

Sydney Metro West Submission

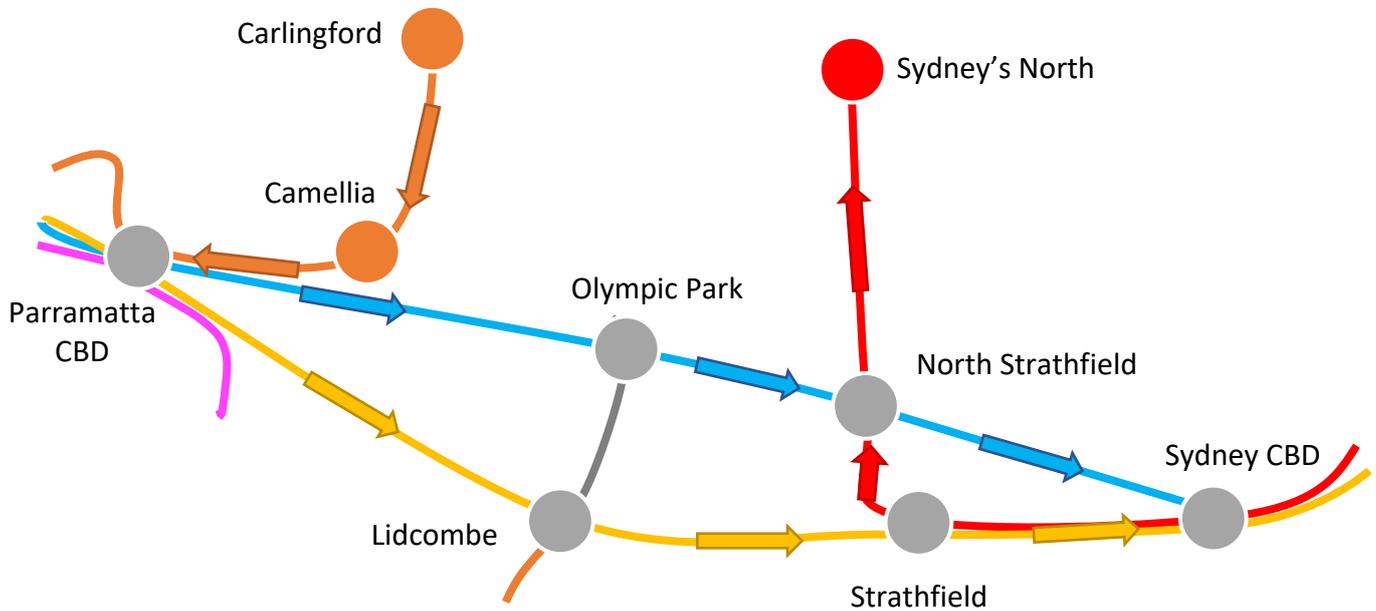
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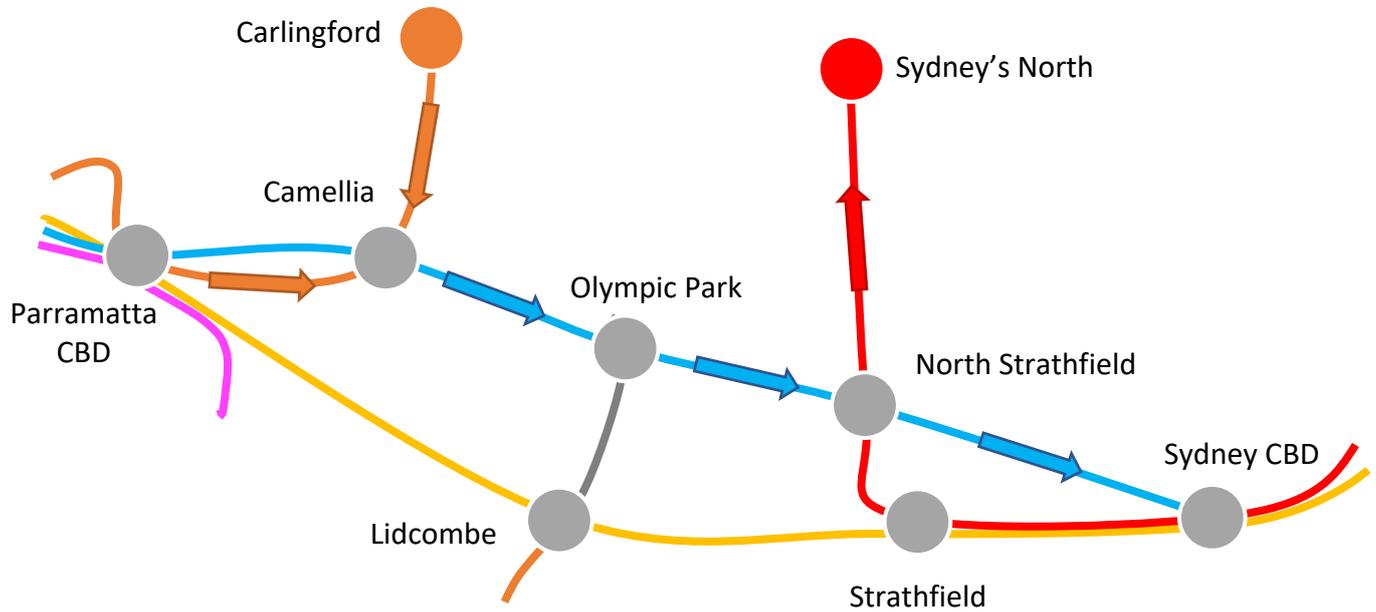
Illustrations of flexibility provided by an additional transfer between Metro and Parramatta Light Rail at Camellia.

Figure 1: A selection of possible passenger movements from Parramatta Light Rail **without** additional transfer between Metro and Light Rail at Camellia.



Users are encouraged to use either Metro or heavy rail to travel east from Parramatta. Those who use heavy rail will add to congestion on T1 Western Line services and use Strathfield to transfer to T9 Northern Line services.

Figure 2: A selection of possible passenger movements from Parramatta Light Rail **with** additional transfer between Metro and Light Rail at Camellia.



Users are encouraged to use Metro from Camellia and use North Strathfield to transfer to T9 Northern Line services. This results in fewer transfers at Parramatta CBD and avoids use of T1 Western Line services. Note that although this diagram involves fewer arrows, users are actually provided with greater flexibility.

Transcript of submission comments:

Opportunity for increased inter-transport connections through one addition station.

Hi Sydney Metro West planning team,

The project details outlined in the EIS appear to appropriate for this project, although there is opportunity to increase inter-transport connections with this project. An additional station near Camellia light rail station will allow a connection between the Westmead to Carlingford, Parramatta Light Rail. This will create better network connections and improve flexibility of public transport along the route of the Parramatta Light Rail. The current proposed station layout produces a radial network strategy around Parramatta and Sydney CBD, with the more flexible dispersed/grid network strategy only produced by the connection North Strathfield. There is an opportunity to create greater flexibility with a dispersed/grid network strategy by incorporating a station near Camellia to provide a connection with the Parramatta Light Rail. Note that this submission only considers Stage 1 of the Parramatta Light Rail project as details of Stage 2 are yet to be finalised.

"Advanced public transport networks are planned so as to support and enable transfer opportunities." A dispersed/grid network strategy supports this and "is deployed in many of the successful public transport systems operating in Europe and in some North American cities such as Toronto and Vancouver." An existing example of a highly successful dispersed network is Zurich. "Zurich has one of the highest per capita rates of public transport use in the developed world and has achieved this without resort to strategic manipulation of urban form. The Zurich network is structured around a set of radial rail and tram lines intersected by multiple generally circumferential bus routes. Each rail, tram or bus line is intersected by multiple other lines enabling a web of multi-directional transfers." (Jago Dodson, Paul Mees, John Stone and Matthew Burke 2011) Sydney has the opportunity to at Camellia to create an interchange where multiple lines connect to enable a web of multi-directional transfers.

With the current station proposed station locations, public transport users travelling from along the Parramatta Light Rail between Carlingford and Parramatta, to Sydney CBD (or Olympic Park, or Northern Sydney), will have to travel to Parramatta CBD and transfer to a Metro or heavy rail service. A station at Camellia would reduce the long term number of passengers transferring between transport modes at Parramatta CBD. Similarly, a station at Camellia would encourage use of the Metro West and potentially reduce the number of passengers transferring between trains at Strathfield as they may otherwise be encouraged to transfer at North Strathfield. Providing this flexibility to users will reduce barriers associated with transferring transport modes. "Reducing barriers to transfer will enable individual passengers to gain more benefit from the public transport system, and will increase the attractiveness of the public transport 'offer' relative to the car. Consequently, how interchanges are designed and presented, and the processes through which passenger expectations are moulded and satisfied, is at the heart of the overall strategy of improving the public transport offer." (Gustav Nielsen 2007)

As illustrated in the attached PDF, an additional transfer between Metro and Parramatta Light Rail at Camellia would benefit the following public transport trips:

- Former Carlingford Rail Line (Carlingford, Teopla, Dundas, Rydalmere, University Western Sydney Parramatta) to Sydney CBD or vice versa
- Proposed Parramatta Light Rail stops at Harris Street and Tramway Avenue to Sydney CBD or vice versa
- Former Carlingford Rail Line to Olympic Park or vice versa
- Proposed Parramatta Light Rail stops at Harris Street and Tramway Avenue to Olympic Park or vice versa
- Former Carlingford Rail Line to Sydney's North (Epping, Hornsby, Central Coast, Newcastle) vice versa
- Proposed Parramatta Light Rail stops at Harris Street and Tramway Avenue to Sydney's North (Epping, Hornsby, Central Coast, Newcastle) vice versa

Please see the attached PDF for illustrations (Figure 1 and Figure 2).

Thank you for continuing to support public transport development across Sydney and NSW. It would be extremely disappointing to miss opportunities to improve inter-transport connections and produce a more dispersed/grid network strategy across Sydney which will help provide flexibility and encourage public transport usage. I love to support projects which strive to create better network connections and improve flexibility of public transport where possible.

References:

Referenced in paragraph 2:

Jago Dodson, Paul Mees, John Stone and Matthew Burke 2011, The Principles of Public Transport Network Planning: A review of the emerging literature with select examples, Griffith University, viewed 8 May 2020, <<http://www.ppt.asn.au/pubdocs/ip15-dodson-et-al-2011.pdf>>.

Referenced in paragraph 3:

Gustav Nielsen 2007, NETWORK DESIGN FOR PUBLIC TRANSPORT SUCCESS – THEORY AND EXAMPLES , Civitas group of consultants, Norway, viewed 8 May 2020, <https://thredbo-conference-series.org/downloads/thredbo10_papers/thredbo10-themeE-Nielsen-Lange.pdf>.