

# EcoTransit Sydney



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EcoTransit is a not-for-profit advocacy group, advocating for sustainable public and active transport. To this extent, our focus is on expanding Sydney's light rail network and Sydney's world class heavy rail network.

Over the past twelve years governments have invested billions of dollars in transport infrastructure, much of this investment has in its operation and in the building phase, a very large carbon footprint. The mis-named metro for example requires huge amounts of carbon intensive concrete in the construction phase and is a large consumer of energy in its operation.

We say that the Sydney Metro is mis-named as it is not a true metro. It is essentially an expensive underground rail network with inferior single deck trains and too few stations. Paris Metro is an example of a "true" metro with stations as close as 400 metres apart and it is not uncommon to stand on Paris Metro station and see the next station down the tunnel. The Sydney Metro, in one instance has 6 kilometres between stations (Epping to Cherrybrook)!

In the design of the Sydney West metro speed of operation has been put above utility. Even though EcoTransit believes that the mis-named metro is not a sustainable form of transport, the Sydney West Metro should be made more useful to potential residents along its route by adding more stations. The number of stations in the design was predicated on providing a faster service than the existing heavy rail service. If a faster service is the goal in building the new line, it should have been built as heavy rail with only two stations and

designed for 200km/hour operation. See attached "A BRIEF COMPARISON BETWEEN THE SYDNEY METRO WEST AND AN ALTERNATIVE HEAVY RAIL LINE".

The proponents of the mis-named Sydney Metro have always pushed the lie that "metro" was require for frequency and capacity and that only with "metro" could you have frequency of a train every 4 minutes. In fact, the existing heavy rail network can easily be timetabled for a train every 3 minutes and this occurs on the T1 and T4 lines during peak periods. With new digital signalling, the frequency on the heavy rail lines could be increased to a train every 2 minutes, as is done on the Paris RER network, using double deck trains!

For the future of transport in Western Sydney, we advocate for more light rail lines, expansion of the heavy rail network and increasing the number of stations on the Sydney West Metro, so that it becomes something more resembling a metro.

We also advocate for equity in public transport, by providing improved public transport to areas of Western Sydney where there is little or none. This could be in the form of autonomous electric minibuses that would follow set routes and feed passengers to transport hubs and town centres.

EcoTransit asserts that the billions of dollars that have been invested in transport infrastructure has been in many cases wasted and should have been invested in projects that would have improved public transport for the whole metropolitan area and the regions close to Sydney. For example, many more kilometres of light rail could have been built, using the L2 and L3 high construction cost of \$250 million per kilometre as a basis for comparison, instead of building the Sydney West Metro at \$1 billion per kilometre

For the estimated cost of \$25 billion for the 24 kilometres of the Sydney West Metro, more than 100 kilometres of light could be built. When planning for Western Sydney's transport future this comparison should be considered. Instead of large vanity projects such as Sydney West Metro, the construction of an expanded light rail network should be a priority alongside the building of new heavy rail routes.

The list of projects that we advocate for, for the future of Western Sydney transport is attached. It covers a greatly expanded light rail network, an expanded passenger heavy rail network and the building of new freight lines.

Light Rail Lines that EcoTransit views as priority projects:

1/ Parramatta light rail stage 1-Carlingford to Epping to provide connectivity to Chatswood and the Sydney CBD by rail, which was removed as an option for residents living along the Carlingford heavy rail line when it was converted to light rail.

2/ Parramatta light rail stage 2-Olympic Park to Strathfield or Lidcombe to provide direct connectivity to the heavy rail network for people living along the route of stage 2 without having to travel to Parramatta.

3/ Parramatta light rail stage 3-New line from Parramatta to Castle Hill. This line was the original priority lines of the of Parramatta City Council to relieve congestion on Windsor and Old Northern Roads.

4/ Parramatta light rail stage 4-New line from Parramatta to Bankstown via Woodville Road and Hume Highway. This was another line in Parramatta Council's original light rail proposal.

5/ Parramatta light rail stage 5-Convert both the Rouse Hill T way and the Liverpool T way to light rail. The conversion of the two T ways was also in Parramatta Council's original light rail proposal.

6/ Parramatta Road light rail-Connecting Parramatta light rail to the L1, L2 and L3. This could not be described completely as future transport for Western Sydney, but it would provide a vital link between the Parramatta CBD and the Sydney CBD. It would also be a catalyst for the redevelopment along Parramatta Road with many opportunities for medium density residential developments, which would revitalise the existing strip shopping districts.

EcoTransit's proposal for light rail route along Parramatta Road starts at Circular Quay and utilises Young Street, Bridge Street and Philip Street to join Elizabeth Street. The route then traverses Elizabeth Street to Eddy Avenue where there would be an interchange with T2 and T3. The route then turns into Pitt Street and on to Railway Square and then traverses Broadway to Parramatta Road. The route then follows Parramatta Road to Olympic Park where it would connect to the Parramatta light rail stage 2.

Heavy Rail Lines that EcoTransit views as priority projects:

1/ Epping to Hurstville heavy rail line-This line would provide valuable connection between northern, western and southern Sydney. It would allow passengers on T1 to interchange with the new line at Ashfield and travel to stations north to Hornsby and south to Hurstville, without needing to travel to the Redfern or Central.

See attached "IMPROVING SYDNEY'S PUBLIC TRANSPORT WITH CROSS-CITY RAIL LINKS".

2/Western Sydney Airport to Leppington heavy rail line-It was always planned to extend the SWRL (Leppington Line) to the Western Sydney Airport. This was to provide a direct rail connection to Kingsford Smith Airport and fast access to the Sydney CBD. Unfortunately, planning for a rail connection to the new airport has been left to Sydney Metro who only want to expand their network at the expense of the heavy rail network.

The current project to build a new stand-alone mis-named metro line from St Marys to the new airport will not provide the direct connection between airports and will add many minutes to passenger's travelling time. For example: (i) travelling time from airport to airport by a direct line ,via Leppington, would be 47 minutes, whereas via St Marys it will be 95 minutes (allowing for 5 minutes interchange at St Marys and Central). (ii) travelling time from the new airport to Central via Leppington would be 60 minutes, whereas via St Marys it will be 77 minutes (allowing 5 minutes interchange at St Marys)

See attached "IMPROVING SYDNEY'S PUBLIC TRANSPORT WITH CROSS-CITY RAIL LINKS".

3/ St Marys to Macarthur heavy rail line-This line has long been planned to allow freight trains to by-pass the suburban rail network. EcoTransit has advocated for the construction of this line, not only for freight but also to provide a cross-country passenger link between Penrith and Campbelltown.

See attached "IMPROVING SYDNEY'S PUBLIC TRANSPORT WITH CROSS-CITY RAIL LINKS".

4/ Maldon to Dombarton heavy rail line-This line was partially built in the 1980s but when the Greiner Government was elected in 1988 the project was then stopped. The completion of this line would complement heavy rail project number 3. This line should also be electrified for the running of passenger services from Wollongong to Campbelltown.

4a/ Extension of the South Sydney Freight line from Macarthur to Maldon-This extension would then permit the electrification of the main southern line, to the junction of the Maldon to Dombarton line and facilitate the extension of suburban services past Macarthur to Menangle, to serve the new housing developments being built between Macarthur and Menangle.

5/ Quadruplication of the East Hills line from Revesby to Glenfield-This project is necessary to provide additional pathways for services connecting the two airports.

6/ Bi-directional third track from Glenfield to Campbelltown-This project would allow more services during the morning and evening peak periods and also allow for more direct regional services to Central. It would also permit faster running times for interstate services.

7/ Duplication from Schofields to Richmond-This project would allow a more frequent service to Richmond. Currently with the single track beyond Schofields, the timetable is restricted to one train every 30 minutes. With duplication, a minimum of one train every 15 minutes could be timetabled.

8/ Pippita Express-EcoTransit developed this proposal for the 2015 election. It is designed to make better use of the Olympic Park Line. This is an inexpensive proposal to provide a better service to Olympic Park and a new station at Pippita. With the increased population in and around the area, it would provide an express service to Central every 15 minutes.

See attached "PIPPITA EXPRESS"

In conclusion, the EcoTransit's list of projects will help to reduce the carbon footprint of transport, by getting people out of their cars and into quality public transport that is convenient and comfortable, with sufficient seats for longer distance journeys. It will also reduce the carbon footprint during

construction and operation by focussing on heavy rail and light rail projects instead of building the mis-named Sydney Metro.

Turn-up and go services can be provided on all heavy rail lines that are in EcoTransit's priority list of projects, as well as on all existing heavy rail lines by installing digital signalling throughout the Sydney suburban network.

The reasons given for building "metro" and converting existing heavy rail lines to "metro" has always been deceitful. Heavy rail can run at the same frequency and offer higher capacity when equipped with modern digital signalling. It is clear that the "metro mania" adopted by governments in New South Wales is driven by property development opportunities and not by investing in projects that would solve Sydney's transport deficit.

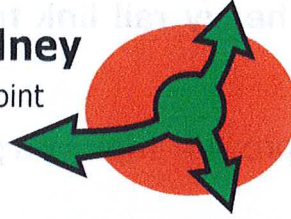
The mooted closure of heavy rail stations to the west of Bankstown would be a disaster for commuters who use these stations. The conversion of the Bankstown line should never have proceeded, and it is a pity that the current government, when in opposition, spoke against the conversion but is now going ahead with the destruction of the Bankstown line.

EcoTransit did put a proposal to divert the "metro" to Miranda via the Airport, San Souci and Caringbah to the then opposition. This proposal was received with enthusiasm by the current leader of the governing party and his immediate predecessor. Unfortunately, there seems to be little difference between both major political parties in New South Wales, when comes to building unsustainable transport and transport projects that don't solve Sydney's transport deficit.

Colin Schroeder  
EcoTransit Committee Member  
02 December, 2023

## **EcoTransit Sydney**

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### **A BRIEF COMPARISON BETWEEN THE SYDNEY METRO WEST AND AN ALTERNATIVE HEAVY RAIL LINE.**

Prepared by: Colin Schroeder, EcoTransit Co-convenor, September, 2017

The Sydney Metro West has been presented to the people of New South Wales as the only option to improve public transport to Sydney's western suburbs. There have been no alternatives seriously considered, such as a dedicated fast heavy rail tunnel from Westmead to the CBD.

The following bullet points list what the Sydney Metro West and a fast heavy rail line won't and will do for the people of Western Sydney.

#### **What the Sydney Metro West won't do:**

- It won't provide faster travelling times for commuters from Parramatta to the CBD.
- It won't provide faster travelling times for commuters from stations west of Parramatta to the CBD.
- It won't provide faster travelling times for commuters from Lithgow and Blue mountains stations to the CBD.
- It won't provide fast travelling times from Badgerys Creek Airport to the CBD, if it is extended beyond Parramatta to the new airport.
- It won't attract commuters who currently drive, out of their cars and on to public transport.

**What a new heavy rail link from Westmead to the CBD won't do:**

- It won't provide improved public transport to the Bays Precinct.
- It won't provide development opportunities along its route.
- It won't provide slower travelling times between the CBD and Parramatta than the existing heavy rail service.

**What the Sydney Metro West will do:**

- It will provide improved public transport to the Bays Precinct, if this route is chosen.
- It will provide development opportunities along its route.
- It will provide the same travelling times between the CBD and Parramatta as the existing heavy rail service.

**What a new heavy rail link from Westmead to the CBD will do:**

- It will provide a fast journey from Westmead to the CBD, stopping only at Parramatta and Strathfield.
- It will provide fast speed suburban services from Emu Plains, Penrith and Richmond to the CBD.
- It will provide fast speed Intercity services from Lithgow and Blue Mountains stations to the CBD.
- It would provide fast travelling times from Badgerys Creek Airport to the CBD, if a heavy rail line were to be built from Parramatta to the new airport.
- It would attract commuters who currently drive, out of their cars and on to public transport.



There are several routes proposed for the Sydney Metro West that are well documented, consequently the route of the metro will not be discussed in this document.

The alternative fast heavy rail line has not been promoted or considered by the Government, even though there have been proposals put forward for it in the past. EcoTransit's suggested route for the fast heavy rail line would leave the main Western Line immediately to the east of Westmead Station and enter into twin single track tunnels.

The tunnels would pass under Parramatta Park to a station in the vicinity of the existing Parramatta Station, allowing for convenient interchange with other services. From Parramatta, the line would continue underground, closely following the M4 and Parramatta Road to Strathfield, where there would also be a station under the existing station. This would allow for interchange between Northern Line and Southern Line services.

The line would then continue to the CBD, following the Parramatta Road alignment to Central. Here it would either terminate or continue into the CBD along Sussex Street to a terminus at Wynyard utilising the unused platforms 1 and 2. In the future, the continuation of the line could be considered across the Harbour Bridge to North Sydney, by converting the two eastern lanes back to rail.

The tunnels would be built to the same diameter as the Epping to Chatswood Line, which is 6.5 metres finished size. This would allow all existing double deck rolling stock to operate on the line.

To maximise the possible time savings afforded by a dedicated heavy rail line with minimum stops, the track and signalling would be built to permit 160 kilometres per hour operation.

### **Cost comparison:**

The projected cost of the 25 kilometre Sydney Metro West is in the order of \$12.5 billion. This translates to \$500 million per kilometre, a very large investment that will not benefit the people living in Sydney's western suburbs.

The length of the heavy rail line that EcoTransit proposes would be 27 kilometres, longer than the Sydney Metro West. Based on the known costs of building the Epping to Chatswood Line (\$220 million per kilometre-in 2016\$), the 27 kilometres should cost \$5.94 billion. After adding a 20% contingency to this figure, the cost could go as high as \$7.2 billion, which is still \$5.3 billion lower than the Sydney Metro West.

**Projected travelling times:**

Station to Central	Via dedicated heavy rail line.	Via Sydney Metro West.*	2013 Timetable
Penrith	46 mins.	61 mins.*	57 mins.
Richmond	63 mins.	78 minutes.*	1 hour 16 mins.
Katoomba	1 hour 41 mins.	1 hour 56 mins.*	1 hour 51 mins.
Parramatta	15 mins	25 mins.	26 mins.

\* allows for 5 minutes to change trains at Parramatta

**Capacity:**

It is claimed that the Sydney Metro West will “double” the capacity of the T1 Western Line and provide faster travelling times. As can be seen from the above table, the claims on travel time can’t be substantiated.

If the Metro were running at a maximum frequency of a train every two minutes, the crush capacity would be 30,000 passengers per hour. Then the “double capacity” claim would be true however, it is doubtful that this would be the case from day one of operation.

EcoTransit’s proposed dedicated heavy rail line could also operate with a train every two minutes. This would give a crush capacity of 45,000 passengers per hour.

**Conclusion:**

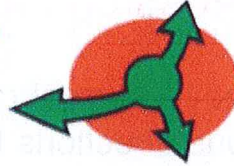
The Sydney Metro West is an expensive way to provide extra rail capacity to Sydney’s west and it would only benefit commuters travelling from Parramatta, Olympic Park and the Bays Precinct to the CBD. Olympic Park could be better served utilising the existing

heavy rail line and the Bays Precinct could be connected to the CBD more economically by light rail.

Commuters travelling from stations to the west of Parramatta would be better served by EcoTransit's dedicated heavy rail line. It would provide a faster and more convenient journey to the CBD as there would be no time lost in having to change trains at Parramatta.

**EcoTransit Sydney**

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## **IMPROVING SYDNEY'S PUBLIC TRANSPORT WITH CROSS-CITY RAIL LINKS**

A position paper written by EcoTransit Sydney

16-feb-2019

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## THE NEED FOR CROSS-CITY RAIL LINKS

Sydney's current rail network is radial, i.e. all lines radiate in various directions from the Sydney Central Business District (CBD). There are no cross-city services with the exception of the Cumberland Line.

The result of this radial configuration is

- it often forces people to travel across Sydney's suburbs by car, or
- it forces people to take ridiculously long public transport journeys, changing trains or modes several times,
- it adds to Sydney's road congestion,
- it is a gross inconvenience for commuters who need to travel across Sydney for work, school or higher education,
- it adds significantly to the community cost of commuting on public transport,
- it reduces the amount of time people can spend at home with their families.

**EcoTransit Sydney** recommends that a Labor government should adopt a public transport policy to gradually rectify this, by building 2 cross-city rail links, with interchanges to existing lines where they intersect.

**EcoTransit Sydney** has previously submitted options for diverting the **Metro North West** at Epping with a new line to Hurstville and Blakehurst. This is no longer an option now that the current LNP Government has proceeded with its plan to convert the Epping to Chatswood Line to a Metro configuration, and has started work on tunnelling between Chatswood and Sydenham.

The **Metro South** plan proposed by **EcoTransit Sydney** in another proposal document, to divert the Metro at Sydenham away from Bankstown and redirect it to Miranda, fits the concept being discussed in this proposal on **cross-city rail links**.

In this document **EcoTransit Sydney** now presents a better alternative for the route that we originally suggested and have added a new proposal for an additional **cross-city rail link**

that is currently being planned by Transport for NSW, the line to Sydney's second airport at **Badgerys Creek**.

**EcoTransit Sydney** now recommends 2 new cross-city rail links be built which will break the tyranny of radial lines converging on the Sydney Central Station.

1) **Eora Line** from Epping to Hurstville

2) **Dharawal Line** from Campbelltown to Schofields

## 1) Eora Line: Epping to Hurstville

EcoTransit Sydney recommends the next NSW government builds a new north-south cross-city rail link between Epping and Hurstville, as a heavy rail line integrated with the existing Sydney rail network.

The main advantage of the **Eora Line** is the fact that it crosses all of the main radial heavy rail lines that feed into the Sydney CBD, with the exception of the North Shore Line. There would be interchanges at

- Epping, with both TI services and the Metro North West,
- Ashfield with T1 and T2 services,
- Campsie with T3 services,
- Kingsgrove with T8 services, and at
- Hurstville with T4 and South Coast services.

The **Eora Line** could be built as a Metro, but it would then restrict its usefulness in terms of adding capacity to the Sydney heavy rail network. If it were constructed as a Metro, it could only service the stations along the line.

However, with the **Eora Line** as a heavy rail line it can be integrated easily with the existing network. This would allow some trains from the Illawarra and Cronulla lines to be diverted away from the Sydney CBD and run through to the Central Coast, and even up to Newcastle.

The **Eora Line** would reduce the travel time between Wollongong and Newcastle to around **four hours**, without any improvements to the Illawarra and Newcastle lines. This journey currently takes **over five hours**, when the travel time in and out of the Sydney CBD and interchange time at Central is taken into account.

The **Eora Line** could save commuters considerable amounts of time, when travelling by public transport. For example, a commuter travelling from Penrith to Hurstville would currently take **1 hour 40 minutes** to complete their journey. Utilising the interchange at Ashfield, their journey time would be reduced to **1 hour 10 minutes**, a saving of **30 minutes** in each direction. It

would take more time to drive between the two centres at peak time.

### Proposed Route

**EcoTransit Sydney**'s preferred route for the **Eora Line** would be entirely underground. It would join to the Main North at Epping, utilizing the now abandoned dive that was constructed for the Epping to Chatswood Line. The dive would need to be excavated to lower the tracks to new platforms, under what will be platforms converted to take the **Metro North West** service.

From **Epping**, the line would head in a south-easterly direction to where it intersects with **Balaclava Road** where there would be a station.

After Balaclava Road, the line would head south to a station at **Denistone East** and a station at **Top Ryde**, which would serve the large shopping centre that is located here and the new apartment buildings constructed in recent years.

From **Top Ryde**, the line would again head south-east under Victoria Road, with stations at **Monash** and **Gladesville**.

After **Gladesville** the line would then turn south again and cross under the Parramatta River. There would be a station on the northern side of the river at **Gladesville Hospital** and on the south side at **Abbotsford Bay**.

Continuing south, the line would reach a station at **Five Dock** and then the main interchange at **Ashfield**, with T1 and T2 services.

From Ashfield the line would then turn to the south west, with a station at **Ashbury** before reaching the second interchange at **Campsie**, with T3 services.

From Campsie, the line would then turn south again, passing through a station at **Clemtown Park** before reaching the third interchange at **Kingsgrove**, with T8 services.



The final section of the line would continue south to a station at **Bexley** and then to the fourth and final interchange at **Hurstville**, with T4 services.

Connection to the Illawarra Line would need to occur somewhere between Hurstville and Penshurst stations, where there is space in the rail corridor for a dive.

### **Extension to Blakehurst**

In a previous proposal this line would continue on to a terminus at Blakehurst. This could still be considered to turn back trains away from Hurstville Station, which can be very busy during peak periods. However, the extra cost of tunnelling to Blakehurst and constructing a station there would only be justified if the majority of services did not come off T4 and the South Coast.

### **Cost**

The distance from **Epping** to **Hurstville** is approximately **28 kilometres**, all of which would be underground. The cost, based on the cost of the Epping to Chatswood Line, which was **\$220 million** (converted to 2016 dollars) per kilometre, would be **\$6.16 billion**.

There should be no major geo-technical issues with tunnelling on the **Eora Line**, with the exception of the section from Gladesville to Abbotsford Bay, where the tunnels would pass under the Parramatta River.

## **2) Dharawal Line: Campbelltown to Schofields**

This proposed new line passes through the country of the Dharawal people. Therefore it is very appropriate to suggest the line is named in honour of the First Australians in the Campbelltown region - the Dharawal people.

Building a rail line to **Badgerys Creek Airport** is already Labor Party policy. **EcoTransit Sydney** endorses this policy and agrees that it should interchange with the Main Western Line at St Marys.

There have been many variations as to which route the line to Sydney's second airport should take and whether it should be built as part of a Metro network or built as heavy rail. There seems to be some division within Transport for NSW with the Metro lobby trying to force more Metro on to the people of western Sydney.

The position of **EcoTransit Sydney** on this line is very positive that:-

- The **Dharawal Line** should be built to heavy rail standards, interchanging with the Richmond Line at Schofields, the Western Line at St Marys and the Southern Line at Campbelltown.
- For maximum operational flexibility the **Dharawal Line** needs a connection to the South West Rail Line at **Leppington**.
- The Leppington segment will interconnect Badgerys Creek Airport with both **Kingsford-Smith Airport** and the Sydney CBD.
- The Leppington segment has been included in many previous proposals for rail links to **Badgerys Creek Airport**, for the obvious good reasons, and was always the planned route to connect the new airport to the Sydney CBD.

### **Benefits of a Heavy Rail Line**

The **Dharawal Line** should have a physical link to the **Western Line** at St Marys and a physical link to the **Southern Line** south of Macarthur. This would be for freight and coal trains bound for Port Kembla and Nowra to by-pass the Sydney suburban area.

The **Western Freight By-pass** has been in the planning stage for many years and was to be utilised in conjunction with the Maldon to Dombarton Line.

It is Labor policy to complete the line between Maldon and Dombarton. An extension of the **Southern Sydney Freight Line**, between Macarthur and Maldon, should be considered, to

add capacity to the Southern Line, if freight trains are diverted through **Badgerys Creek**.

## Proposed Route

Our preferred route commences at an interchange with the Richmond Line at **Schofields** (T1 services).

The line would then head in a south easterly direction to a station at **Dean Park** and then continue to **St Marys** where there would be an interchange with the Western Line (T1 services).

The majority of this section would be in tunnels however, there is an opportunity for the line to run on the surface, close to Schofields.

From **St Marys** the Line would head in a southerly direction, predominately on the surface with a station at **Erskine Park**, until it reaches the new airport station, which would be under the terminal and runway.

The line would then continue south to a station at **Bringelly**, where the link to SWRL would branch to the south-east, to **Rossmore** and **Leppington**.

South of the airport, the line would be predominately on the surface with the exception being between Narellan and Campbelltown, where it would run underground to avoid the steep gradients that would be required for a surface route.

From **Bringelly** the line would continue south, through a station at **Oran Park** and then on to **Narellan**.

**Narellan** is now a large residential area and is poorly serviced by public transport however, it was a station on the Camden Line, which was closed on 1 January, 1963.

The line would then head in a south-easterly direction to **Campbelltown**, where there would be an interchange with the Southern Line (T2 services).

The total length of RingRail Outer, including the **Leppington** connection, would be 55 kilometres. Of this, 15 kilometres would be underground and the remainder on the surface.

## Cost

**EcoTransit Sydney** estimates the cost, based on known construction costs at: **\$9.3 billion**. This figure should include necessary land acquisitions.

## Summary

Sydney needs to develop cross-city rail links, to give commuters an incentive to leave their cars at home and use public transport. The two cross-city rail links described in this document will achieve this aim. Both lines will be needed within the next ten years as Sydney expands and the **Badgerys Creek Airport** is built.

The line from **Badgerys Creek Airport** to **St Marys** is already Labor policy. But it needs to be built as a cross-city rail link, from **Schofields** to **Campbelltown**, with the link to **Leppington**, to expand Sydney's suburban network to cope with future demand.

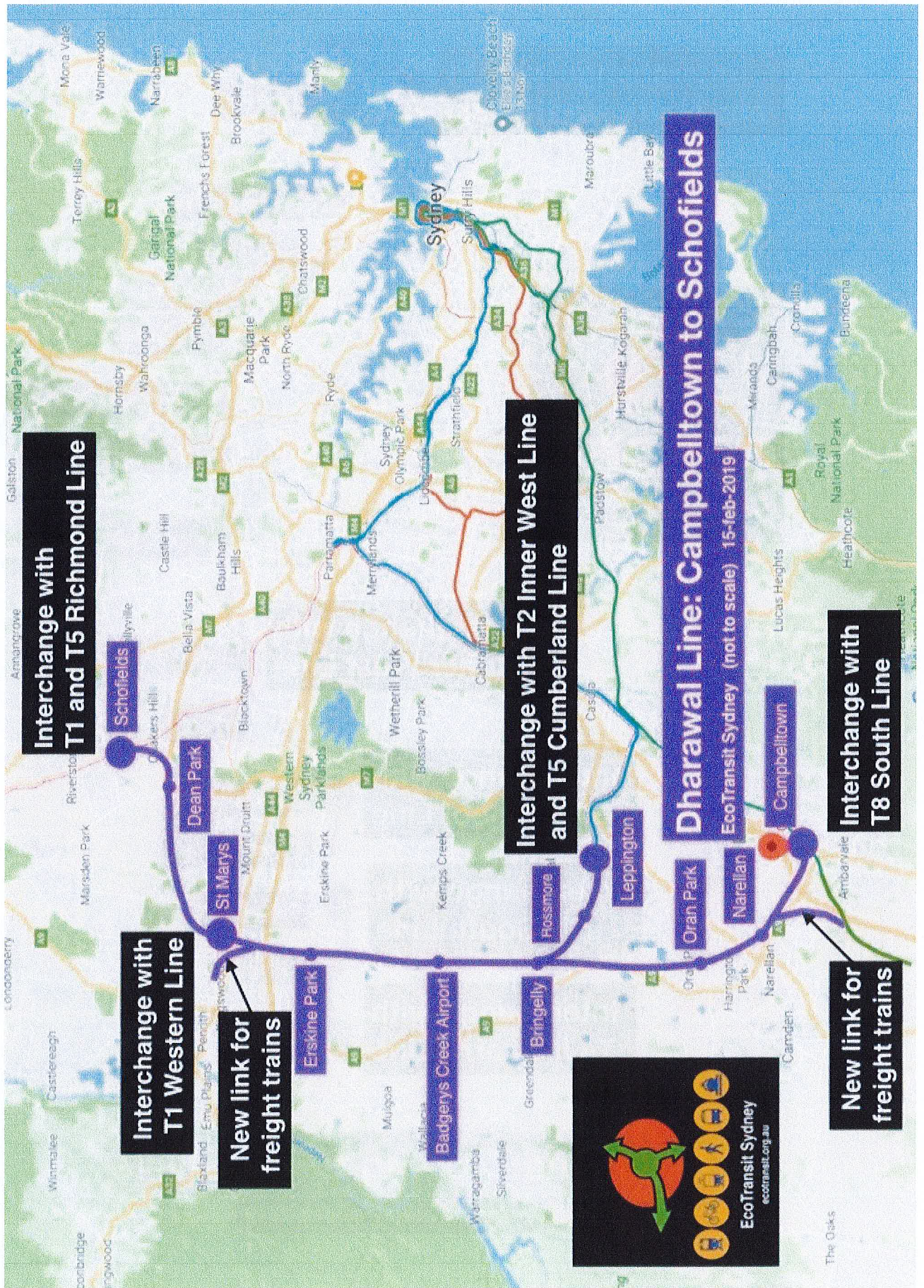
**NSW Labor** should look to the Andrew's Labor government in Victoria, to study their plans to build cross-city rail links in Melbourne. **Victorian Labor** promised a Melbourne suburban train loop, including 12 new stations, from Werribee in the West to Cheltenham in the East. Melbourne has also commenced building their Melbourne Metro tunnel, which will serve as an inner cross-city link.

If the **Dharawal** cross-city rail link were to be built as **EcoTransit Sydney** propose, there would remain a "missing link" between **Schofields** and the terminus of the Metro at **Cudgegong Road**. This gap in **Dharawal Line** could be bridged, by either

- A. extending the Metro to Schofields or
- B. extending the heavy rail to Cudgegong Road.

**Colin Schroeder**

16-feb-2019



## Appendix B



# PIPITA EXPRESS

-Twitter Summary (134 Characters):

- Facebook Summary (2 Sentences):

## Website Summary:

The Pipita Express is a cost effective proposal from EcoTransit and is only one alternative to the Government's very expensive and disruptive WestConnex. Instead of pouring 12 to 15 billion dollars into building another toll road, this solution to traffic congestion on Parramatta Road, from Concord to the City, can be achieved by an expenditure of less than two hundred million dollars on public transport.

## Project description:

The proposal involves the building of a railway station at Pipita, on the Olympic Park line, where it crosses Parramatta Road and the M4 Motorway. Adjacent to the station there is ample space to build a multi-story car park to hold at least 2,000 cars, with access from and to the M4 and Parramatta Road. The station and car park complex could also include shops and a childcare centre to service commuters.

The land immediately to the south of the proposed station is currently being redeveloped with a large number of apartments. The station at Pipita would also provide accessible public transport for the residents of these apartments, as well offering park and ride opportunities for CBD bound commuters and shoppers.

Trains from Pipita would run every 15 minutes to and from Central Terminal Station, providing a capacity of 4,800 passengers per hour at normal loading for a double deck train. The service would originate from the Olympic Park Platform at Lidcombe Station, then stop at Olympic Park before arriving at Pipita and then proceed to Strathfield and Sydney Terminal.



The only new infrastructure required is Pipita Station, the car park and the connecting walkways. Other possible costs would include the refurbishment of existing trains and possible changes to signaling from Homebush to Strathfield.

**Total Cost of Project (Upfront):**

Pipita Station: \$50 million  
Multi-level car park  
(including access road): \$60 million

Train refurbishment: \$16 million  
(8 trains)

Signalling upgrade: \$4 million

Total cost: \$130 million

*(Source: published costs for multi-level buildings and estimated costs for train refurbishment and signalling upgrade)*

**Annual Cost of Project:**

Labour costs: \$2.4 million

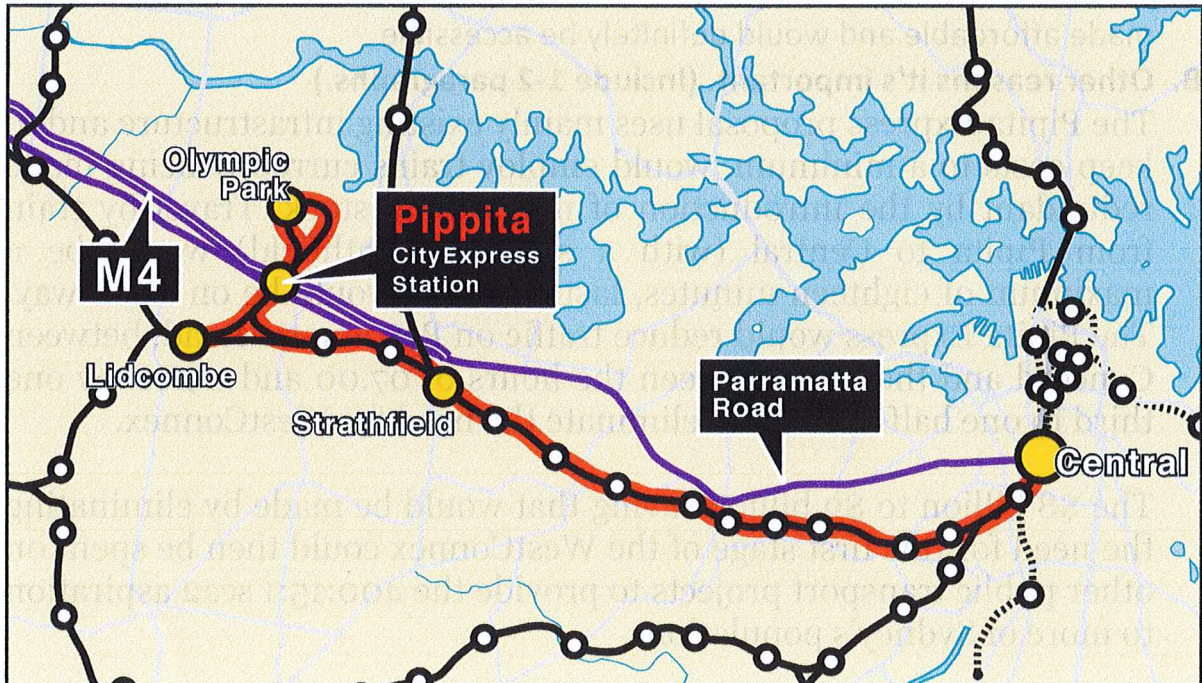
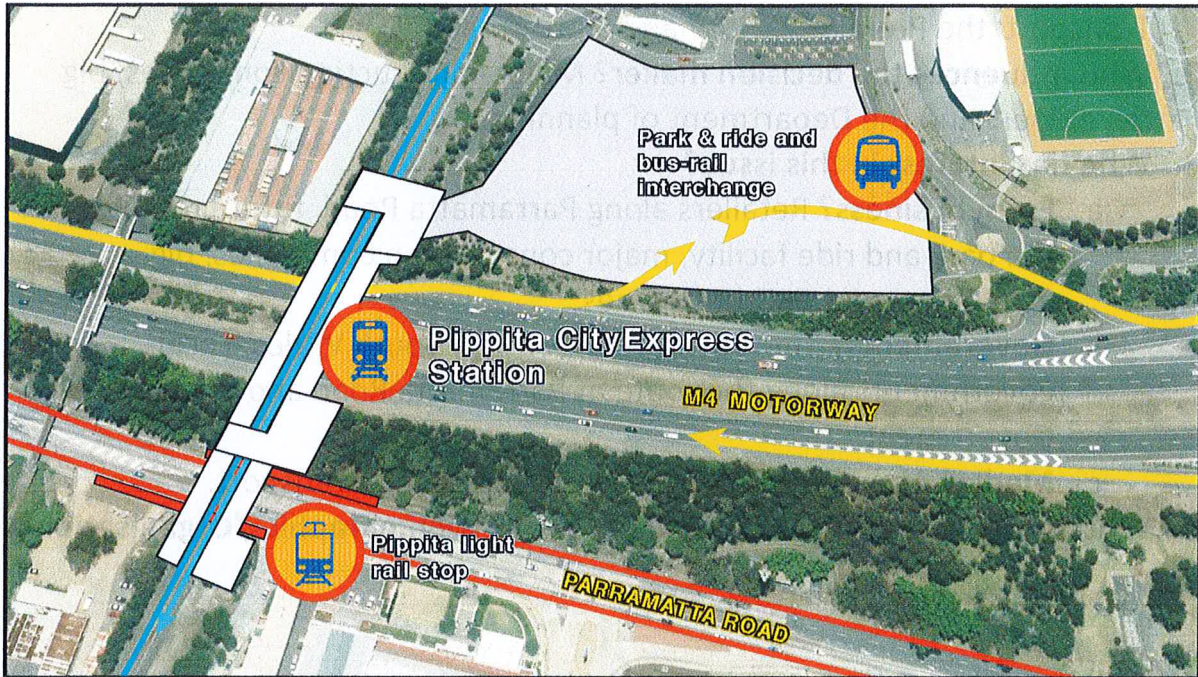
Running costs: \$4.6 million

Maintenance costs: \$3 million

Total cost: \$10 million

*(Source: published rates for labour and estimated costs for running and maintenance)*

Where (Please include a simple map, if appropriate):



**Who:**

1. **Who is the decision maker?** The decision makers are the Minister of Transport, the Premier, TfNSW and State Treasury.
2. **Who influences the decision maker?** Major construction companies, big developers and the Department of planning.
3. **Who has interest in this issue?**
  - a. **From business?** Retailers along Parramatta Road, future retailers in the park and ride facility, major construction companies, big developers and CBD businesses.
  - b. **Governments?** The Government of New South Wales, Local governments along the route of Parramatta Road and the Federal Government.
  - c. **Media?** All forms of media have an interest in transport.
4. **Who from Sydney Alliance has an interest? (Demographics/Organisations)**

**Why:**

**A. How does it link to 400:15:1 sca2?**

The walk from the car park to Pipita Station would be less than 400 metres, trains would depart every 15 minutes, one ticket or the Opal card would take passengers to the CBD, it should be safe, it should be clean, it could be made affordable and would definitely be accessible.

**B. Other reasons it's important. (Include 1-2 paragraphs.)**

The Pipita Express proposal uses mainly existing infrastructure and to keep costs to a minimum, would employ trains currently being made redundant by the introduction of new rolling stock. Travel by train from Pipita to Central (with a stop at Strathfield) would be a maximum of eighteen minutes, faster than it would be on a toll way. The Pipita Express would reduce traffic on Parramatta Road, between Concord and the City, between the hours of 07.00 and 09.00 by one third to one half and would eliminate the need for WestConnex.

The \$8 billion to \$9 billion saving that would be made by eliminating the need for this first stage of the WestConnex could then be spent on other public transport projects to provide the 400:15:1 sca2 aspiration to more of Sydney's population.