

Summary of NSW "Fast Rail" and High-Speed Rail (HSR) Options

Route Option	Northern	Southern Inland	Southern Coastal	Western
Proposed end station	Newcastle Interchange/Port Macquarie (Wauchope)	Canberra	Nowra (Bomaderry)	Orange/Parkes
Other key stations	Gosford, Wyong, Taree	Mittagong, Goulburn, Queanbeyan	Wollongong, Kiama	Katoomba, Lithgow, Bathurst
Potential to extend services	Yes	Yes (from Goulburn)	No	Yes
Corridor population (key centres/regions only) ¹	1.1 million	550,000	430,000	200,000
CURRENT RAIL				
Distance from Sydney (km) ²	166 / 455	330	153	323 / 446
Distance / Proportion currently electrified	166 / 100% (36%)	57 / 17%	119 / 78%	156 / 48%
Current rail trip time (h.mm) ³	2:35	4:07	2:39	4:45
Average speed (km/h)	64	80	58	68
CURRENT ROAD				
Current road trip time ⁴	2:20	3:00	2:00	3:20
Est. average speed (km/h)	69	97	77	77
FASTER RAIL				
Est. trip time ⁵	2:00	3:00	2:00	N/A
Est. average speed (km/h) ⁶	83	110	77	N/A
Trip time reduction / proportion ⁷	0:35 / 23%	1:07 / 27%	0:39 / 25%	N/A
HIGH-SPEED RAIL				
Est. trip time ⁵	0:45	1:00	0:45	N/A
Est. average speed (km/h) ⁶	221	330	204	N/A
Trip time reduction / proportion ⁷	1:50 / 71%	3:07 / 76%	1:54 / 72%	N/A
COMMENTS				
Key advantages	Line is electrified as far as Newcastle. Would link 2nd largest NSW city via growing corridor, reduce pressure on motorway. Would reduce North Coast rail travel times	Would provide a link to the national capital via fast-growing corridor, reduce pressure on motorway and air services. Would reduce SW NSW rail travel times	Line is nearly 80% electrified. Would link 3rd largest NSW city via growing corridor, reducing pressure on motorway	Line is about 50% electrified. Would provide higher speed link to a range of central-western NSW cities
Key issues	Very difficult terrain and river crossing at Hawkesbury	Current line is less than 20% electrified. Moderately difficult terrain. Line is also a major freight corridor.	Very challenging terrain around the Illawarra escarpment. Line is partly single-track. No potential to extend services	Difficult terrain crossing the Blue Mountains. Line is partly single track. Relatively small population in service catchment

Sources: NSW Premier's media release, NSW TrainLink and Fast Rail websites, NSWrail.net website, Google Maps, Wikipedia

Notes

1. Estimated population totals for selected major centres and regions along route
2. Distance by rail from Central Station
3. From Central and as quoted in the Premier's statement; actual timetable times vary. Northern Route to Newcastle & Western Route to Orange only
4. Road trip times based on off-peak Google Maps estimates and road distances station-to-station. These times would vary with traffic, road conditions and for trips between city centres. Northern Route to Newcastle & Western route to Orange only
5. As quoted in the Premier's statement. No estimate provided for the Western Route; Northern Route to Newcastle only
6. Based on quoted speed estimate and current rail distance. Improvements may change the route length
7. Compared to current rail trip times