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PRESS RELEASE **FOR IMMEDIATE RELEASE**

Public Transport Solutions – Part 1: Passenger Rail Infrastructure

The population growth in the Camden Electorate has been readily forecast for well over a decade since the inception of the South West Growth Centre by NSW Labor in 2006.

Thirteen years later and we still have a woefully inadequate public transport system with just one train station to service the entire electorate now and in the immediate future.

I propose a number of solutions, all of which can be implemented in the immediate to near future. Collectively they will significantly relieve the frustration that commuters in the electorate experience daily. Whilst these ideas are of my own consideration, they have been sourced from the community or prior proposals that, although having considerable support, have never progressed to working solutions.

1. Glenlee Train Station & Spring Farm Parkway:

There exists a considerable opportunity to transform the **Glenlee** precinct into a major public transport and commercial hub, with a train station located on the spur line at the coal washery site behind Spring Farm, which has a rail line that already connects directly to Macarthur station.

Whilst previous proposals have suggested to locate the station in the vicinity of the line junction, it is somewhat more sensible to locate the station further up the line to the west, closer to the end of the current line and existing population.

Connecting to the yet to be built **Spring Farm Parkway**, which must be fast tracked for immense public and private transport benefits, the Glenlee site would eventually connect to the proposed North-South Rail Line, rather than its currently proposed path running under **Mount Annan with no station**.

Glenlee station would bring convenient train access to the lower South East of the Electorate including Camden, Camden Park, Camden South, Elderslie, Spring Farm, Narellan and Mount Annan, as well as the Australian Botanic Garden at Mount Annan, improving the regional tourism capability.

2. Oran Park Train Station:

A passenger rail corridor has been previously identified from Leppington to Oran Park for connection to the proposed North-South rail line, with an approximate operational timeline of early 2030's.

This section should be fast tracked and modified, such that it provides an extension to the south west rail line and connects direct rail access from Oran Park to the current Sydney Trains network, rather than the currently proposed solution **to not provide direct access** from Oran Park to the City Network.

The addition of a station at Oran Park now will reduce the commuter car parking load at nearby stations such as Macarthur, Campbelltown, Leumeah, Edmondson Park and Leppington.

Quotes – attributed to Andrew Simpson – Independent for Camden, NSW State Election 2019

“Due to State Government bureaucracy, neglect and contempt, the Camden electorate is particularly poorly serviced with public transport options.”

“If it is expected for Camden to be the fastest growing LGA in Australia, then it would seem fair to expedite the delivery of appropriate public transport.”

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