

Current Sydney Rail System – Key Issues

the vast majority of commuters into / out of the city: Sydney double-deck trains currently convey, and will continue to convey up to 2021 and beyond

- There are already capacity constraints on the all lines within the Sydney metropolitan network particularly in the areas bounded by Sydenham - Granville and North Sydney.
- growth beyond 2021 The network with its current configuration will Nother able to cope with government's projected commuter
- at all other stations on the network would be no different to that required for metro trains city underground track capacity and main headways. Dwell time for double deck trains to adequately handle current passenger, humbers. As a result the dwell time at these two stations determines The outdated station design at Town Hall and Wynyard is the reason both these stations are unable
- station instead of Town Hall. St Leonards and Chatswood. Town Hall station was not designed for this use. This will be overcome if the new metro train is routed via Martin Place, thereby relocating the North Shore / ESR interchange to that interchange point with the 国astern Suburbs line for passengers travelling to North Sydney The current passenger congestion problems at Town Hall are exacerbated by its current role as the major



junction conflicts, whilst the metro is operating on a \$17 billion new network with the latest technology free services are operating on an antiquated signalled network and a track configuration with merging and flat deck trains could also achieve a higher through-put than the current restrictive 20 T/P/H. The Government If the signalling on the existing Double Deck network was upgraded to allow, closer headways the double of the impediments double deck trains encounter can hardly claim it is a fair comparison between metro and double deck services when the double deck

- One can reasonably claim that if the Government had spetit \$17 billion on upgrading the existing double for the total double deck network than it has from building one new metro line single deck rail corridor into got a better overall result by providing improved train throughput per hour and increased network capacity the city. The metro could have been built far cheaper with more sensible planning. deck system by improving signalling and providing track amplification at critical pinch points, it would have
- times, NOT to long, park & ride journeys as is the North West Line from Rouse Hill Metro trains, are best suited to highly populated, densely trafficked commuter areas over short journey
- Any new system needs to add value by adding to existing capacity, NOT by taking away part of the existing network in the name of progress. <
- Railway, and North Shore lines via the Harbour Bridge The new metro will do nothing to relieve the network capacity issues between the Western and Northern trains which merge at Stratt)field nor address the fact that the six tracks between Strathfield and Sydney Terminal / Central Electric will almost be at saturation by 2021 as will the City Circle, the Eastern Suburbs

Government Plan

The Government has announced the route of the next stage of the Sydney Metro.

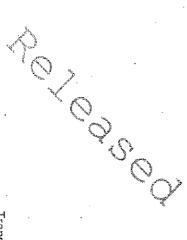
to Bankstown. from St Leonards, under the Harbour, through the CBD to Sydenham then at grade It plans to run the line from Chatswood at grade to St Leonards then in a tunnel

system. The section between Sydenham and Bankstown shall reptage the current heavy rail line with a rapid transit

Government's Claims

The Government has announced that the new lime shall:

- 1. Reduce congestion on the rail network by 60%.
- Increase the number of trains entering the CBD in the morning peak from around 130 to 200 trains per hour.
- Increase the number of commuters by 100,000 per hour in the morning peak.



to reconfigure the Sydney train network to meet projected passenger demand for the next 40 / 50 years. as stop gap and short term measures, as they do little to address the long term issues so urgently needed double deck network one can only draw the conclusion that such announged proposals can only be viewed From the scant information in the public domain about the Government's proposed improvements to the ſ Œ. à £. ٤ E 12 Ē. : 7 200 €. 7 Œ 3

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announced proposals do not add value or resolve the long term detwork capacity problems

One can also only conclude these band-aid measures are a waste of scarce public funds because

Our Concerns

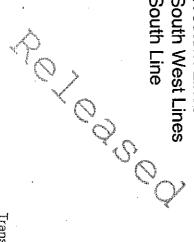
As former rail executives we are very concerned that:

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- A. There is no evidence to support the claims 1. 2.& 3. above

B. The plan does not address the major long term issues of the network-

- Removal of heavy rail on the Bankstown Line will cause:
- Major disruption to the efficient operation of the network, √esulting in
- Reduction in network flexibility & reliability
- and in between stations from Carramar, Villawood, Leightonfield, Chester Hill, Sefton (11,000) and longer journey times for commuters from the Southern stations between Liverpool/Lidcombe turn-back to the city. Berala, Birrong, Yagoona (8,000) to Bankstown as they will need to change trains into metro services 19,000 commuters will have to change trains for the first time since the network was built. Resulting in
- Services on the Illawarra line will be required to stop at St Peters and Erskineville resulting in increased train journey times and a reduction in line capacity of the Illawarra line.
- times of major disruption for: Loss of network flexibility as the Bankstown Line also acts as a relief line for the following lines during
- Western Lines
- South West Lines
- South Line



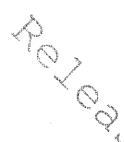
transhipping and bussing of thousands of commuters. Whilst delays and congestion would occur under such circumstances it nevertheless reduces the need for

Following the takeover of the Bankstown line by the metro train the relief valve for the network is gone and will result in the network having no escape route

Ö When Bradfield designed the Sydney underground network he built it only after studying other overseas operating double deck trains to accommodate the passenger growth. has lasted 100 years with subsequent rail managers tweaking the network by adding the ESR Line and city networks and with the view of commuters NOT having to change trains at the outer rim terminals but instead travel either around the city circle or through the city across the Harbour Bridge. His wise vision

growth for the next 40/50 years total review of total network operations to find solutions which will meet the challenges of commuter There is no such luminary vision being shown by Government at this critical juncture which now requires

outer interurban areas nor services between the city and the planned Badgerys Creek Airport cater for growth but also improved service. Nor does it take into consideration commuter growth in the The Government plan's lack of vision severely restricts the ability of the heavy rail system to not only



m Both metros and heavy rail systems have their place in an integrated transport system and must if their full potential is to be achieved must operate separately and independent of each other

C.

Past performance and experience indicates the life cycle of the current double deck fleet with refurbishment is in the order of 40 years before the need for replacement.

adverse public reaction and then find the new service/falls har short of its carrying capacity projections is still out. It could easily find a voter backlash which requires it to provide increased seating to overcome In addition Government has not experienced commuter reaction to the new single deck trains, so the jury indicate that it is most unlikely that the Sydney commuter network will transition to metro operation quickly It is therefore most unlikely Government is going waste public monies before it is necessary. This would

"T] Merely replacing one rall system with another when there is so much to be done is wasteful of limited areas not well serviced by heavy rail or another form of public transport resources. In a strategic sense the policy degision should be to consider the use of metros in denser

journeys serviced by the Sydney rail and outer suburban network Metro expansion should supplement heavy rail, not replace it as metro trains are not suited to long distant

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G. In addition, open access will require Government to continue to allow other operators such as freight and of other operators interurban country and interstate passenger services so it can never achieve a pure metro network clear historical / tourist access to the Sydney network on all major compors as well as operate its intercity.

- H. The Government's Sydney Metro plan, estimated at approximately\$17bn, will:
- Not achieve the required capacity of the network necessary for the long term 40/50 year horizon
- Result in degradation of the robustness and reliability of the existing double deck network
- Ultimately lead to the total network becoming gridlocked and unworkable

THIS IS A ONE-OFF OPPORTUNITY TO:

- . APPLY GOOD PLANNING AND VISION
- · IMPROVE THE NETWORK BY, ?>
- REDESIGNING IT TO SERVICE SYDNEY'S RAPID GROWTH OVER THE NEXT 40/50 YEARS

planners and Operations personnel. behind our position on each of the points we have made and discuss these comments with Government Our comments are based on publically available information. We would be pleased to provide the detail

John Brew

former Chief Executive of State Rail

Ron Christie

former Co-ordinator General of Rail, RailCorp

Bob O'Loughlin

former Director of Rail Safety and Operations, State Rail

Dick Day

former General Manager of Planning and Timetable Development, RailCorp

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