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I am a visually impaired person who has recently completed a public transport planning unit at the University of New South Wales and have obtained some ideas of location through persons orientating me in volunteering work. I thank you for the opportunity in making the below submission. I am mostly supportive of the new line between Liverpool and Chatswood via Barangaroo (even if the line between Liverpool to Sydenham is same). I still have a number of concerns and questions that have yet to be resolved satisfactorily. This document updates a document sent as an attached in email to "Projects@transport.nsw.gov.au", with subject "Western Sydney Rail Needs Scoping Study", with the document titled "Response to the Discussion Paper", sent on Monday 24 October 2016. I permit the circulation of my feedback to private bodies related to Sydney metro, Department of Infrastructure and Regional Affairs, arms of NSW government including Transport for NSW, Greater Sydney Commission and NSW Department of Planning where it falls outside your scope of research. Whilst the below are ideas, please do not completely dismiss an idea with some incompatible components as other compatible components will be relevant to your plan.

Issues for Martin Place building

1. Can the construction/demolition avoid windy days to avoid contributing to dust?
2. How much of the building be made from recycled materials/demolition spoil?
3. What emergency/evacuation facilities will there be in this building?
4. What wayfinding mechanisms will there be in the concourse?
5. Will the project comply with Australian standards on wayfinding?
6. Will the platform have platform tactile tiles?
7. Will the elevators have voice output, braille buttons labels and minimal door gap?
8. To what extent does the building contribute to the construction of the metro rail?
9. How much public/social, community and affordable housing will there be in this building?

Issues for Sydenham to Bankstown and beyond

1. Work to modify Canterbury station and increase cabling from Earlwood power substation should be conducted during standard working hours. If the construction of Sydenham to Bankstown metro involves creating dust, can this work be done on days where there is little or no wind.
2. The proposal requires additional drainage measures and measures to protect devices from water damage to ensure trains that uses lots of electricity can continue to transport passengers assuming that the some stations and sections of track be open air similar to CBD Metro North West.
3. Concern of where second concourse for Canterbury and Campsie stations to cope with additional capacity. Again for Campsie, the second concourse has three options: underneath Anglo Road Park, underneath North Parade and underneath Campsie RSL carpark.
4. What allowance is provided for tall buildings to be built on top of Campsie railway station or at the back of Campsie railway station platforms?
5. A number of stations do not have tactile indicators or elevators.
6. For Canterbury station, you will need to first obtain measurements of metro train door positioning in order to modify the platform to reduce gap distance and height between train and platform. After reducing gap height and distance, station building on platform 1 should be relocated several metres in order to relocate stairs on platform 1, raise passenger bridge to concourse level, insert staircase for Platform 2 and elevators for both platforms and ramp access from street to concourse. The slope on Canterbury Road from Canterbury station would require mitigation for persons with a set of wheels (bicycle, scooter, pram and wheelchair). Also additional pumps and drainage systems are required for Canterbury station to enable driverless trains with high levels of electronic devices to pass and to mitigate partial flooding of track during East Coast Lows.
7. For Dulwich Hill heavy railway station, several elevators are required, one on other side of road overpass, and three elevators connecting to the back end of platform, light rail and street parallel to train line at the bottom of the hill.
8. The area of Anglo Road Park can be increase if a section of Anglo Road is blocked off and car parking is removed.
9. A direct footpath corridor involving ramps and avoids stairs and steep gradients, is required between Canterbury train station and playground on Cooks River near former Sugar Mill.
10. Canterbury Racecourse should be utilised for school athletic carnivals subject to child protection.
11. During the shutdown of the Sydenham to Bankstown line, the remaining train lines and sections outside Bankstown to Sydenham should remain operational. How long would it take to disconnect and reconnect electricity cable in order to maintain trains services outside Bankstown to Sydenham? Additional services on bus routes 400, 412, 415, 423, 428, 450, 942, 945 and M41 as well as Dulwich Hill Light rail should assist passengers to connecting available heavy train lines.

12. Bus lanes would be required to assist in reliving heavy traffic on Old Canterbury Road.

Route issues and suggestions

1. The below ideas relating to rapid metro ignores the issue at airports and seaports in terms of whether driverless rapid metro can cope with large numbers of persons with large numbers of luggage entering or exiting the metro train at the same time during the short time window in which the door is open.
2. The NSW Government should legislate to require the organisation that holds the right to build the Western Sydney Airport to pay for construction of a limited section of railway primarily from and including the land site of the airport.
3. The Commonwealth Government should assist the NSW Government to accelerate its modification of railway stations to make it accessible to persons with disabilities, persons with prams, the elderly and persons with heavy luggage. Improving access at Lewisham and Dulwich Hill heavy rail stations will assist with the Dulwich Hill light rail.
4. An extension to the Dulwich Hill Light rail to Hurstville with two branches: one branch stops in Hurlstone Park, residential Canterbury, with bridge over Cooks River and crossing over Permanent Road onto the highest elevation of Thompson street either straight over Canterbury heavy rail or sloping to fit between Canterbury heavy rail and walking persons on Cooks River path, to Earlwood, Bardwell Park, Bexley North; another branch from Canterbury, Campsie along Evaline Street, and tunnelling under Belmore stadium; both branches reconnecting at Kingsgrove one street west of Kingsgrove Road. Such a project requires a bridge over Cooks River, elevators access for Canterbury, Hurlstone Park, Bexley North and Lewisham station where Bexley North station should have second entrance into playground while Lewisham station should have second entrance on Old Canterbury Road and Express heavy rail trains making an additional stop at Lewisham.
5. Instead of a Strathfield to Hurstville heavy rail, perhaps a Strathfield to Hurstville light rail using Punchbowl Road from Strathfield to Belmore would be cheaper. The question would be passenger numbers as it bypasses Campsie. Roadworks would be required to make hilly gradients favourable to light rail when intersecting Bankstown and Airport heavy rail lines. Such a Strathfield to Hurstville light rail should connect back to Dulwich Hill and Central.
6. The NSW government should instead of permitting development of railway stations through a back-door Unsolicited Proposals system, the government should draft legislation that permit development directly above or below railway stations or above or below train tracks directly adjacent to railway stations on conditions including modification of station to provide improve access to passengers with disabilities, public housing apartments base on 30:70 ratios, minimum disruption to the network and tolerance to heat if on top of freight line. This will assist constructing buildings at Campsie, Tempe, Redfern and Rosehill stations.

7. Constructing high-rise building directly on top of Campsie station Beamish street entrance will require asking businesses directly adjacent to the Beamish street train station entrance and those adjacent to the other end of the platform to provide vacant space for stairs and elevators and having columns place on platform in such a manner to avoid blocking train doors. An alternative would be having a high rise building directly on the Campsie train line but starting from the back end of the platform with stairs and elevators in order for a connecting between propose building of Campsie RSL redevelopment and second entrance of Campsie railway station. Regardless the materials of building have to withstand heat from freight trains as well as providing public housing base on 30:70 ratios.
8. The Chatswood to Sydenham Environmental Impact Statement increased speculation that the Bankstown to Liverpool route would ignore Cabramatta. If this is the cast, any proposal to extend metro between Bankstown to Liverpool via Milperra and Chipping Norton requires elevated metro to travel through flood zones with improved pumps and drainage systems. In the event of elevated metro between Bankstown and Princelly then the heavy rail would operate on surface whereas in the event of section of metro between Liverpool to Princelly on surface then a section of heavy rail as stated below would be underground. This relates to where the South West Rail link extension intersects with the CBD metro. The assumption is that the Princelly to St Marys' corridor is wide enough to accommodate both heavy rail and metro.
9. Still, if the NSW government changes its mind in which the metro route uses the existing line between Bankstown and Liverpool, then Cabramatta and Warwick Farm stations require additional platforms to avoid blocking existing Sydney trains. Also Carramar and Villawood stations require burying and stations between Bankstown to Cabramatta should be upgraded to include tactile platform indicators, hearing loops and elevators. A metro between Bankstown to Liverpool via Cabramatta could co-exist with a direct Bankstown to Liverpool metro. Further consideration should be given to Birrong to Concord West as either heavy rail, separate metro or light rail. Further consideration should be also be place in converting Bankstown to Cabramatta line to either light rail, a separate rapid metro line or a rapid metro line as a circle with Liverpool and Revesby or a line connecting with either Campbelltown or Hurstville.
10. If the metro line route between Bankstown and Liverpool ignores the route provided by existing double decker train line, then the line between Bankstown, Cabramatta and Lidcombe creates questions for remaining heavy rail line in terms of route, stopping pattern and frequency pose by having multiple services on branched track operated by signals which can be faulty at times. One option is a large turn-back circle for Southern Highlands trains which will require a heavy rail track connection between Bankstown and Revesby, additional platforms at Casula, Cabramatta and Warwick Farm, burying of Carramar and Villawood stations, and additional heavy rail track between Granville and Merrylands. This option is on the assumption that there would be a Central to Revesby only rapid metro and rapid metro from Bankstown direct to Liverpool and continuing to Princelly via Leppington.
11. If Bankstown to Sydenham, Central to Revesby/Holsworthy and Bondi Junction to Hurstville are all converted to metro and there are limited change to Bankstown to

Lidcombe and Cabramatta heavy rail, then a heavy rail connecting Bankstown and Hurstville with multiple Punchbowl bus company routes as options for guide with tunnelling at Padstow to avoid intersecting with metro. Again additional platforms at Cabramatta and Warwick Farm stations, burying of Carramar and Villawood stations, and provision of elevators, platform tactile tiles and hearing loops are required. Such a large Penshurst, City Circle and Bankstown circle would require signalling change/track-work near Lidcombe, light rail between Birrong and Cabramatta, rapid metro to be limited to Redfern to Bondi Junction/remodified to a metro circle of Bondi Junction to Redfern then to Green Square and return to Bondi Junction, Sydenham to Bankstown extend to Liverpool Central to Princes via Kingsford Smith Airport metro, metro between Merrylands and Campbelltown and heavy rail between Granville and Campbelltown via Princes. Regardless, in the event the NSW Opposition becomes government and blocks the extension of metro from Chatswood to Bankstown and from Bondi Junction to Hurstville, then the following heavy rail options should be investigated. A connection between Bondi Junction and Sydenham via Mascot connecting Eastern Suburbs/Illawarra line to Bankstown line. Additional track and platforms connecting Sydenham to Redfern/Central. Cutting Bankstown line at Sydenham creating a turn-back at Sydenham.

12. One option for Birrong to Lidcombe would be a rapid metro between Birrong and Concord West via Olympic Park and an additional stop near Bicycle NSW office in Bicentennial Park. A Birrong to Concord West metro would only suit if the Chatswood to Bankstown metro extended its route to Cabramatta or if Bankstown to Cabramatta heavy rail converted to light rail.
13. A cheap reutilisation option for Bankstown to Cabramatta line as Bankstown, Cabramatta and Birrong at current only have elevators, would be a light rail from the point where CBD metro terminates at Bankstown to the signal at Cabramatta going onto street. With signalling at Birrong, Birrong to Lidcombe can also be a light rail conversion. It is questionable how much modification would be required in converting heavy rail station with elevators built through the Transport Access Program oppose to heavy rail stations without elevators; to light rail. If platforms are lowered for light rail then elevators may be required to jump over fence. If rail depth gap to be filled in for light rail then perhaps a gap in the fence with an additional fence on pavement may be required. Regardless, tactile platform indicators and hearing loops excess to use in the light rail conversion could be reutilised in other heavy rail stations without these accessibility features. A conversion of the Bankstown, Cabramatta and Lidcombe heavy rail to light rail would encourage residents to seek extension of Bankstown terminus of light rail to Revesby or Padstow, and Lidcombe terminus of light rail to Olympic Park and Concord West through tunnelling and reutilising the Olympic Park sprint track. It would be a matter for consultants and urban planners on determining environmental impact of tunnelling underneath Bicentennial Park. I will leave it to transport modellers to determine whether a light rail between Bankstown and Cabramatta would cope with number of passengers coming off rapid metros at Bankstown. An alternative is converting Cabramatta to Revesby and Birrong to Concord West via Olympic Park and an additional stop near Bicycle NSW office in

Bicentennial Park. Either option for residual Bankstown to Lidcombe and Liverpool heavy rail lines assumes that the NSW Government ditches plans for rapid metro for Central to Revesby/Holsworthy and Bondi Junction to Hurstville, while proceeding with rapid metro from Bankstown direct route to Liverpool and then onto Princes via Leppington and relocates freight stabling from Sefton to Flemington.

14. If the NSW Government steadfast position of the Bankstown, Liverpool and Lidcombe lines post-metro is to remain a truncated heavy rail line, then it must maintain the existing level of service as in number of trains per hour. In the meanwhile, is it possible for Bankstown to Liverpool trains to turn-back at Liverpool to avoid congestion at Leppington and Campbelltown?
15. The provision of a corridor of land for railway like the South West Rail link Extension is only a preservation of land. Until the train line is actually built it is difficult to tell if it becomes one or a mixture of heavy rail, metro or light rail. For heavy rail between Princes and Merrylands then land acquisitions would be required to duplicate line between Merrylands and Granville. The route Merrylands to Princes with future consideration of Princes to Campbelltown to connect with Southern Highlands line is for the purpose of re-routing freight and passenger heavy rail trains away from the existing line with bottleneck at Cabramatta. There are three train lines converge onto one pair of track at Cabramatta. Reducing such bottlenecks at Cabramatta station would flow onto increasing density of buildings in Cabramatta. In the interim while waiting for additional track between Granville and Merrylands as well as converting Bankstown to Cabramatta as either light rail or rapid metro, the More Trains More Services program should combine the Inner West line, Cumberland line up to Blacktown and line between Blacktown and Richmond to assist with congestion for 2018 and thereafter timetable.
16. If the corridor between Badgerys Creek and St Marys is wide enough to support both heavy rail and metro, then the Parramatta separate railway (high speed, rapid metro or heavy rail) should somehow connect with St Marys. For the Parramatta separate railway line, another site for a second Parramatta station other than the current Parramatta railway station must be chosen. The choice for a second Parramatta station includes underneath either one of two Parramatta Town Halls and underneath Prince Alfred Park. The current station has no additional room for additional lines of track regardless above ground, on surface or below ground.
17. The Parramatta rapid metro rail line should connect passengers between rapid metro and light rail at either Camellia or Rosehill. At the moment it is unclear whether a Rosehill light rail stop would be added or not. If there is no Rosehill light rail stop the suggestion would be that passengers would take other modes as in bus, taxi, car and bicycle to Camellia to catch the light rail stop. In event that there is a Rosehill or Rosehill Gardens light rail stop, the suggestion would be that passengers would take a high frequency light rail over a low frequency heavy rail on the Clyde to Rosehill line. Either option will further reduce the usefulness of Rosehill heavy rail station. Failure to incorporate the line between Camellia and Clyde Depot into the Parramatta light rail project for staging/stabling purposes will create opportunity for redevelopment of the heavy line section into tall building(s) including for social housing. In proceeding

with Parramatta light rail, the NSW Government must somehow connect Olympic Park railway station to Olympic Park ferry wharf so that those bused from Parramatta ferry wharf to Olympic Park ferry wharf during low tide have a second option from Olympic Park wharf oppose to waiting for the ferry.

18. The announcement of a metro between Parramatta and CBD via Olympic Park and Bays region lacks detail. There is a question whether the Olympic Sprint line and the line between Birrong and Lidcombe should be utilise for the metro. Without adding stations either at or near Western/Inner-West lines heavy rail hubs and near inter-mode connections (Granville, Camellia/Rosehill near light rail, Lidcombe, Strathfield, Burwood, perhaps Lewisham because of near light rail, and Redfern) and connections by other transport modes, travel times may increase not decrease. A station in the Bay region to service cruise liners may require modifying bus routes 444, 507 and 433 to have a stop more closer to White Bay cruise terminal even though passenger demands of going to Darling Harbour catered for by ferry while Central and Airport in future catered by train. In addition to White Bay, the other suggested stations include Parramatta station at either one of two Parramatta town halls or at Prince Alfred Park, Granville, Queen Elizabeth Park in Concord and Five Dock. The metro bus M41 hours of operation should be extend to 6am to 8pm. Bus lanes should be installed on Parramatta Road to allow smooth passage of Bus 415 as part of connections between Five Dock, Burwood and Ashfield. Further this rapid metro perhaps going to Town Hall station should also consider the acquisition of basements and underground car park spaces along Sussex Street. From Town Hall, the metro should go to Martin Place, Museum and return to Central reutilising platforms 26 and 27.
19. If the Parramatta separate railway line is a heavy rail line then it should connect between Richmond line and Illawarra lines to maintain freight and regional train movements. This would be done by tunnel between Blacktown and Martin Place via station underneath either one of Parramatta's town halls, Lidcombe, Olympic Park (Olympic Park current connects with Lidcombe and Strathfield), Concord West, Ryde, Drummoyne, Five Dock, Pyrmont. Attach to Richmond to Wollongong line would be a Martin Place to Bondi Beach light rail (assuming the Bondi Junction to Hurstville is off the table). Speaking of light rail, the La Perouse light rail should be done as a near surface tunnel to bypass Anzac Parade as a non-straight road with hills and valleys greater than gradient for light rail, roundabout and potentially tram era buildings. On the Randwick end of the current light rail project, there is a question of how it would go onto Botany Street in order to further towards La Perouse. A cartographer in connecting the Randwick end of light rail to Botany street on a superimpose map will identify obstacles to assist planners to plan to further the extension in addition to burying Clancy Auditorium and redeveloping of most of Mathews Building with ground floor Mathews cafeteria be preserved. Also the 2019 UNSW student calendar may mean more online courses and empty rooms/buildings which may assist in enabling extension of the light rail on the Randwick side. A costly alternative due to duplication and competition similar to that proposed for Parramatta, would be extending Bondi Junction rapid metro proposal of various versions to La Perouse.

20. If the above Bondi Junction, Redfern and Green Square metro bump into the West Connects Motorway project and leave more disused sections of heavy rail track then another option would be a larger rapid metro circle involving Sydenham and Mascot/Domestic airport. The rapid metro circle of Bondi Junction, Redfern, Sydenham and Mascot /Domestic Airport or at least Bondi Junction to Sydenham will mean track work between Sydenham and Tempe as well as limiting disused track between Tempe and Wolli Creek. Converting track from Bondi Junction to either Redfern or Sydenham implies having passenger trains terminating and turn-back at Central using platform 20 and 21. If Bondi Junction to Hurstville metro were to be drop all together, it would provide an opportunity to connect Bondi Junction to Sydenham in a circle with additional connection to Port Botany if NSW Government is willing to take risks associated with tunnelling under buildings. Any of these options that would increase frequency at Tempe would assist in justifying a tall building on top of Tempe station and adjacent car parking stations to pay for a second pedestrian/cycle bridge on the opposite side of Erwin/Unswain Bridge Bayview Avenue over Cooks River and additional stairs and elevators for Tempe and Wolli Creek station. An alternative would be sloping pedestrian bridge over Cooks River at Tempe on the other side of Earlwin/Unswain bridge which may enable for additional densification within the region. Allowing freight trains through Wolli Creek to City Circle on the Illawarra line will provide savings through not having to build additional passenger and freight heavy rail line which will be required if the Bondi Junction to Hurstville metro were to proceed.
21. Still, if the NSW Government continues to proceed with converting Bondi Junction to Hurstville along with the above mentioned Birrong extension to driverless metro, then it creates a requirement to reconnect heavy rail especially for freight trains, Penshurst and Hurstville to Strathfield, duplication of track between Strathfield and Rhodes, and then Rhodes to Blacktown via Rosehill and Parramatta station underneath Prince Alfred Park. For future congestion, Strathfield station may require another passenger concourse along with stairs and elevators to access opposite end of platform to that obtained through long and wide ramps. In addition, a heavy rail passenger connection between Penshurst and Wolli Creek to reconnect back to City Circle, and a direct freight line connecting Southern Highlands line with Port Kembla would be required as a result of Bondi Junction to Hurstville, Central to Holsworthy and Sydenham to Bankstown all converting to metro.
22. The Parramatta Metro needs to demonstrate that it would assist in reducing pressure or streamlining the existing lines between Central and Parramatta via Redfern. Personally I think the only additional places to allocate new housing are above Redfern station and on the Carriageworks land heading towards Redfern which includes unsafe ramp where block obstruction as part of ramp structure forces person with wheelchairs to move towards adjacent stairwell. In having a multiple storeys building on top of Redfern station would require a new Eveleigh Lane for wider footpath for street exit, with an overbridge to 1 Lawson Square building with replacement of their elevators to modern accessible elevators to provide external stairs and elevators. Such development of Redfern station would assist in providing

elevators for two concourses at Redfern station to connect to all 12 platforms, cutting a second door entrance with ramp near the corner of Lawson street and Wilson street with tactile directional tile from this second door entrance to nearest stairway tactile strip to assist visually impaired persons to independently navigate to the Lawson Street exit, and cutting a section of unnecessary fencing to assist passengers in making a direct passage to Platform 10 . Building on top of Redfern station would assist with compulsory acquisition in the event of nearby reserve taken for electrical extension or housing construction which would be exist for second concourse connecting to wider footpath on Wilson street. The second concourse would be perhaps two sections overground and below ground: above ground connecting platform 1, 2/3, 4/5 and 6/7 with Wilson street; and below ground connecting platform 6/7, 8/9 and 10 to platform 11/12. For Carriageworks It may be envisage a 3 storey building with an observation deck and roof vegetable garden and beehive connected by stairs and elevators while preserving the Aboriginal mural wall, the track groove road and the land for Eveleigh markets. Perhaps such development on Carriageworks; vacant land may possibly provide social housing especially for Carriageworks staff. Currently between corner of Wilson Street and Eveleigh Place and Lawson Street/Eveleigh lane, the footpath is narrow by trees, garbage bins and buildings forcing pedestrians and cyclists to mingle with cars. A number of Carriageworks events will attract large numbers of patrons some from overseas with lodgings in nearby suburbs. Also current 7 of 12 platforms at Redfern are used for suburban train journeys. The provision of elevators and easier access to station and platforms at Redfern will contribute to improving attitudes of persons with disabilities as well as utilising all 12 platforms to its greatest extent. At the very minimum the Government at very minimum should put one more elevator on platform 4/5 and cut a second door on Lawson Street to connect Carriageworks and Parramatta Riverside theatre.

23. To assist Parramatta and Granville bound express trains, an additional heavy rail connection between Stanmore and Central is required to bypass a section of insufficient number of track.
24. The Revesby to Central metro does not go far enough to the Western Sydney Airport and will dissect a heavy rail line in half forcing the heavy rail trains turn back. A better proposal is Central to Holsworthy metro with tunnelling from Holsworthy to Western Sydney Airport. An alternative option would be converting Central to Campbelltown via Airport and Leppington to rapid metro. Converting the Airport line to metro means combining East Hills' route stopping pattern with Airport route. If Central to Badgerys Creek via Holsworthy metro is taken up and the South West rail link extension goes from Princes to Campbelltown instead of Leppington, then Glenfield to Princes and Macquarie Fields light rail using Glenfield to Macquarie Fields via Leppington track with Princes to Leppington corridor can also be an option in the event of insufficient land for additional heavy rail track.
25. The line between Central and city Circle should be reorganised so that trains at Central be for the following: Platform 16/17 Northshore feeding northern and western Sydney branch lines, 18 and 19 for Campbelltown and Leppington, 19 and 20 for Illawarra turn-back with 22 and 23 for Holsworthy.

26. The Commonwealth government should assist the NSW Government to widen track width, tunnel width and increase turning circle area to accommodate the new long distance trains which would use the remaining suburban network that does not have any plans of conversion to either light rail or rapid metro.
27. The Commonwealth Government should assist the NSW Government to fund more freight train lines to Port Botany as various proposals will reduce freight movement to only one line from Flemington.

Whilst I have a number of concerns, I have no option but to support the project the Martin Place building and CBD Metro are connected. I look forward to your response to the above. I also look forward to assist you in planning.

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