

Submission  
No 13

## **THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR**

**Organisation:** Parramatta City Council  
**Name:** Mr David Gray  
**Position:** Senior Project Officer - Transport Planning  
**Date received:** 30/09/2008

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Our Reference: F2008/01549  
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The Director  
General Purpose Standing Committee No4  
Parliament House  
Macquarie Street  
Sydney NSW 2000

25 September 2008

Dear Committee Chair

**Inquiry into NW Sector Transport**

Please find attached Council's adopted resolution on SydneyLink (North West Metro) at it's meeting on 28 April 2008. Please consider this information for the above inquiry.

Yours sincerely

David Gray  
**Senior Project Officer - Transport Planning**

MINUTES OF THE ORDINARY COUNCIL MEETING OF  
PARRAMATTA CITY COUNCIL HELD IN THE COUNCIL CHAMBERS,  
CIVIC PLACE, PARRAMATTA ON MONDAY, 28 APRIL 2008

6.3 SUBJECT Sydney Link (North West Metro)  
REFERENCE F2006/00716 - D00917837  
REPORT OF Senior Project Officer - Transport Planning  
9840 RESOLVED (Finn/Wilson)

**That** Council adopts the draft submission (attachment 1) to be presented to the State Government.

**CITY DEVELOPMENT**

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**ITEM NUMBER** 6.3  
**SUBJECT** Sydney Link (North West Metro)  
**REFERENCE** F2006/00716 - D00917837  
**REPORT OF** Senior Project Officer - Transport Planning

**PURPOSE:**

This report provides a draft submission for Council's consideration to State Government regarding the Sydney Link plan which includes the proposed North West Metro.

**RECOMMENDATION**

**That** Council adopts the draft submission (**attachment 1**) to be presented to the State Government.

**BACKGROUND**

1. In March 2008 the State Government released the Sydney Link plan which includes proposals for the North West Metro, West Metro, South East Metro, M4 East Extension and South West Rail Link. The proposed North West Metro (**attachment 2**) runs from Rouse Hill to Sydney CBD and replaces the North West Rail Link.

**ISSUES/OPTIONS/CONSEQUENCES**

2. The attached report (**attachment 1**) is tabled as a draft submission to State Government for Council's consideration. The Sydney Link primarily contains an outline of the North West Metro scheme. The individual recommendations are italicised in the relevant discussion area. In summary, the following issues are discussed in the submission.
  - The North West Metro appears to be a confused hybrid of metro and heavy rail. The outer section (Rouse Hill to Epping) serves an outer suburban area with low densities some 30km from Sydney CBD. These characteristics suggest heavy rail public transport.
  - The inner section (Epping to Sydney CBD) is more suited to a metro-style service with higher densities and a closer proximity to Sydney CBD. This section needs more stations to be successful and it is suggested that this deliberate to minimise the travel times from the North West.
  - The Metro lines should continue across Sydney forming a network and not terminate in Sydney CBD.
  - The position of State Government on the most recent transport planning policies, State Plan (2006) and NSW Urban Transport Statement (2006) is not clear. Both contained the now scrapped Second Rail Crossing of

Sydney Harbour which results in a loss of planned increased capacity on the CityRail network which would have improved reliability.

- There are no details on the RTA's proposed M4 East Extension and how it will contribute to increased public transport use, a key policy of State Government as contained in the above mentioned documents.
- The North West Metro does not consider the RTA's proposed duplication of the Iron Cove Bridge which will become unnecessary for public transport once the Metro is operating.
- The proposal lacks any reference to the Metropolitan Planning Strategy.
- There is no State Government strategic vision for a Sydney-wide metro network of which the Parramatta to Epping Rail Link should be considered as part of the Metro line.
- The Sydney Link proposal does not address how ticketing of this new transport mode will be included in the already over-complicated fare structure.

**CONSULTATION & TIMING**

3. A memo (8 April 2008) was circulated to Councilors and key staff on the Sydney Link plan. The plan is on public exhibition and submissions are being accepted until Tuesday 29 April 2008.

David Gray  
 Senior Project Officer – Transport Planning  
 Land Use & Transport Planning  
 17 April 2008

**ATTACHMENTS:**

1	Detailed Report	5 Pages	<a href="#">View</a>
2	Map of proposed North West Metro	2 Pages	<a href="#">View</a>

**REFERENCE MATERIAL**

## DETAILED REPORT

### BACKGROUND

In March 2008, the State Government released the Sydney Link plan and has invited comment from the community until 29 April 2008. Sydney Link is the State Government's latest transport plan, and includes the proposed North West Metro, M4 East Extension and South West Rail Link, and possible future metro lines, West Metro and the South East Metro.

The status of State Government's other transport related policies is unclear: State Plan (November 2006) and NSW Urban Transport Statement (November 2006). Both were released just over a year ago. The State Government no longer proposes to proceed with the Metropolitan Rail Extension Program, which included two key public transport projects to benefit the whole of Sydney: the North West Rail Link and the Second Rail Crossing of Sydney Harbour Crossing.

### SYDNEY LINK PLAN

#### North West Metro

The Sydney Link document defines metro rail as "the favoured mass-transit system of many of the world's great cities". One key element of metro systems is high frequency services that make timetables unnecessary. With a metro train every few minutes, passenger waiting times are kept to an absolute minimum. Metro trains have more doors, reducing the boarding and lighting times thus reducing delays at stations and travel times. Some metro lines around the world can reliably transport more than 60,000 people per hour, while City Rail lines are limited to a maximum of about 30,000 people per hour.

The proposed North West Metro runs from Rouse Hill via Castle Hill, Epping, Top Ryde, Gladesville and Drummoyne to St James in Sydney CBD (**attachment 1**). The first stage from Epping to the Hills Centre is due for completion by 2015. The North West Metro replaces the previously proposed North West Rail Link from Epping to Rouse Hill. The Top Ryde to Sydney section is based on the proposed River Metro Line (Parramatta - Sydney - Sydenham via Victoria Road and University of NSW) as recommended in the Long-term Strategic Plan for Rail (Christie 2001).

Comments: The proposed North West Metro appears to be a confused hybrid of metro and heavy rail. Successful metro systems are based upon a web of lines connecting high density suburban areas and city centres which ensure they are used throughout the day and evening and not limited to the daily commute.

Consider the outer section (Rouse Hill to Epping); this is a typical outer suburban area with low densities some 30km from Sydney CBD (Castle Hill is 32km from Sydney). The primary focus of the North West Metro between Rouse Hill and Epping appears to be moving commuters to and from Sydney CBD. These characteristics suggest heavy rail public transport as was the previous proposal of the North West Rail Link. A metro-style service could operate on the outer section but it is questionable if it will be successful outside peak

periods. It is unclear what has changed or what is planned to change in the North West to make Metro the feasible solution rather than heavy rail.

In addition the scrapping of the North West Rail Link and the Second Rail Crossing of Sydney Harbour results in a loss of planned increased capacity which would have improved reliability on the whole of the CityRail network, while the North West Metro only improves public transport from the North West to Sydney CBD.

### **Recommendation 1**

*That North West Rail Link proposal is reinstated as a heavy rail line along with the Second Rail Crossing of Sydney Harbour to ensure improved public transport for the whole of Sydney. It is also recommended that the Second Rail Crossing of Sydney Harbour utilise the Harbour Bridge rather than a very costly deep tunnel crossing.*

Comments: The inner section (Epping to Sydney CBD) is more suited to a metro-style service with higher densities and a closer proximity to Sydney CBD (Gladesville is 10km from Sydney), particularly from Gladesville inwards. For the North West Metro to be successful there must be more stations between Epping and Sydney CBD but this would increase the travel time from the North West. It is suggested that the shortage of stations on the inner section is a deliberate attempt to minimise travel times from Rouse Hill and Castle Hill to Sydney CBD.

The North West Metro could be extended from Epping to North Epping (a very isolated suburb) with additional stations between Epping and Sydney CBD to ensure a successfully patronised Metro line.

The North West Metro does not consider the RTA's proposed duplication of the Iron Cove Bridge (increasing capacity on Victoria Road between Gladesville and Drummoyne) the purpose of which is to improve public transport. The duplication of this road bridge will provide bus priority but will also increase car capacity and therefore is in conflict to State Government's own policy of increasing public transport usage. It will also be unnecessary if the Metro is built as bus services on Victoria Road will be dramatically reduced once it is in operation.

### **Recommendation 2**

*That the North West Metro*

- a. starts from North Epping and considers additional stations at Putney, Gladesville (a second station), Birkenhead Point, Balmain and White Bay.*
- b. continues beyond Sydney CBD as the South East Metro*
- c. replaces the proposed duplication of the Iron Cove bridge as it improves public transport along the Victoria Road corridor*

### **West Metro and South East Metro**

The Sydney Link plan also outlines the proposed second Metro line, West Metro, which links Parramatta to Sydney CBD via Sydney Olympic Park, University of Sydney, Leichhardt and the Inner West. It also suggests that West Metro will be extended northwards to North Sydney at a later stage. The proposal is supported in principle but there is a lack of detail.

The third Metro line is South East Metro from Sydney to Malabar via University of NSW, Kensington and Maroubra.

### **Recommendation 3**

*That the West Metro*

- i) *is extended to Westmead and considers stations at North Parramatta, Rydalmere (UWS), Newington, North Strathfield, Concord, Five Dock, Haberfield, Leichhardt, Annandale and Glebe.*
- ii) *be extended beyond Sydney CBD to the Northern Beaches (Dee Why) via Mosman to form a Sydney Metro network rather a series of separate lines feeding Sydney CBD.*

The Long-term Strategic Plan for Rail (Christie 2001) sets out a 50 year plan for Sydney's rail network which the current Metro proposals are based upon. There is no State Government strategic vision for a Sydney-wide metro network that is integrated as part of a Sydney wide public transport system. The current proposal (presented as three but in reality two metro lines) lacks continuity across Sydney CBD and between inner suburban areas, unlike other world city metro systems which have a spider-web of interconnecting lines including links to other forms of public transport. To be effective the proposed Metro lines should run through the Sydney CBD and not terminate there. It is logical to connect the North West Metro with the South East Metro. The current proposals radiate from the Sydney CBD in the same way the current heavy rail system does and does very little to enable any additional movement that is not Sydney city-centric.

### **Recommendation 4**

*That State Government produce a 50 year plan for Metro and City Rail*

### **M4 East Extension and South West Rail Link (SWRL)**

These are existing proposals which have been imported from previous transport plans. It is not clear what the position of State Government is on the previous transport planning policies, State Plan (November 2006) and NSW Urban Transport Statement (November 2006) since key elements have been scrapped.

The SWRL is due to start construction in 2009 with the first stage due for completion by 2012. The document fails to provide any information relating to the proposed M4 East Extension and how this proposal, a motorway extension, will contribute to Sydney's overall transport plan to increase public transport use. The M4 East Extension will generate additional traffic on the already congested traffic network approaching Sydney CBD. It will also increase traffic along the M4 corridor and divert existing rail passengers to road as occurred on the M5 corridor.

### **Recommendation 5**

*That State Government provide information on the M4 East Extension proposal and demonstrate how it will contribute to increased public transport use.*

### **Carlingford Line**

It is time to consider the Parramatta to Epping Rail Link as a Metro line, adding to the proposed Metro network. The "Carlingford Metro" could link Parramatta and Western



Sydney to the rapidly growing employment opportunities in Macquarie Park and the "Think Link" or "Global Crescent" (an emerging band of education and research facilities from Sydney Airport to University of Western Sydney and Westmead Biomedical Research Precinct. The "Carlingford Metro" is recommended to start at Westmead with stations at North Parramatta, Parramatta, Rydalmere (UWS) and then the existing Carlingford line and to Epping. The new Metro line could interchange with the North West Metro (Epping to Sydney), North West Rail Link (to Rouse Hill), North Rail Line and Central Coast Line. It is suggested that the "Carlingford Metro" be considered for a northern or north eastern extension, to possibly to Gordon and the Northern Beaches. This new Metro line would provide significantly improved public transport access and capacity for northern Sydney and provide much needed additional public transport to Parramatta to support it's role of regional city and second CBD of Sydney with an additional 30,000 jobs and 20,000 residents by 2031.

### **Recommendation 6**

*That the Metro proposals consider converting the Carlingford Line to Metro to deliver the Parramatta to Epping Rail Link.*

### **Integrated Ticketing**

The Sydney Link proposal does not address how ticketing of this new transport mode will be included in the already over-complicated fare structure of public transport in Sydney. Metro should be implemented within a successfully operating integrated ticketing system for all public transport modes. This will ensure passengers can seamlessly use different modes and interchange between them, ensuring the best possible scenario for the success of the Metro system.

### **Recommendation 7**

*That State Government replace the existing overly complicated public transport fare structure with a much simpler integrated public transport ticketing system managed by a Metropolitan Public Transport Authority.*

### **Land Use Planning**

The Metro proposal fails to recognise the Parramatta City Centre Plan's planned growth of 30,000 new jobs and an additional 20,000 residents for the city centre by 2031. The Department of Planning identifies Parramatta city centre as a significant growth area and a regional city. To this achieve this Parramatta needs significant increases in public transport infrastructure and services. As the city grows it needs a balance between providing access to for residents, workers and visitors, and enhancing the amenity and liveability of the city centre.

The proposed Metro network remains focused on trips to the Sydney CBD, failing to acknowledge that employment growth in the Sydney CBD is forecast to fall in the future and growth in Parramatta and North Ryde/Macquarie Park si forecast to rise dramatically. The plan does not integrate existing transport planning and land use planning policies and plans.

The proposal lacks any clear reference to the Metropolitan Planning Strategy growth strategies and the Metro proposals (particularly the North West Metro). There is no clear

indication that the necessary land use zoning changes will be made to support and best utilise the proposed Metro line corridors.

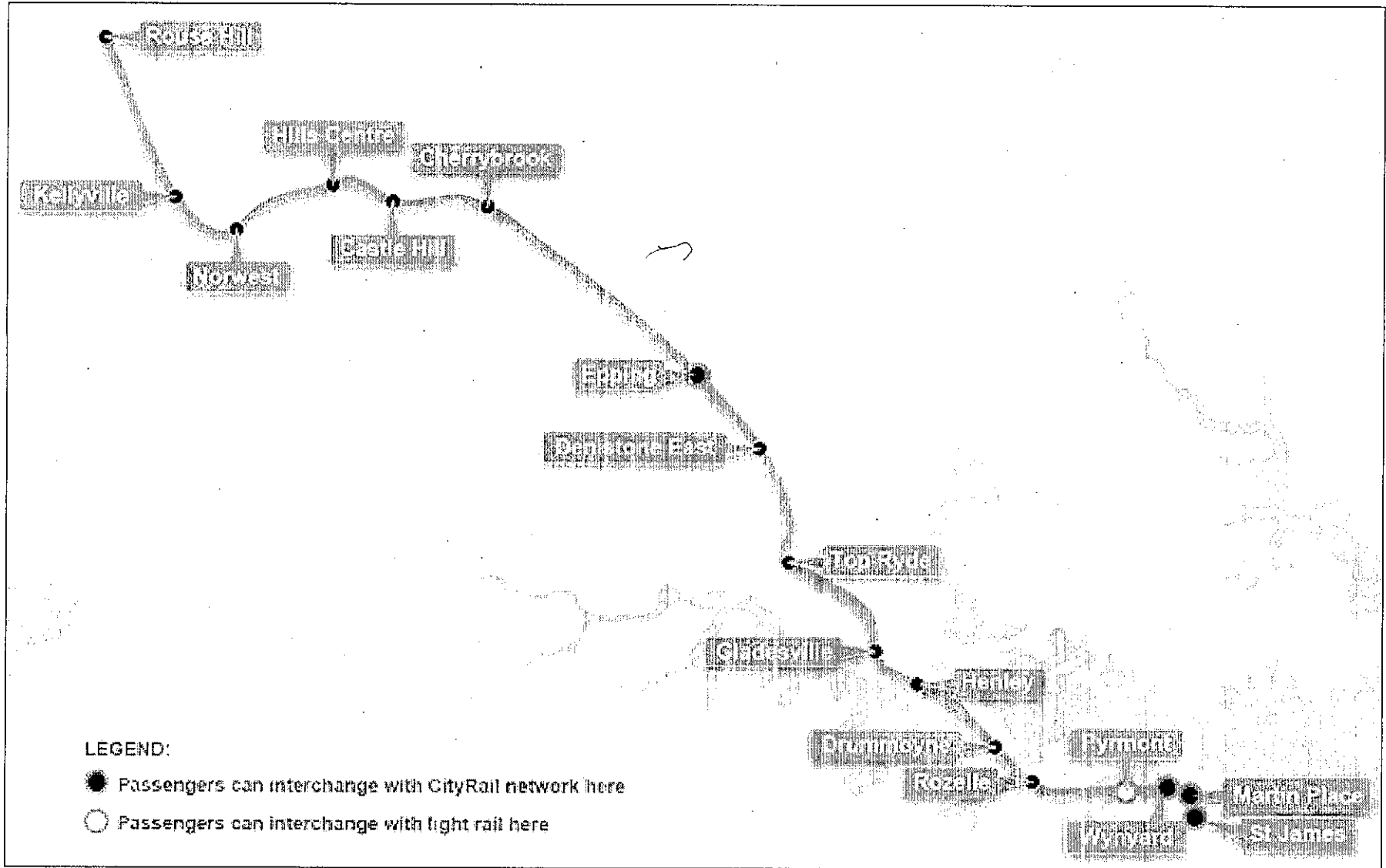
***Recommendation 8***

*That State Government demonstrate how land use planning has been considered in forming the Metro network and how the future land uses will support the proposed Metro network, in particular the connections between major regional cities and other strategic employment and residential centres throughout the Sydney Metropolitan area.*

David Gray  
**Senior Project Officer - Transport Planning**  
**Land Use & Transport Planning**

**ATTACHMENTS**

- 1 - Detailed Report
- 2 - Map of proposed North West Metro



**Proposed North West Metro**