

THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR

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Hi

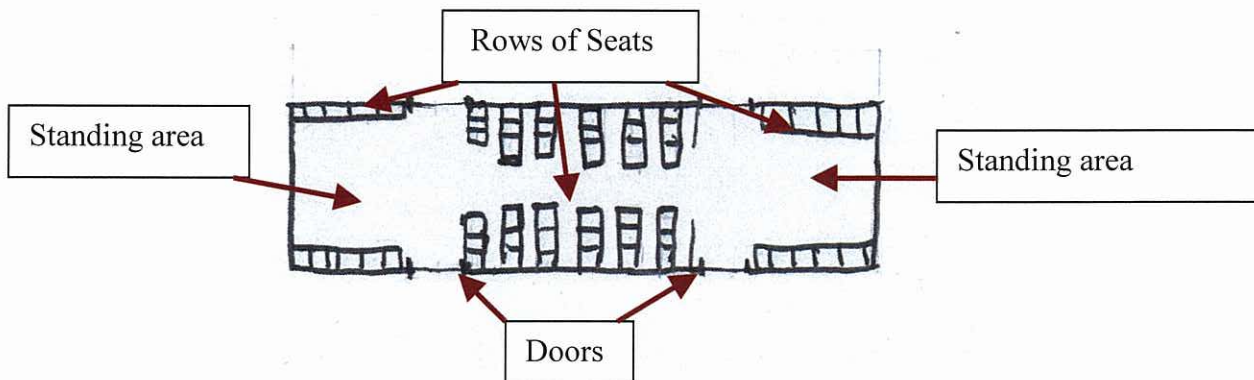
I have a few ideas for the planers of the Sydney metro.
And a few concerns to raise.

1 Seating in the trains.

2 Station design

3 really providing the link

Firstly, I have heard concerns about problems with the lack of seating on the trains that will run on the metro line. I would like to raise concerns about the time people would have to stand up for. The trip is supposed to take about 42 minutes to get from Rouse Hill to the city. People are normally willing to stand on transport for about 30min max, I always take the 2nd bus on my way home because the first one is always crowded and it's impossible to get a seat. To cater for both longer and shorter trips perhaps you could install seats in an arrangement like this:



This floor plan divides the area 50/50 between standing and sitting space. Though I recon heavy rail following the same route planned for the metro, or possibly going down the Epping to Chatswood temporarily, and diverted at a later date so the Epping to Chatswood line can be continued to Parramatta, maybe if went via Clyde, using the carlingford line, It would be cheaper because less tunnel would be required. (You could probably get away with a single tunnel with one track, and a passing loop and second platform at carlingford) or maybe you could invent "long-distance metro" a modified metro rail service with higher capacity, possibly two stories, more suitable for long distance trips.

Secondly,

This is my personal thoughts about what the architecture of the stations should be like,

I think it would be fantastic if you included architecture that reflects the area the station is in, somehow. For example it would be great if the castle hill station near Castle towers had some arches like these across the roof (above the platforms). It would make the station be more a part of castle towers, especially if you built that tunnel for people to walk from the shops straight into the station. This could possibly Encourage more people to use the line for trips to and from Castle Towers.



Arches on the ceiling of Castle Towers

Wouldn't that look great on the ceiling of the metro station.

Also, please make shore the escalators are nice and wide to get in and out of the stations, especially at the Castle Towers and the Hills Centre stations, to cope with all the shoppers and for special events. I also suggest that the entrances are designed in a way that prevents water running into the stars/escalators. And the name of the station written across the walls of the station, highly visible, helps hearing impaired people use the line, and has a great visual effect. The underground platforms at Redfern and central have signs like that, they're very nice platforms.

I was hoping for an station with platforms in the style of the platforms above for Cherrybrook station with the original plan to build a heavy rail line, but now with the metro line please give us a station with ceilings built to look like the ceiling that the original cherry brook village shopping centre had. You'll probably need to search in the records a bit to find plans for that ceiling, I couldn't find any pictures of it on the internet. (those shops where redeveloped in 2004 and replace with a boring, unimaginative modern building, that has a common flat panelled ceiling that you can see any where. Please build that nice ceiling, it would me allot to me, and some other Cherrybrook residents.

With the hills centre station, make shore you minimise the size of the above ground section. Just built a building with the stars or ramp to get in (though they need to be fairly wide to cope with the rush of people leaving after an event at the centre), and the disabled access lift. To make it fit in best, that out side bit could be built as a shed like structure, similar to the buildings in that part of the showground, or similar to the (external) architecture of the council chambers and hills centre.. That would stop many people in the area from worrying about the impact of having a station there. For the inside, I recon it would be great if the station walls (in the under ground bits where tiled the same as the walls of the corridors in the hills centre And that's all I have to say about stations.

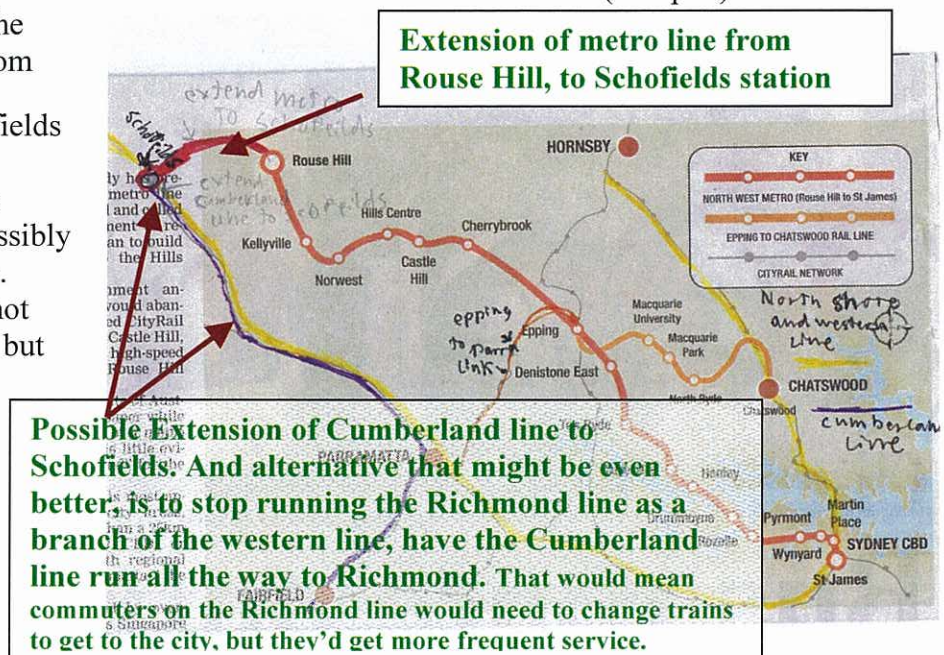
Finally, my main idea. **Really making the Link.**

When I first saw the route of the metro line, the first thing I noticed was that though it followed the route of the planned heavy rail line, it didn't include the section between Rouse hill and Vineyard. I can see why not. It would be long and expensive (as building tunnel is), and as there were no stations planned along it, so it wasn't very practical. But when I first saw the old proposal for a heavy rail line in the street directory a few months earlier, I thought the idea was I fill a gap in the railway network, not just to provide a line to the city.

Without the section between Rouse hill and Vineyard, the line doesn't let people get to the trains on the Western line without more interchanges (buses) and lots time wasted.

However, you don't need to build that section. A more economical (cheaper) choice would be to extent the planned metro line from

Rouse Hill, to Schofields station, to provide interchange with the western line, and possibly the Cumberland line. This would benefit not only Hills residents, but People living in western Sydney (And with the Cumberland line extension or diversion) and people in the southwest as well. This idea would



allow trips by train from the hills to just about anywhere on Sydney's rail and bus network, and from just about anywhere in Sydney, to the hills District. It could also help by providing an important link between Cityrail services, and an alternate way for residents near the western line get to Sydney and Parramatta, both areas where lots of people work/ will work in the future. This could be the start of converting Sydney's rail network in a more use full system aimed at getting people around Sydney, not just to the city and back. We'd have a circle of rail corridors, similar to our orbital motorway system, get a truly European style network, and be one step ahead of Melbourne, that has railway lines that only meet in it's city centre (if we can improve the service)

Some Sydney CBD stations are already suffering from overcrowding. Its not possible to infinitely increase the transport capacity to cope with increasing demand for jobs.

So as the population increases, the best way to cope with this would be to provide more jobs in other places, in regional centres like Parramatta.



Above image
I've shown the road names
here to help make it clear
where it is.

The section of metro track between
Rouse Hill and Schofields station
Length: Approx. 5.5km

Here it is shown with out the
roads so you can see it clearly



Schofields Station Plans

These are not architectural drawings.

So that everything runs smoothly, some improvements are necessary for Schofields station. A second platform above ground would be good.

Points are needed so trains can pass each other. The existing car park will need to be demolished so the second platform can fit, then the car park can be underground.

There isn't enough room for a normal car park, next to two platforms, the station is surrounded by roads and houses, no room to expand. The new platform 2 can be built behind platform 1, and making 2 platforms in between 2 tracks. But more importantly an underground platform must be made for the metro line.. An underpass would be required so you can get to the underground station, it should have an entrance on each side of the street, and lifts, ect for disabled access.

However, there is a problem with expanding the Schofields station; it could bring developers and McMansions to a lovely rural area. A few town houses around the station, maybe, but If you go through with this recommendation, protect Schofields from developers.

This station will be mainly for changing at.

I read on Wikipedia that Rose Hill station might have 4 platforms to cope with all the trains terminating there. That would be good for future provision of a line to Richmond. (The Schofields line could become a branch line)

Underground section

