



Fastrack  
Australia

## Regionalisation Urbanisation and High Speed Rail for Regional Cities

**#3** A national high speed network in Australia

# REGIONALISATION IS A MOONSHOT OBJECTIVE TO RECOVER FROM THE RECESSION

- 1 Regionalisation drives higher economic growth
- 2 High speed rail is essential for regional development
- 3 A national high speed network in Australia
- 4 Under federal government leadership and funding
- 5 Regional cities must manage their development
- 6 The Rail Industry must step up to improve its services

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## HIGH SPEED RAIL IS ESSENTIAL FOR REGIONAL GROWTH

1

Regionalisation drives higher economic growth

Our long term vision **MUST** be a national high speed rail network  
Only high speed rail can provide the fast connectivity required  
Regional cities will grow if they are connected by high speed rail

*The question is how do we implement a national network?*

5

Regional cities must manage their development

6

The Rail Industry must step up to improve its services

## A NATIONAL HIGH SPEED RAIL NETWORK IN AUSTRALIA

Australia should build a high speed rail network connecting regional cities in the south east of Australia

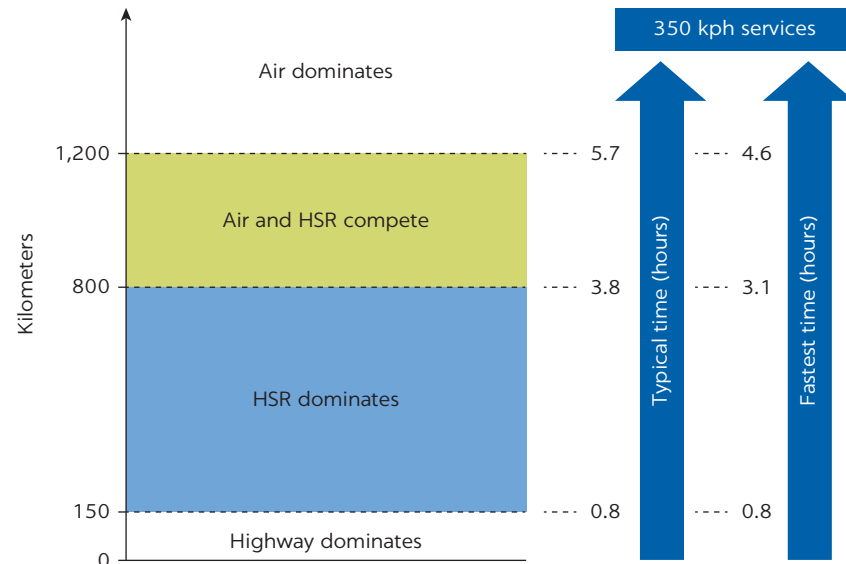
- High speed rail is essential for regionalisation
- An integrated megaregion will boost productivity, innovation and liveability
- It can be rolled out in stages to prove benefits and reduce risks
- Stage 1: Sydney-Canberra and Melbourne-Shepparton

# High speed rail is essential for regionalisation in Australia

High speed rail dominates travel over distances between 150 km and 800 km, where it has clear advantages over car and air travel

## HSR dominates regional travel in China

Competitiveness of high-speed rail



*Note:* The competitive ranges of the three modes are indicative. The air and high-speed rail (HSR) competitiveness was studied with a sample of 300–350-kilometer-per-hour (kph) lines. With different price and speed assumption of 200–250 kph lines, the dominance range will be slightly different.

The economic benefits of regionalisation will only be achieved if regional cities are well-connected, particularly to the capital cities in each state

Relocation of businesses to regional cities will depend on access to larger markets in capital cities

Individuals have different travel time tolerances:

- A 'short' boundary (about an hour one-way) is used for regular commuting
- A 'long' boundary (about 90 minutes) for less frequent but still regular interactions

# An integrated megaregion will boost productivity, innovation and liveability

The Committee for Melbourne advocates the formation of an Australian Eastern Seaboard Megaregion to boost our economic productivity and innovative capacity\*



Source: SGS Economics and Planning, 2019.

Uplifting the population of east coast regional cities, strengthening their connections to other and channelling more investment across the region will:

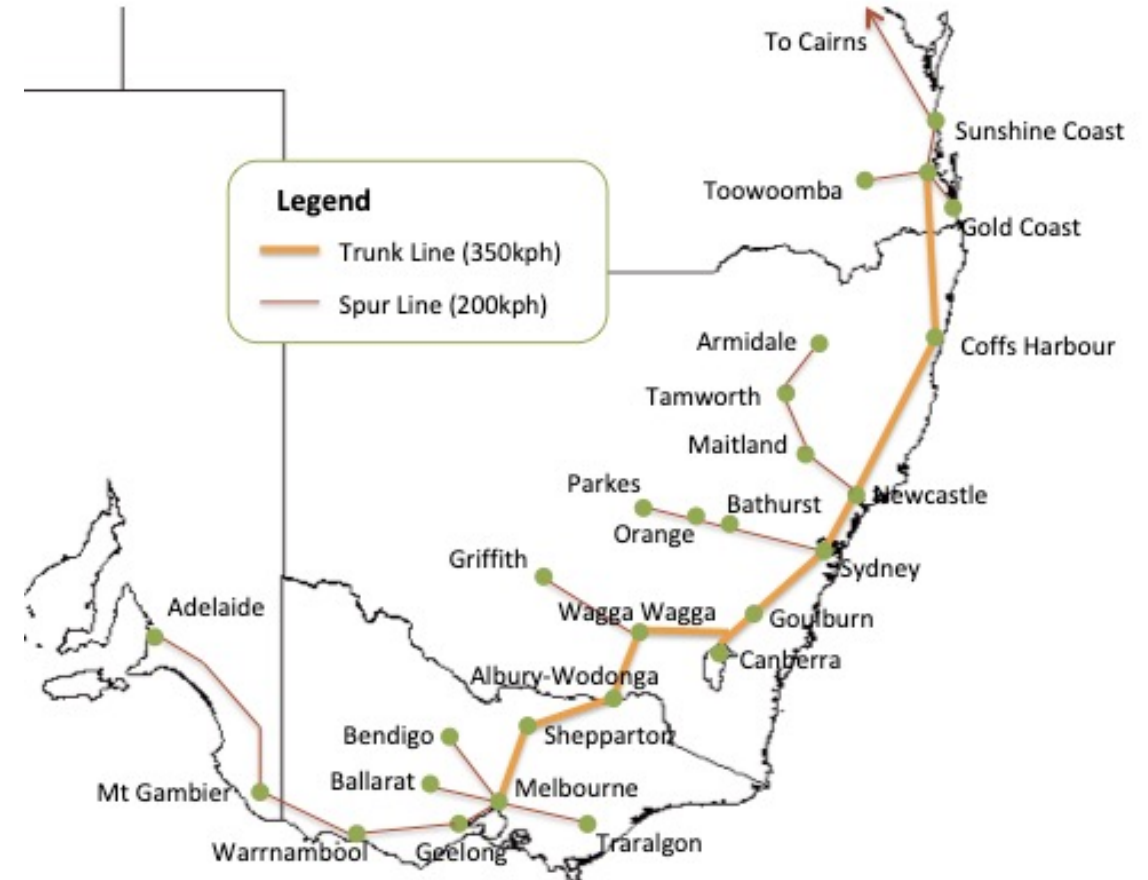
- Improve national productivity and economic growth
- Boost innovation and specialisation, and our capacity to compete in international markets
- Boost economic participation across the megaregion
- Improve liveability across the megaregion
- Boost the tourism economy

\*Source: SGS Economics & Planning (2020), Reimagining Australia's South-East: Prepared for The Committee for Melbourne

# Opening opportunities for development and growth

An integrated high speed network will open opportunities for development and growth in regional cities across the east coast of Australia

- Open new markets for travellers e.g. business travellers, tourists, holiday makers, family visits
- Easy travel increases the productivity and liveability of regions
- New stations become major transport hubs (like an airport) and a major business centre in its own right
- New stations act as a catalyst for urban renewal and mixed-use development in their surrounding precinct
- Creates efficient supply chains that encourages logistics and manufacturing in regional cities



# A staged rollout will prove the benefits and reduce risks

Begin with regional fast rail links from the capitals to close regional cities, and then progressively add connecting links and extensions

A staged approach to build a national network of High Speed Rail services:

**Stage 1:** non-electrified tracks for faster (200kph) rail services Sydney-Canberra and Melbourne-Shepparton

**Stage 2:** extension to complete the Sydney-Melbourne route including Albury-Wodonga and Wagga Wagga

**Stage 3:** electrification of lines where justified, tunnels under Sydney to connect the north and under Melbourne to connect to Geelong

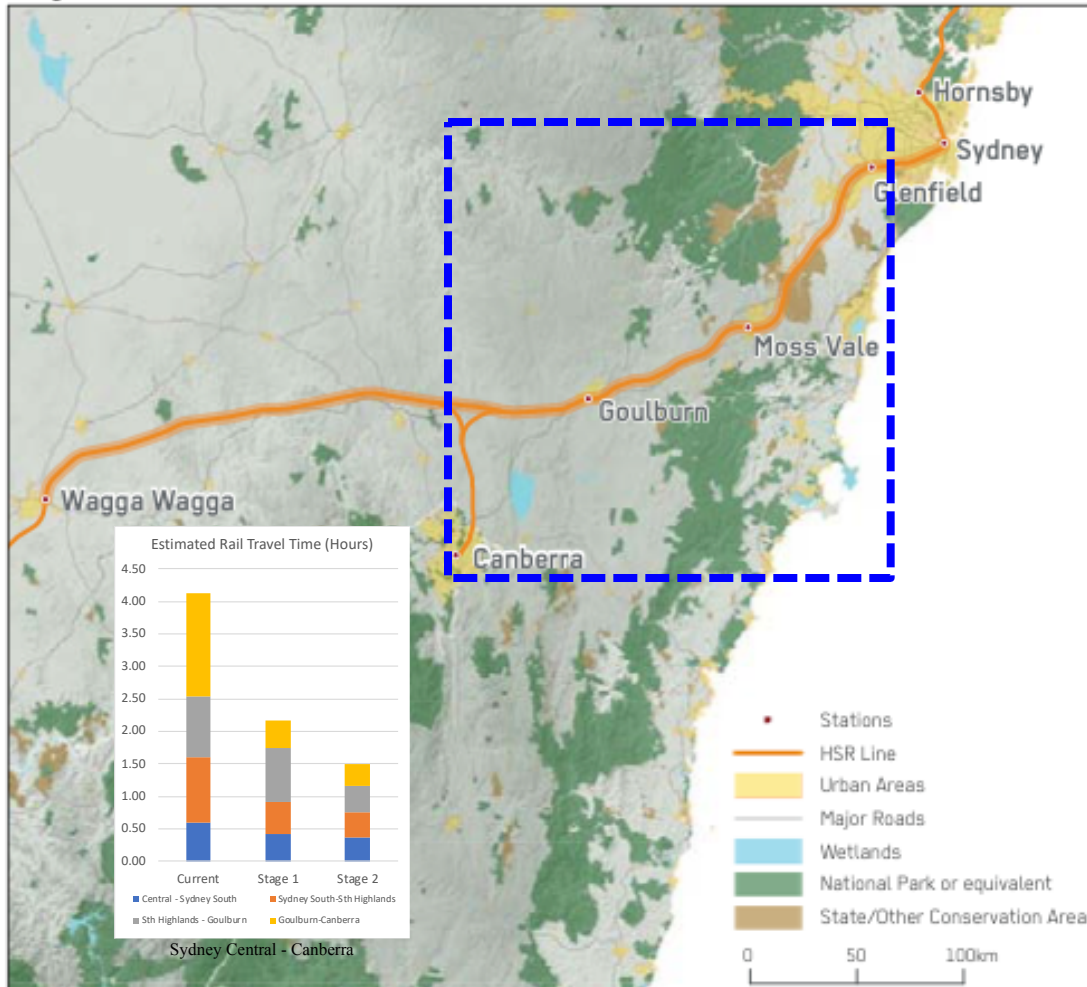


Map Source: National aster Rail Agency, Faster Rail Plan



# Proposed stage 1 works Sydney to Canberra

**FIGURE 50** HSR alignment: Wagga Wagga–Sydney (highlighted segment corresponds to the profile shown in Figure 51)



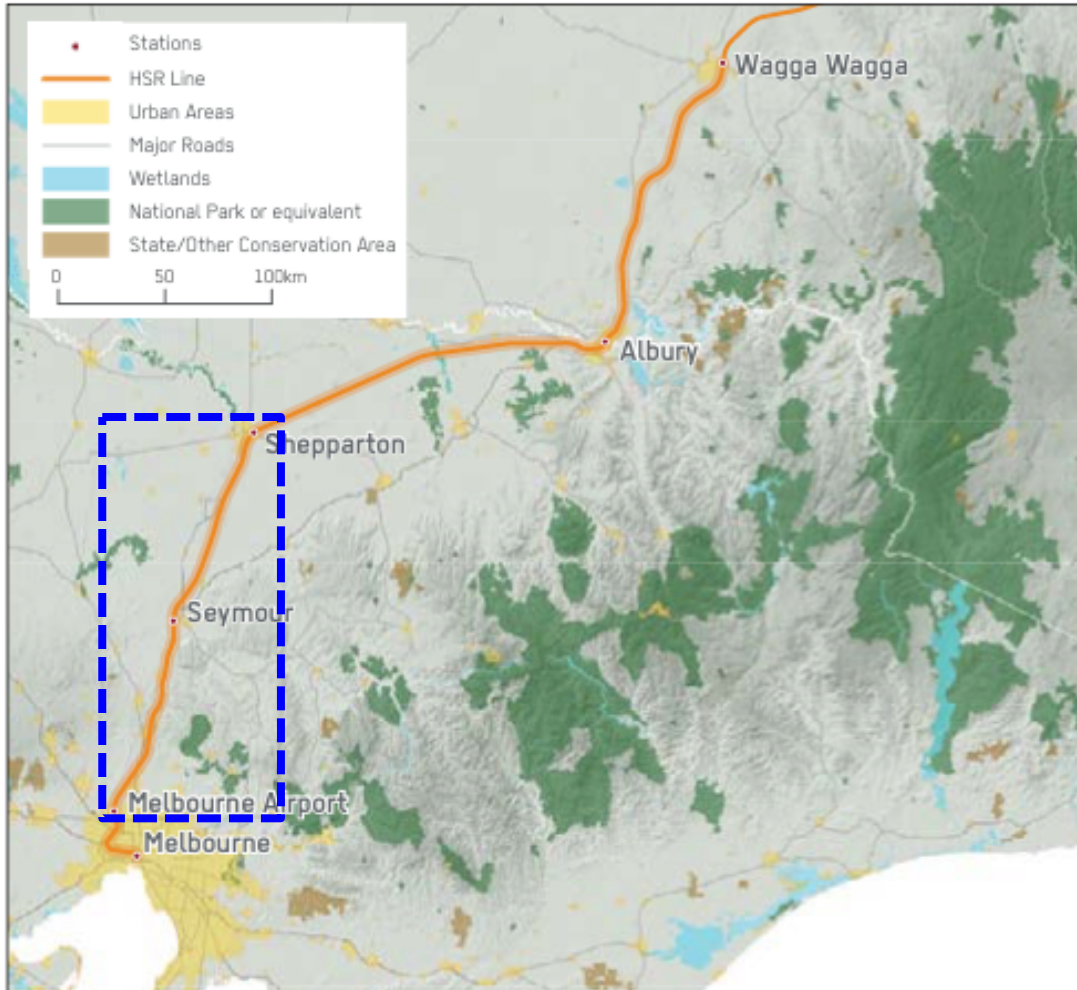
Map Source: Beyond Zero Emissions (2014), High Speed Rail

## Sydney-Canberra Stage 1

- New tracks between second Sydney Airport-Moss Vale and between Goulburn-Canberra
  - (new tracks Moss Vale-Goulburn in stage 2)
  - Terminate at second Sydney airport to connect air and rail services
- Branch into Moorebank terminal to support freight services
- New stations and business precincts at second Sydney airport and Canberra
- New station at Canberra airport
- New intermodal terminals at Moorebank, Canberra and Goulburn for trailer freight

# Proposed stage 1 works Melbourne to Shepparton

**FIGURE 47** HSR alignment: Melbourne–Wagga Wagga (highlighted segment corresponds to the profile shown in Figure 48)



Map Source: Beyond Zero Emissions (2014), High Speed Rail

## Melbourne-Shepparton Stage 1

- New tracks between Melbourne airport and Shepparton
  - Terminate at Melbourne airport to avoid cost of tunnelling, to connect to air and rail services, and to develop a major transport hub at the airport
- Branch into Beveridge terminal to support freight services
- New stations and business precincts at Melbourne airport and Shepparton
- New stations at Seymour and Kilmore
- New intermodal terminals at Beveridge and Shepparton for trailer freight

## SUMMARY

# A NATIONAL HIGH SPEED RAIL NETWORK IN AUSTRALIA

Australia should build a high speed rail network

Provides connectivity that is essential for regionalisation

Establishes a globally-competitive megaregion

Staged rollout will prove benefits and reduce risks

Sydney to Canberra

Melbourne to Shepparton

*Leadership is required from the Australian Government*

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THINK



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