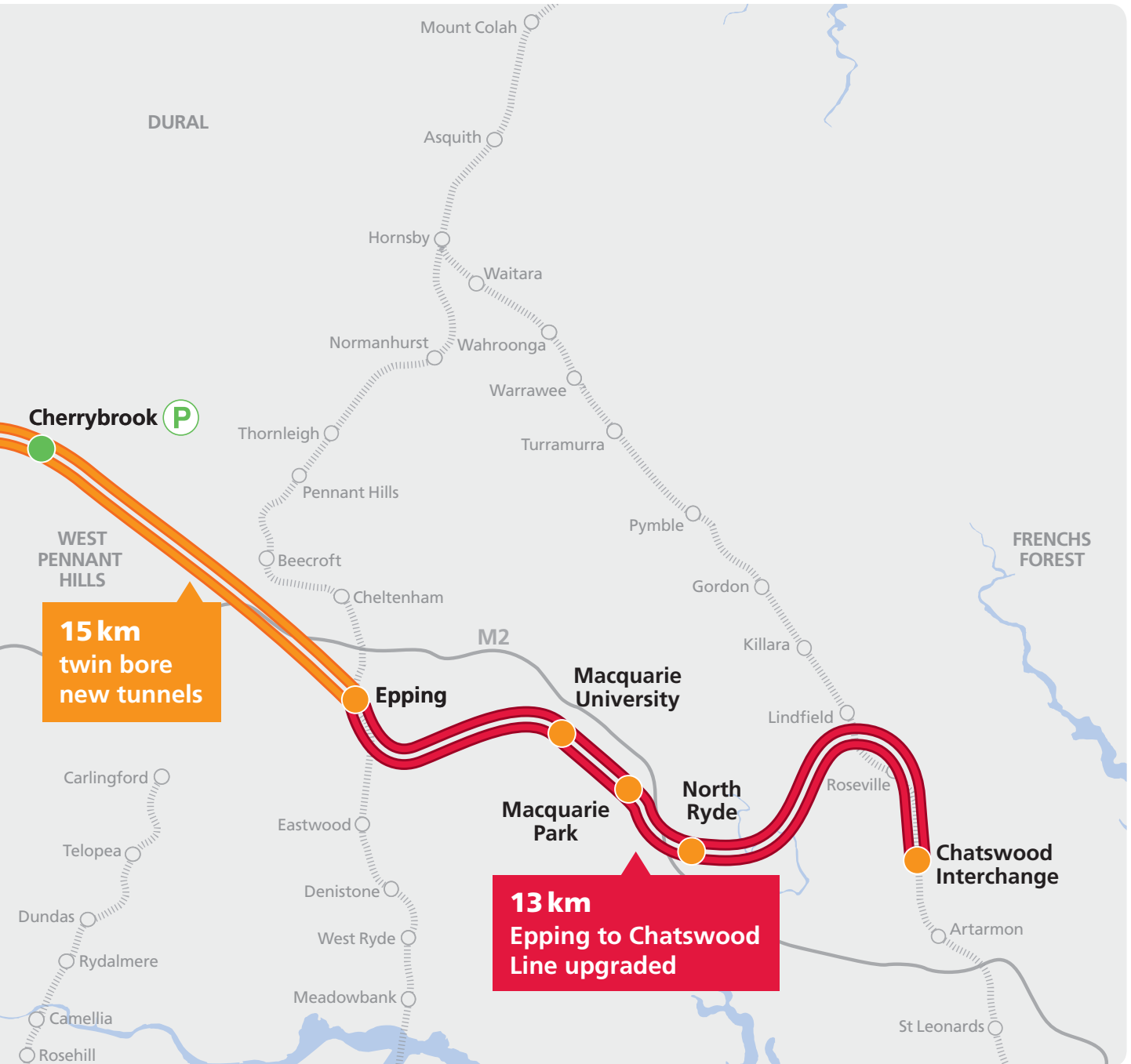




Getting ready for tunnel boring machines at the Bella Vista work site.



Excavation at the Cherrybrook construction site.





KEY FEATURES



A train at least every
5 minutes
in the peak



4000
commuter car
parking spaces



8 new
railway stations



5 existing railway
stations **upgraded**



36 km total
project length



23 km
of new track



15 km
twin tunnels



4 km
elevated skytrain



16 major
construction sites



3 major
construction
contracts

Three major contracts

There are three major contracts to deliver and operate the North West Rail Link.

■ Tunnels and Station Civil Works

\$1.15 billion contract awarded to Thiess John Holland Dragados on 24 June 2013. This contract involves building the 15 kilometre twin tunnels between Bella Vista and Epping – the longest railway tunnels to ever be built in Australia.

■ Surface and Viaduct Civil Works

\$340 million contract awarded to the Impregilo-Salini joint venture on 17 December 2013. This contract involves building the four kilometre elevated skytrain between Bella Vista and Rouse Hill, including a 270 metre cable-stayed bridge over Windsor Road at Rouse Hill.

■ Operations, Trains and Systems

A Public Private Partnership contract to be awarded by the end of 2014, subject to value-for-money criteria being met. This contract involves building stations and car parks, supplying trains, installing tracks, converting the Epping to Chatswood Rail Link to the new rapid transit system, as well as operating the new service.



Project Director Rodd Staples signing the Surface and Viaduct Civil Works contract in December 2013.

Sydney's Rail Future

The North West Rail Link will be Australia's first fully-automated rail system and the first stage in Sydney's new rapid transit network.

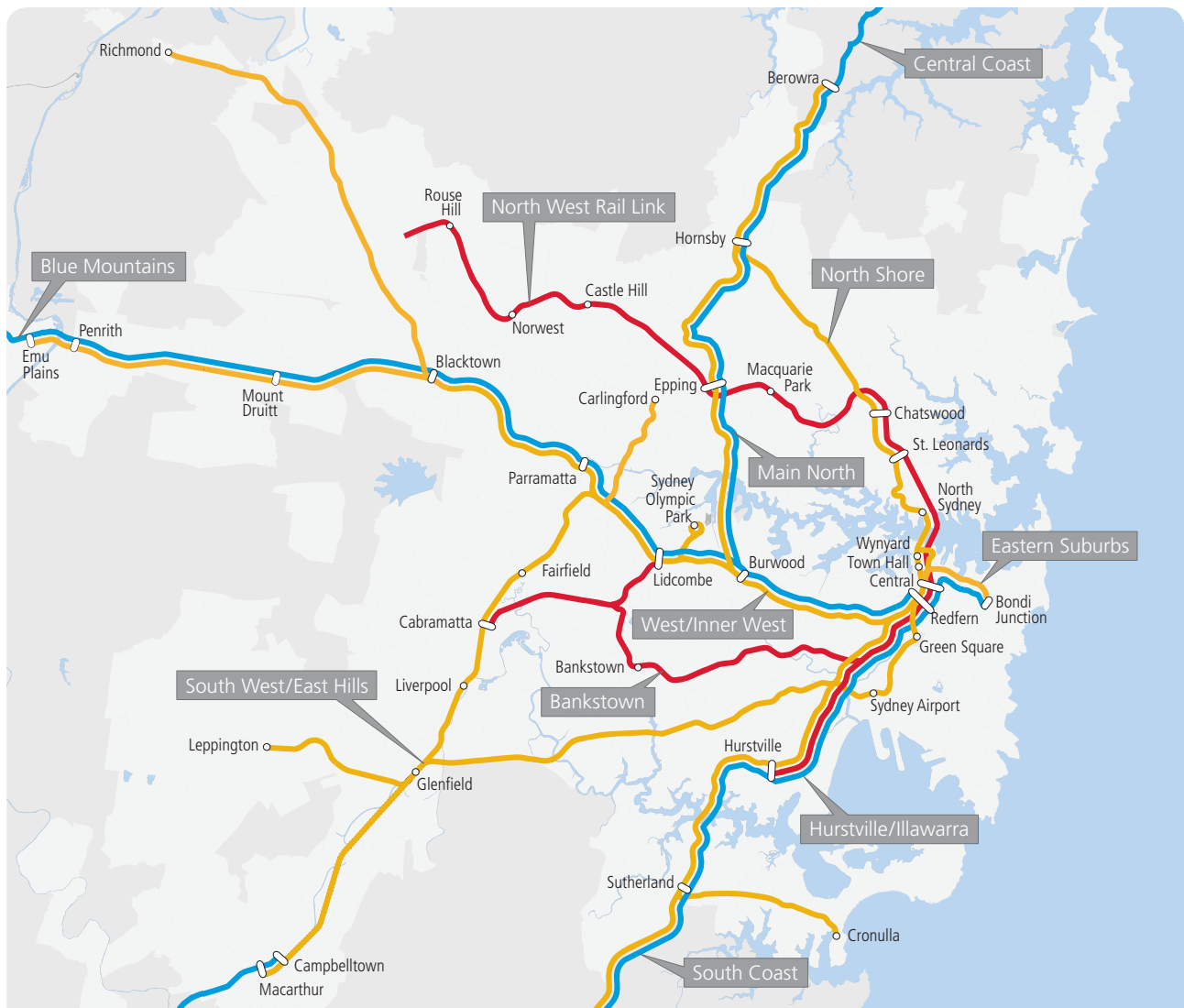
It will deliver, for the first time, a reliable public transport service to the people of Sydney's North West – a region which has the highest car ownership levels per household in Australia.

In fact, it is expected to reduce car trips by more than 14 million a year – or 12,000 fewer car trips in an average two-hour weekday morning peak.

The North West Rail Link is a key part of Sydney's Rail Future – the NSW Government's plan to modernise Sydney's rail network.

For more information about Sydney's Rail Future and the rapid transit network go to www.transportmasterplan.nsw.gov.au

Sydney's Rail Future - a three tier railway



LEGEND

- Rapid Transit Network (Single Deck)
- Suburban Network (Double Deck)
- InterCity (Double Deck) and Regional Diesel

0 2 4 6 8 10 km



Key project benefits

The North West Rail Link will deliver fast, safe and reliable public transport to the people of the North West region for the first time.



Artist's impression of an underground rapid transit railway station.

No timetable

A train at least every five minutes in the peak means customers won't need a timetable – they can just turn up and go.

Key benefits include:

- A train at least every five minutes during peak periods – or at least 12 an hour
- The trip from Cudgegong Road Station at Rouse Hill to Chatswood Station will take about 37 minutes
- The journey from Cudgegong Road Station to Wynyard Station, including interchanging at Chatswood Station, will take about 57 minutes
- Integration of bicycle, bus, taxi and car parking at stations, allowing seamless interchange.

The North West Rail Link is being delivered to meet future growth in the North West region. As demand increases, services will be able to operate at least every three minutes in the peak, or 20 an hour.

Rapid transit

Rapid transit offers a fresh approach to train travel and will first operate exclusively on the North West Rail Link.

Rapid transit means trains will be controlled by modern operating systems and signalling technology to deliver fast, safe and reliable services.

Key benefits include:

- Single deck, air conditioned trains with comfortable seats
- At least three doors per carriage, making loading and unloading of customers faster and safer
- Level access between platform and train
- Modern customer information systems
- CCTV cameras monitoring inside and outside trains
- Priority seating for the mobility impaired, elderly and parents with prams.

Fully-automated systems

The North West Rail Link will be Australia's first fully-automated rail system. This means a state-of-the-art system - monitored by a team of expert train controllers - will control all aspects of the trains.

Fully-automated also means faster trains operating closer together, as well as improved reliability of services.

Key benefits include:

- Automated train operations, with trains constantly monitored by a team of expert controllers at a new state-of-the-art train control centre
- Platform screen doors on all platforms making loading and unloading of customers faster and safer, with people and objects kept away from the edge of the platform

- Cooling and heating at underground stations for customer comfort
- Multiple cameras and help points in trains and on platforms and stations, with live links to the train control centre
- An increase in the number of train services to Macquarie University and Macquarie Park, with the upgrade and conversion of the existing Epping to Chatswood Rail Link to the new rapid transit system.

When the rapid transit system expands beyond Chatswood with the introduction of the second harbour rail crossing, the automated system will allow for the operation of up to 30 trains an hour on the wider network - a massive boost to future capacity.

Artist's impression of a rapid transit train interior.



Trains

The North West Rail Link will feature new single deck, fully-automated rapid transit trains.

These new generation rapid transit trains will have high performance standards and will deliver a fast, safe and reliable journey.

Rapid transit trains will feature:

- Single deck, air conditioned carriages with comfortable seats
- At least three doors per carriage, making unloading and loading of customers faster and safer
- Level access between platform and train
- Modern customer information systems
- Priority seating for the mobility impaired, elderly and parents with prams
- High levels of customer safety including customer service officers and CCTV monitoring inside and outside trains, as well as live links to the train control centre.

Train services

The North West Rail Link will deliver frequent rapid transit rail services seven days a week. It will operate throughout the day from early morning until late at night.

The trip from Cudgegong Road Station to Chatswood Station will take about 37 minutes.

The trip from Cudgegong Road Station to Wynyard Station, including interchanging at Chatswood Station, will take about 57 minutes.

Station	Indicative travel time (minutes) to			
	Macquarie Park	Chatswood	North Sydney	Wynyard
Cudgegong Road	28	37	51	57
Rouse Hill	26	35	49	55
Kellyville	24	33	47	53
Bella Vista	21	30	44	50
Norwest	19	28	42	48
Showground	17	26	40	46
Castle Hill	15	24	38	44
Cherrybrook	12	21	35	41

Note: Indicative travel times when the North West Rail Link opens. Trips beyond Chatswood include interchange times.



Artist's impression of platform access showing train and platform screen doors at Norwest Station.



Safety

All parts of the new railway, from the trains to the platforms, will be designed with safety as a key priority. The trains will also be thoroughly tested before commencing operation.

In fact, the new trains will need to travel thousands of kilometres under strict test conditions well before the first customers are allowed to board them.

Platform screen doors will also be introduced at all new stations. Located on the edge of station platforms, they stop people and objects falling on to the tracks and mean trains can unload and load customers much faster and safer.

The NSW Police Transport Command will patrol the new rapid transit network just as they do across the rest of the rail network.

FAST



FACTS

A train at least every **5 minutes**
in the peak - or 12 an hour

Fast, safe and reliable
rapid transit rail services **7 days a week**

The trip from Cudgegong Road
Station to Wynyard
Station will take about **57 minutes**

Australia's first **fully-automated** rail system
will operate first on the North West Rail Link

A new **state-of-the-art** control system
will manage all aspects of the trains

A **specialised** train stabling
and maintenance facility will be built as part
of the new rapid transit rail network



The existing Chatswood Station interchange.



Artist's impression of the Rapid Transit Rail Facility.

Epping to Chatswood

The North West Rail Link is an integrated transport solution from Rouse Hill through to Chatswood.

The North West Rail Link will connect directly with the existing Epping to Chatswood Rail Link to allow the new trains to operate a distance of 36 kilometres between Rouse Hill and Chatswood.

At Chatswood, customers will walk across the platform to change to an existing service.

In peak hours, there will be a train at least every five minutes on the North West Rail Link. On the North Shore Line from Chatswood toward the city, there will be a train every three minutes.

Rapid Transit Rail Facility

A specialised train stabling and maintenance facility will be built at Tallawong Road, near the end of the North West Rail Link.

This Rapid Transit Rail Facility is planned to be built progressively. When the North West Rail Link opens in 2019, it will stable 20 automated, rapid transit trains. The facility will operate 24 hours a day, seven days a week.

The facility is being designed to cater for the future needs and growth of Sydney's broader rapid transit rail system – meaning stabling will be provided for up to 45 eight-car trains and maintenance facilities for a fleet of 76 trains. This takes into account plans for the future expansion of the rapid transit system, including a proposed second harbour rail crossing as well as links to Sydney's southern suburbs.



Artist's impression of an underground rapid transit railway station.

Operations of the new rail link

The North West Rail Link will be a Public Private Partnership subject to value-for-money criteria being met. The NSW Government will control fares, which will be set in line with the rest of the Sydney rail system.

Second harbour crossing

The North West Rail Link is the first stage of Sydney's new rapid transit network.

The NSW Government has announced that a second rail crossing of Sydney Harbour will be the next major rail project in Sydney, following the completion of the North West Rail Link in 2019.

This means the rapid transit network will be extended from Chatswood under the harbour, into the CBD and beyond.

The new harbour crossing and a new CBD rail line will deliver a 60 per cent increase in the capacity of the entire Sydney rail network.

Stations

The North West Rail Link will provide eight new stations at:

- Cherrybrook
- Castle Hill
- Showground
- Norwest
- Bella Vista
- Kellyville
- Rouse Hill
- Cudgegong Road, Rouse Hill.

Existing stations on the Epping to Chatswood Rail Link will remain at Epping, Macquarie University, Macquarie Park and North Ryde – and are being upgraded to accommodate rapid transit services, which will operate at least every five minutes in the peak.

All stations will be designed to reflect the character of local areas they serve.

There are three types of stations being built for the North West Rail Link.

Underground stations

Castle Hill, Showground and Norwest are being built underground in tunnels using a 'cut and cover' technique. This means they will be dug or cut out from the ground and then covered.

Open cut stations

Cherrybrook, Bella Vista and Cudgegong Road are being built as open cut stations. This means they will be open to the sky, but below ground level.

Elevated stations

Kellyville and Rouse Hill will be stations along the skytrain. This means they will be elevated as above ground stations.



Artist's impression of the elevated Kellyville Station.



FAST



FACTS

8 new stations

will be provided by the North West Rail Link

All stations will be **designed** to reflect the **character** of the local areas they serve

Commuter parking for **4000** cars

Kellyville and **Rouse Hill** stations feature on the **skytrain**

Stations will provide for a **seamless interchange** between transport modes

Rouse Hill and **Castle Hill** stations will feature **major bus interchanges**

All stations will meet the needs of:

- Pedestrians
- Cyclists
- People using buses and taxis
- People being dropped off or picked up in cars.

All stations will provide easy access for people with a disability.

Commuter car parking for 4000 cars is being provided at:

- Cherrybrook - 400
- Showground - 600
- Bella Vista - 800
- Kellyville - 1200
- Cudgegong Road - 1000.



Cudgegong Road Station



In the heart of the North West Growth Centre, the new Cudgegong Road Station will become the transport hub for booming residential growth at places like The Ponds and western parts of Rouse Hill.

The station will be located parallel to Schofields Road between Cudgegong Road and Tallawong Road.

The station is the last one on the North West Rail Link; however the NSW Government has secured a transport corridor west into Marsden Park to ensure future growth can be catered for when the time comes.

There will be a strong emphasis placed on pedestrian access at the station and a dedicated pedestrian bridge across the rail line providing direct connections to the local shops and commercial activities.

Cudgegong Road Station is 48 kilometres north west of Sydney CBD.

FAST



FACTS


Located between Cudgegong and Tallawong roads

P 1000 commuter car parking spaces

 6 spaces for buses

 15 kiss-and-ride spaces

 9 taxi spaces

 Parking and storage for **45** bicycles

Bella Vista

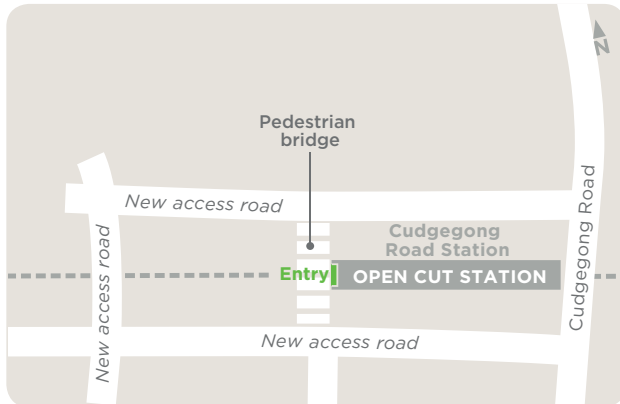
Norwest

Showground

Castle Hill

Cherrybrook

Epping



Key features

- Two new internal access roads between Tallawong Road and Cudgegong Road, providing access to the station and car park areas
- Construction of a road overbridge midway between Tallawong Road and Cudgegong Road linking the access roads
- New traffic lights off:
 - Cudgegong Road
 - Tallawong Road
- Pedestrian bridge across the rail line
- Access for emergency, delivery and maintenance vehicles.

Location

Between Cudgegong and Tallawong roads.

Station type

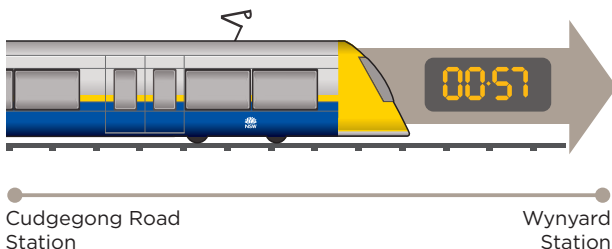
- Village centre station (local shops and commercial activities)
- Open cut station – that is, open to the sky, but about six metres below street level. A canopy will cover part of the platform for shade.

Station entrance

Via a new access road on the northern side of the station, between Cudgegong Road and Tallawong Road.

Indicative travel time

Cudgegong Road Station to Wynyard Station - approximately 57 minutes (including interchange).



Rouse Hill Station



Located directly outside the Rouse Hill Town Centre and above the existing T-way, the new Rouse Hill Station will service the growing retail and entertainment precinct of this area. Along with Kellyville Station, it is one of two stations located on the skytrain.

Rouse Hill has a long term employment target of 12,000 jobs by 2036. As such, the station will serve as a major public transport interchange and the T-way will be modified to accommodate the station above it. An interchange on both sides of the T-way will be provided for 12 buses, and six taxi spaces will be provided along Tempus Street.

Recent residential development lies to the south of the station.

Rouse Hill Town Centre is 37 kilometres north west of Sydney CBD.

FAST



FACTS

Located above the existing T-way, outside the Rouse Hill Town Centre



12 spaces for buses



25 kiss-and-ride spaces



6 taxi spaces



Parking and storage for **40** bicycles

Bella Vista

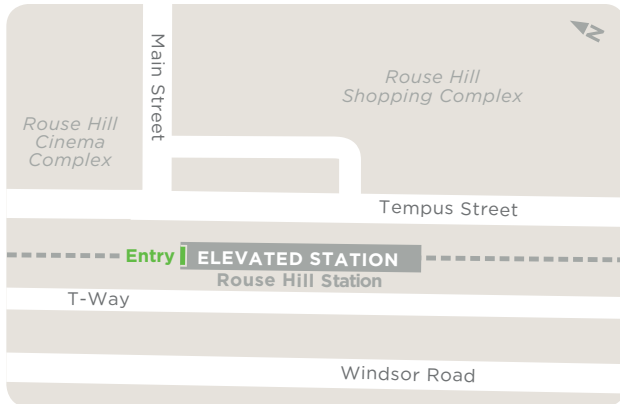
Norwest

Showground

Castle Hill

Cherrybrook

Epping



Key features

- Surrounding roads and footpaths will be modified and upgraded
- Reinstatement of traffic lights at the corner of Rouse Hill Drive and White Hart Drive
- Reconfiguration of the bus interchange
- T-way and road layout reconfigured
- Footpath upgrades along Tempus Street and Windsor Road
- Pedestrian crossings on Tempus Street, Main Street and on the T-way.

Location

Above the existing T-way, outside the Rouse Hill Town Centre.

Station type

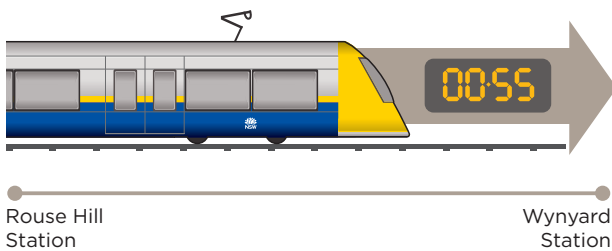
- Major retail, commercial and residential centre station
- Elevated on the skytrain structure – about 12 metres above street level.

Station entrance

Via Tempus Street adjacent to Rouse Hill Town Centre forecourt.

Indicative travel time

Rouse Hill Station to Wynyard Station – approximately 55 minutes (including interchange).



Kellyville Station



An elevated station on the skytrain, Kellyville Station will work together with the adjacent T-way to service the public transport needs of this growing residential area. Along with Rouse Hill Station, it is one of two stations located on the skytrain.

Kellyville Station will provide rail access and a public transport interchange for people living at Kellyville, Beaumont Hills and Stanhope Gardens.

The station will have the biggest commuter car park on the North West Rail Link, providing 1200 car spaces, plus an additional 160 T-way spots.

Kellyville Station will be located at the corner of Old Windsor Road and Samantha Riley Drive, east of the Riley T-way Station and car park.

Kellyville is 34 kilometres north west of Sydney CBD.

FAST




FACTS


Corner of Old Windsor Road and Samantha Riley Drive

P **1200** commuter car parking spaces

 **4** spaces for buses

 **10** kiss-and-ride spaces

 **4** taxi spaces

 Parking and storage for **45** bicycles

Bella Vista

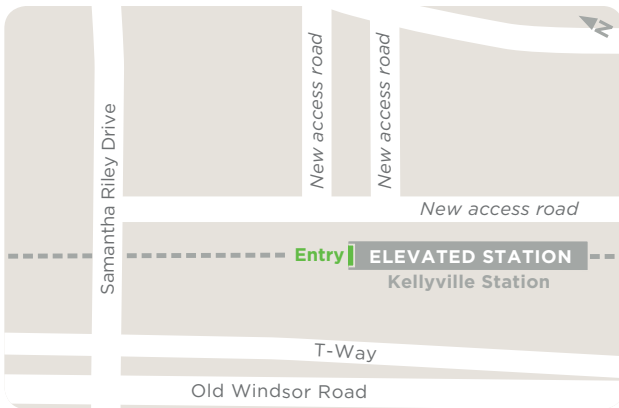
Norwest

Showground

Castle Hill

Cherrybrook

Epping



Key features

- New access roads will be built and parts of surrounding roads and footpaths will be modified and upgraded
- Samantha Riley Drive widened to accommodate additional turning lanes
- Existing roundabout on Samantha Riley Drive removed
- New traffic lights at Samantha Riley Drive
- New pedestrian bridge across Old Windsor Road and the T-way at the intersection with Samantha Riley Drive and Newbury Avenue
- Access for emergency, delivery and maintenance vehicles.

Location

Corner of Old Windsor Road and Samantha Riley Drive.

Station type

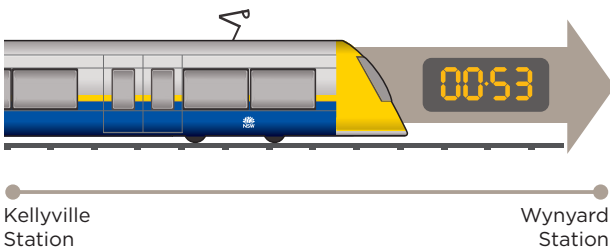
- Suburban village station
- Elevated on the skytrain structure – about 13 metres above street level.

Station entrance

Via a new access road off Samantha Riley Drive.

Indicative travel time

Kellyville Station to Wynyard Station – approximately 53 minutes (including interchange).



Bella Vista Station



Located on the western edge of the Norwest Business Park, Bella Vista Station is one of two stations added to the North West Rail Link project following detailed community feedback.

The station will serve the booming business park, one of Sydney's largest, as well as local residential areas of Bella Vista.

Bella Vista Station is uniquely situated just at the end of the twin railway tunnels and just before the skytrain takes to the air on its journey to Kellyville and Rouse Hill. A large area of residential development is located to the east of the station, with the business park to the south.

The station will be located off Celebration Drive, east of Old Windsor Road.

Bella Vista is 33 kilometres north west of Sydney CBD.

FAST



FACTS


Located off Celebration Drive, east of Old Windsor Road

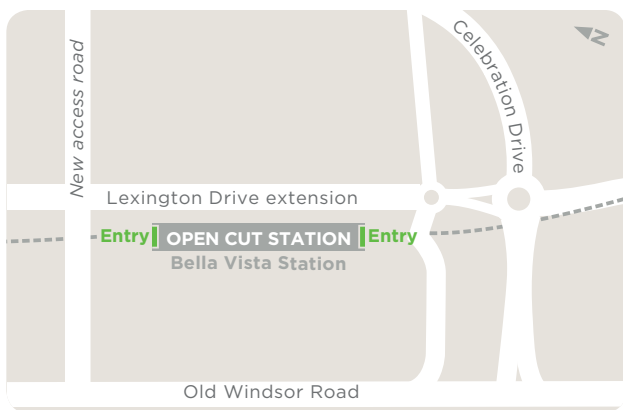
P 800 commuter car parking spaces

 6 spaces for buses

 16 kiss-and-ride spaces

 4 taxi spaces

 Parking and storage for **30** bicycles



Key features

- Retail space at station entries
- Local bus access provided from existing T-way
- New traffic lights at Lexington Drive and Celebration Drive
- A pedestrian bridge across Old Windsor Road
- Extension of Celebration Drive to link with new local access roads
- Footpath upgrades.

Location

Off Celebration Drive, east of Old Windsor Road.

Station type

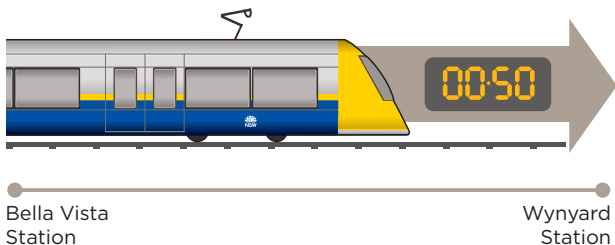
- Future town centre station
- Open cut station – that is, open to the sky, but about six metres below street level. A canopy will cover part of the platform for shade.

Station entrance

Main entrance from Norwest Business Park via a pedestrian plaza facing the new Lexington Drive extension, off Celebration Drive. A second western entrance from the future carpark and local shops.

Indicative travel time

Bella Vista Station to Wynyard Station – approximately 50 minutes (including interchange).



Norwest Station



Located in the heart of the Norwest Business Park, Norwest Station will serve one of Sydney's biggest employment precincts. It will also serve a large area of recent residential development to the south of the station.

The business park has seen strong growth and has significant opportunity for further employment and residential expansion in the future. To cater for this, bus bays are being provided on both sides of Norwest Boulevard and nine taxi spaces on Brookhollow Avenue.

Norwest Station will be located in the Norwest Business Park, at the corner of Norwest Boulevard and Brookhollow Avenue.

The Norwest Business Park is 30.5 kilometres north west of Sydney CBD.

FAST



FACTS

Located in the Norwest Business Park



4 spaces for buses



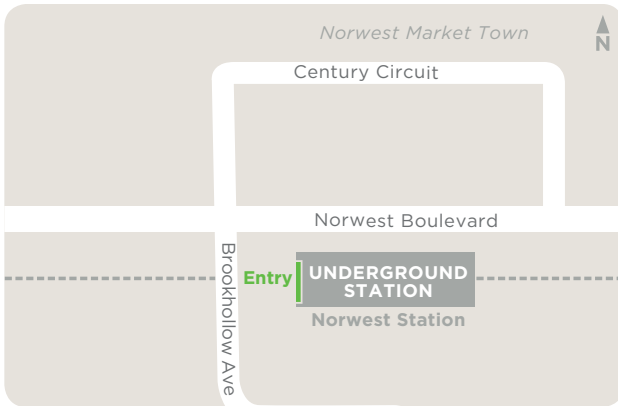
9 kiss-and-ride spaces



9 taxi spaces



Parking and storage for **30** bicycles



Key features

- Retail space at station entry
- New traffic lights at the intersection of Norwest Boulevard and Brookhollow Avenue
- Pedestrian and bicycle upgrades along Norwest Boulevard and Brookhollow Avenue
- The area of land to the north east of the station entrance will be landscaped, including planting along Norwest Boulevard
- Provision for an underground connection to the north-eastern side of Norwest Boulevard.

Location

In the Norwest Business Park.

Station type

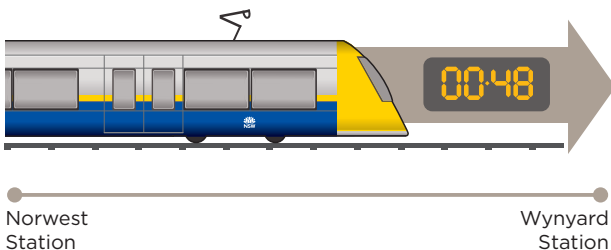
- Major employment centre station
- Underground station – about 20 metres below street level.

Station entrance

Via the corner of Norwest Boulevard and Brookhollow Avenue.

Indicative travel time

Norwest Station to Wynyard Station – approximately 48 minutes (including interchange).



Showground Station



Servicing the heart of the Castle Hill Showground entertainment and community precinct, the new Showground Station will be located at the corner of Carrington Road and Doran Drive - right next to the historic Castle Hill Showground.

The planning of the North West Rail Link project secured the future of the showground, home to the annual Castle Hill Show - which has been running for more than 125 years - by moving the station away from the historic community facility.

Showground Station will service its namesake as well as providing direct rail access to existing residential development to the north and east and employment areas to the south and west. Space will be provided for two buses on Doran Drive.

Showground Station is 28.5 kilometres north west of Sydney CBD.

FAST



FACTS


Located at the corner of Carrington Road and Doran Drive

P **600** commuter car parking spaces

 **2** spaces for buses

 **15** kiss-and-ride spaces

 **4** taxi spaces

 Parking and storage for **40** bicycles

Bella Vista

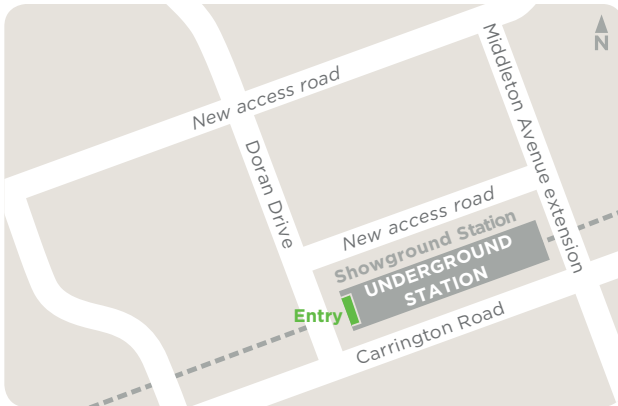
Norwest

Showground

Castle Hill

Cherrybrook

Epping



Key features

- Public plaza and retail space
- New traffic lights at the intersection of Carrington Road and Doran Drive
- New access road between:
 - Carrington Road and Showground Road, with traffic lights at Showground Road
 - Doran Drive and Middleton Avenue
- Upgrade and widening of Doran Drive, to allow for two lanes of traffic
- Extension of Middleton Avenue and reconfiguration of roundabout at Carrington Road
- Footpath upgrades along Carrington Road (including towards Castle Hill Industrial Estate) and Doran Drive
- Pedestrian crossings on Middleton Avenue, Doran Drive and the new access road
- Access for emergency, delivery and maintenance vehicles.

Location

Corner of Carrington Road and Doran Drive, next to Castle Hill Showground.

Station type

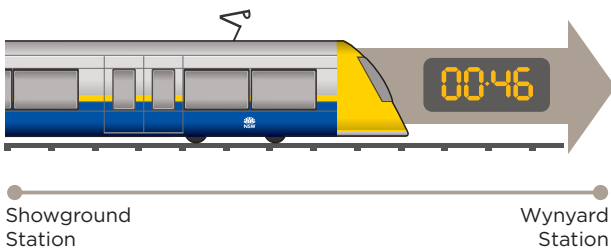
- Suburban village station
- Underground station - about 20 to 25 metres below street level.

Station entrance

Via a forecourt at the corner of Carrington Road and Doran Drive.

Indicative travel time

Showground Station to Wynyard Station - approximately 46 minutes (including interchange).



Castle Hill Station



Servicing one of Australia’s largest retail and entertainment precincts, Castle Hill Station will be located underground – beneath Arthur Whiting Park and outside Castle Towers Shopping Centre on Old Castle Hill Road.

With Castle Hill expected to support 13,000 jobs by 2036, the new station will also serve as a major public transport interchange, helping to contribute to the strong growth of the area.

A bus interchange will be provided on Old Northern Road for 10 buses. There will also be 17 kiss-and-ride spaces on Old Castle Hill Road, as well as nine taxi spaces off Old Castle Hill Road. Underground pedestrian links below Old Castle Hill Road to connect to Castle Towers Shopping Centre will be safeguarded into the design.

Castle Hill is a major town centre, 26 kilometres north west of Sydney CBD.

FAST




FACTS

Located beneath Arthur Whiting Park, outside Castle Towers Shopping Centre

 **10** spaces for buses

 **17** kiss-and-ride spaces

 **9** taxi spaces

 Parking and storage for **20** bicycles

Bella Vista

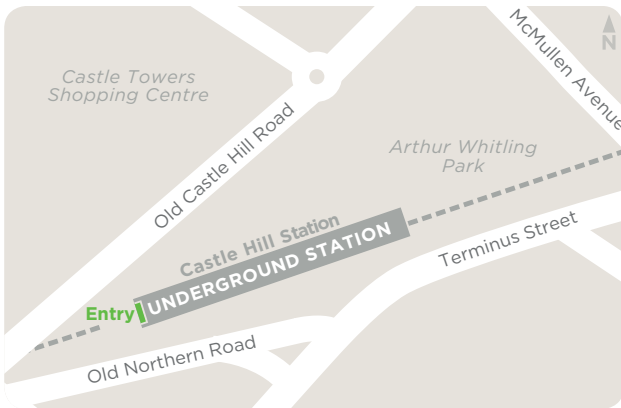
Norwest

Showground

Castle Hill

Cherrybrook

Epping



Key features

- Retail space at station entry
- Landscaped park, including re-interpretation of historic elements from the park
- New traffic lights at Old Northern Road and Terminus Street
- Modification to the intersection at Crane Road, Old Northern Road, Castle Hill Road and Castle Street
- Footpath upgrades along Old Castle Hill and Old Northern roads
- Pedestrian crossings on Old Castle Hill and Old Northern roads
- Access for emergency, delivery and maintenance vehicles
- Major bus interchange facilities for local buses and Metro buses.

Location

Beneath Arthur Whitling Park, outside Castle Towers Shopping Centre.

Station type

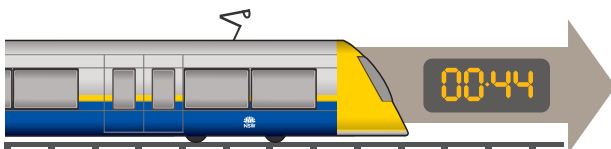
- Major retail and commercial centre station
- Underground station - about 25 metres below street level.

Station entrance

Via an entry plaza at the intersection of Old Northern Road and Castle Hill Road.

Indicative travel time

Castle Hill Station to Wynyard Station - approximately 44 minutes (including interchange).



Castle Hill Station

Wynyard Station

Cherrybrook Station



Located beside Castle Hill Road and between Franklin and Robert roads, Cherrybrook Station will service Cherrybrook, West Pennant Hills and Dural. As an established arterial road, Castle Hill Road provides good links east and west.

The station's location will allow designers to maximise the use of daylight and natural ventilation. New pedestrian and bicycle links will also be provided at the station.

Cherrybrook is a residential neighbourhood 23.5 kilometres north west of Sydney CBD.

FAST



FACTS

Located beside Castle Hill Road between Franklin and Robert roads

P 400 commuter car parking spaces

6 spaces for buses

14 kiss-and-ride spaces

4 taxi spaces

Parking and storage for 40 bicycles

Bella Vista

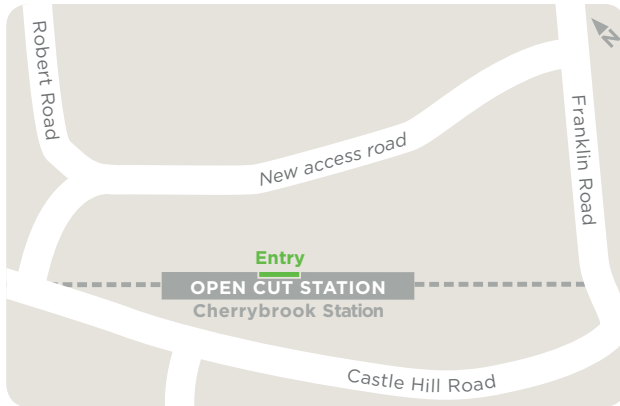
Norwest

Showground

Castle Hill

Cherrybrook

Epping



Key features

- Retail space at station entry
- New traffic lights and improved pedestrian safety at Glenhope Road and Castle Hill Road
- The current intersection of Castle Hill Road and Robert Road will be realigned to give priority access to the new station access road
- Intersection upgrade of Franklin and Castle Hill roads to allow left in/left out movements
- Widening of:
 - Castle Hill Road on northern side including right-turn bay at Robert Road
 - Franklin Road between Castle Hill Road and Kayla Way
 - Robert Road between Castle Hill Road and the new access road
- Footpath upgrades along Castle Hill, Robert and Franklin roads
- New intersection at Robert Road
- New access road on the northern side
- Access for emergency, delivery and maintenance vehicles
- Fencing, landscaping and public areas.

Location

Beside Castle Hill Road between Franklin and Robert roads.

Station type

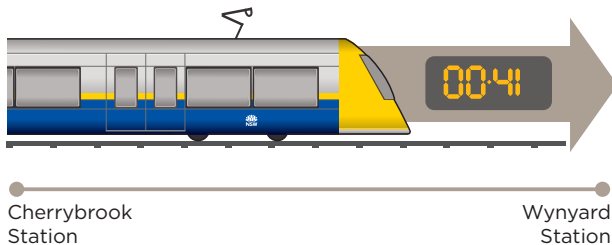
- Suburban village station
- Open cut station - that is, open to the sky, but about seven metres below street level. A canopy will cover part of the platform for shade.

Station entrance

Via a new access road off Franklin Road and Castle Hill Road.

Indicative travel time

Cherrybrook Station to Wynyard Station - approximately 41 minutes (including interchange).



Cherrybrook Station

Wynyard Station

Skytrain



Running between Bella Vista and Rouse Hill, the four kilometre skytrain takes the North West Rail Link above ground. Both Kellyville and Rouse Hill stations feature along the skytrain.

By raising the North West Rail Link above the ground, the skytrain avoids the physical division of communities that often comes with rail lines. The skytrain also minimises impact on local flood plains.

The skytrain structure will take to the air just past Balmoral Road at Kellyville.

A 270 metre cable-stayed bridge over Windsor Road at Rouse Hill – a structure set to become a distinctive local landmark – is planned to form part of the skytrain.

The skytrain deck will be about 11 metre wide – room for two rail lines plus a maintenance walkway.

Design of the skytrain will also incorporate measures to reduce noise.

Artist's impression of skytrain over the Windsor and Schofields roads intersection.



Skytrain contract

A \$340 million contract to build the skytrain was awarded to the Impregilo-Salini joint venture on 17 December 2013.

The contract involves building the four kilometre elevated skytrain, including a new cable-stayed bridge over Windsor Road at Rouse Hill. It also includes the delivery of other surface construction work like railway embankments and cuttings.

Construction of a cable-stayed bridge at Rouse Hill means there will be much less impact on motorists using Windsor Road while the North West Rail Link is being built.

The skytrain is one of three major contracts for the construction and delivery of the North West Rail Link. See page 6 for more information.

FAST



FACTS

The **skytrain** takes the North West Rail Link above ground for **4 km**

The **skytrain** will run from the end of the rail tunnels at **Bella Vista** through to **Rouse Hill**

Kellyville and **Rouse Hill** will be elevated stations on the skytrain

A **270 m** bridge will be built over **Windsor Road** at Rouse Hill as part of the skytrain

On track

A significant amount of work has been achieved since the project began in 2011 – and as a result many significant milestones have been met.

These key milestones include:

- Start of major construction work to prepare tunnelling sites for boring machines
- First of four tunnel boring machines in the ground by October 2014 – contract awarded to build the machines
- Tunnelling contract awarded to Thies John Holland Dragados in June 2013 (first major contract awarded)
- Skytrain contract awarded to the Impregilo-Salini Joint Venture in December 2013 (second major contract awarded)
- Two consortia shortlisted for the operations contracts in May 2013
- Environmental Impact Statement for the Rapid Transit Rail Facility approved by the NSW Planning Minister in January 2014
- Approval of Environmental Impact Statement 2 by the NSW Planning Minister in May 2013
- Approval of Environmental Impact Statement 1 by the NSW Planning Minister in September 2012
- Appointment of the Early Works contract to Baulderstone in August 2012
- Major scope improvements to the project since June 2011 following community and industry input, including going from six to eight new railway stations and an extra 1,000 commuter car parking spaces (for a total of 4,000 spaces).



Customers at the Community Information Centre, Castle Hill in July 2011.



Premier Mike Baird, Minister for Transport Gladys Berejiklian and North West Sydney MPs inspect Cherrybrook tunnelling site in April 2014.



The skytrain model at the contract signing event at Bella Vista construction site in December 2013.



Construction at the Bella Vista site.

Next steps

The first of four tunnel boring machines is on schedule to be in the ground in October this year, with the remainder to follow soon after.

In preparation for this, tunnelling construction sites are being established at Bella Vista and Cherrybrook. A precast concrete facility to manufacture the tunnel lining is also being established at Bella Vista. Facilities to support the tunnel boring machines and spoil-handling equipment will be installed mid to late this year.

Work has also started to excavate the new stations at Bella Vista, Norwest, Showground, Castle Hill and Cherrybrook before the tunnel boring machines arrive.

Similarly, with the awarding of the skytrain contract in December 2013, a site office will now be established at Bella Vista, as will a site to fabricate the skytrain viaduct segments.

Work will then focus on designing and fabricating the viaduct segments, with construction of the skytrain to begin late 2014.

The final major contract – operations, systems and trains – is also on target to be awarded by the end of 2014.

The awarding of the final contract and meeting all the key milestones will mean the project is on track to open to customers by the end of 2019.



northwestrailink

Further information

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Information in this document has been prepared in good faith and is correct at the time of printing. Please refer to project website for updates. June 2014.