



## North West Rail Link, Sydney NSW

North West Rail Link (NWRL) is a planned high volume passenger rail service to the North West Growth Centre and Hills District areas of Sydney with direct connection into Sydney's existing railway network.

It is dual track, approximately 23-kilometres long between Epping and Rouse Hill. It incorporates six new stations, at Cherrybrook, Castle Hill, Hills Centre, Norwest, Kellyville and Rouse Hill. Bus, pedestrian and cycling access facilities will be provided at all stations, with approximately 3000 park and ride spaces proposed at Cherrybrook, Hills Centre and Kellyville Stations.

### FACTS AND FIGURES

Client: TIDC, TCA and TNSW

Project value: >\$6 billion

E&P involvement: 2005 to current

NWRL will provide:

- approximately 300,000 residents in the north west with rail access to Epping, Macquarie Park, Chatswood, St Leonards, North Sydney and the CBD
- new rail services to existing suburbs in the Hills District as well as future areas of growth planned for the North West
- improved travel time reliability compared with bus and private car
- significant travel time savings for travel from many areas of the North West area to the CBD and Macquarie Park
- reduced bus congestion in the CBD in the long term
- a major increase in services to the Macquarie University and Macquarie Park area.

NWRL will include:

- approximately 15.5 km of twin bored tunnels from Epping to Kellyville
- approximately 7.5 km of cut and cover, viaduct and at grade alignment from Kellyville to Tallawong Road
- four new underground suburban railway stations
- two new above ground suburban stations
- a stabling yard at Tallawong Road
- ancillary infrastructure to complement the transport product.

### Evans & Peck's role

In late 2005, Evans & Peck was engaged to provide a strategic level estimate for the Metropolitan Rail Expansion Program (MREP), which included the NWRL.

Due to time constraints and only limited design being available, a broad approach using data from past projects, mainly Epping - Chatswood Rail Link was adopted.

Risk workshops were held as part of the cost estimate and adjustments were made as necessary for scope, ground conditions, on-costs and other relevant issues.

Evans & Peck was subsequently engaged to build upon its earlier work to provide a strategic review of the 2005 Cost Plan for the NWRL and then prepare an Interim Target Estimate.

In March 2007, Evans & Peck was further commissioned to develop the Interim Target Estimate into a Project Cost Plan to take account of the updated program and concept design. The cost plan incorporated an updated estimate, including associated TBM and roadheader production models.

At the same time, we were commissioned to develop the procurement strategy for the project delivery.

Providing procurement and technical expertise for the development of the new North West Rail Link



## North West Rail Link, NSW (continued)

In February 2011 Evans & Peck was engaged by Transport New South Wales (TNSW) and the Transport Construction Authority (TCA) to support their reviews of the NWRL Project, to verify its status after limited activity since 2007. Our role included:

- collation and examination of available information to identify current issues that may impact the Project
- analysis of work carried out previously
- working closely with TNSW, TCA and their other service providers to establish:
  - the possible Project scope going forward
  - options for contract packaging and contract models
  - a development program and possible construction programs
- updating the previous September 2007 Cost Plan consistent with the project scheme for which Concept Planning Approval was received in May 2008
- carrying out cost planning for:
  - a revised alignment and stabling arrangements at Tallawong Road consistent with current planning for Precinct 20 (Base Scheme)
  - a series of options to the Base Scheme
- providing schedule and constructability advice on tunneling and staging options, particularly on the key issue of TBM production rates.

In June 2011, Evans & Peck was engaged to advise Transport NSW (TNSW) on information systems for the project as a key part of the recommencement of the works by the new TNSW.

In September 2011, Evans & Peck was engaged to:

- develop the Business Case and the Project Definition Report, as part of the Ernst & Young team, on the North West Rail Link being planned for Sydney. The Business Case, which sets out the economic benefits and costs to establish the benefit cost ratio (BCR), is a key component to secure funding for the large capital investment required for the new transport link. All elements of the project are drawn together in the Project Definition Report, a single comprehensive document describing the whole project.
- provide constructability advice on the project.

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### Results

Evans & Peck's extensive involvement in the NWRL has provided a level of knowledge which allowed an efficient comprehensive review of previous work undertaken, together with preparation of cost plans for a series of potential options for the Project.

This has assisted the new NSW Government with the opportunity to fast track the project to meet its election commitments.