



# Tania Mihailuk MP

*Member for Bankstown*

27 July 2018

The Hon. Anthony Roberts MP  
Minister for Planning  
GPO BOX 5341  
SYDNEY NSW 2001

Dear Minister,

**RE: SYDENHAM TO BANKSTOWN PREFERRED INFRASTRUCTURE REPORT**

I write in my capacity as the State Member for Bankstown in making a submission on the NSW Government's *Sydenham to Bankstown Metro Preferred Infrastructure Report (PIR)*.

I would like to make it clear from the outset that I am opposed to the NSW Government's intentions to convert the existing T3 Bankstown rail line from heavy rail to a metro between Sydenham and Bankstown Stations. This submission comes just 11 months after lodging my observations on the *Sydenham to Bankstown Urban Renewal Corridor Revised Draft Strategy* in which I raised my deep reservations that our community has been earmarked for overdevelopment without corresponding social infrastructure investment.

**The 'Bankstown Bottleneck' and Congestion on the T1 North Shore, Northern & Western Line**

The NSW Government's justification for converting the T3 Bankstown line into a metro appears to be twofold. Firstly congestion on the T1 North Shore, Northern & Western Line and secondly that a supposed 'bottleneck' is created as the T3 Bankstown Line merges into one of the six CBD City Circle Lines.<sup>1</sup> The jury is still out as to whether the T3 conversion to a metro will alleviate any congestion on the T1 line and the apparent 'bottleneck'.

The NSW Government has without sufficient evidence announced that should the Sydenham to Bankstown Metro proceed it will alleviate congestion on the T1 North Shore, Northern & Western Line. A Cabinet in Confidence document titled 'Rapid Appraisal T1 -15 Homebush to Granville 6 Track Feasibility Level Construction Delivery Plan', prepared by Rail Planning Services and Transport for NSW<sup>2</sup>, identified the "need for an additional two tracks between Homebush and Parramatta" and explored a variety of options to achieve this. No further information has been made available as to whether such a study was undertaken and why to date this option was not persevered.

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<sup>1</sup> Sydney Metro City & Southwest Sydenham to Bankstown Upgrade – Submissions and Preferred Infrastructure Report, 2.7

<sup>2</sup> GIPA Application TRA-000561 'Rapid Appraisal T1-T15 Homebush to Granville 6 Track Feasibility Level Construction Delivery Plan' (See attachment A)

I refer to a document dated 3 July 2015 obtained through a GIPA process titled 'Current Sydney Rail System – Key Issues', authored by former Chief Executive of State Rail John Brew, former Co-ordinator General of Rail, Railcorp Ron Christie, former Director of Rail Safety and Operations, State Rail Bob O'loughlin and former General Manager of Planning and Timetable Development, Railcorp Dick Day.<sup>3</sup> The former rail executives make the following observation:

*"Metro trains are best suited to highly populated, densely trafficked commuter areas over short journey times, not to long, park & ride journeys as is the North West Line from Rouse Hill. Any new system needs to add value by adding to existing capacity, not by taking away part of the existing network in the name of progress."*

*"The new metro will do nothing to relieve the network capacity issues between the Western and Northern trains which merge at Strathfield nor address the fact that the six tracks between Strathfield and Sydney Terminal/Central Electric will almost be at saturation by 2021 as will the City Circle, the Eastern Suburbs Railway, and North Shore lines via the Harbour Bridge."*

They are concerned that *"The plan does not address the major long term issues of the network"* and that removing the T3 Bankstown Line heavy rail will have a negative effect on the network's efficiency, flexibility and reliability. This is because the *"Bankstown Line also acts as a relief line during times of major disruption for the Western Lines, South West Lines and South Line."*

*"The Government plan's lack of vision severely restricts the ability of the heavy rail system to not only cater for growth but also improved service. Not does it take into consideration commuter growth in the outer interurban areas nor services between the city and the planned Badgerys Creek Airport."*

Of particular significance I note the following comment: *"Metro expansion should supplement heavy rail, not replace it as metro trains are not suited to long distant journeys serviced by the Sydney rail and outer suburban network."*

I further refer to Mr John Brew's opinion piece in the Sydney Morning Herald<sup>4</sup> 'Metro not the answer to Sydney's transport woes' on 2 February 2018, Mr Brew emphasises that *"The most urgent need for additional track in the double-deck system is from the city to Parramatta via the Bays Precinct."* *"Such work should be started now. Using tunnelling, it could be built quickly and would bring immediate relief."*

Mr Dick Day, a retired urban planner and senior manager of Sydney's rail system also released an opinion piece in the Sydney Morning Herald's 19 January 2018 edition where he also confirms that a Metro West towards Parramatta and beyond *"would indeed be a congestion buster and should be constructed instead of the Bankstown Line metro conversion."* Mr Day is also of the opinion that a Sydenham to Bankstown metro would not address the congestion issue. *"Metro claims of 30 trains per hour in each direction and a capacity of up to 40,000 people per hour each way are quite correct."*

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<sup>3</sup> Transport for NSW GIPA TRA-000402 available at: <http://restoreinnerwestline.org.au/wp-content/uploads/2018/06/Former-Rail-Executives-Expose-Major-Issue-with-Metro-Southwest.compressed.pdf> (See attachment B)

<sup>4</sup> J Brew, Sydney Morning Herald, 'Metro not the answer to Sydney's transport woes', 2 February 2018, available at: <https://www.smh.com.au/opinion/metro-not-the-answer-to-sydneys-transport-woes-20180202-h0sqm5.html>

*Unfortunately, converting the Bankstown Line to metro operation is unlikely to provide more than about 15,000 passengers per hour even after massive high-rise development along the corridor.”<sup>5</sup>*

NSW Labor has announced that instead of proceeding with the wasteful Sydenham to Bankstown metro conversion, we will accelerate the delivery of the Sydney Metro West train line in order to alleviate the congestion on the current Western Line. I acknowledge that Federal Labor has announced \$3 billion to help fast-track the project.<sup>6</sup>

### **Southwest Metro Short-Changed**

South West Sydney is growing rapidly and as such I acknowledge the need to look into alternative transport opportunities as we move into the future. Alternate modes of transport along with improvements to existing infrastructure are necessary in order to foster regional sustainability and solid economic growth. However, the PIR outlines an inferior version of the metro to act as a mere shuttle service and a substandard metro as compared to the metro that is planned for the City and Northwest. The PIR indicates clear discrepancies between investment and planning between the Northwest Metro and the Southwest Metro.

The PIR represents a metro conversion that does not provide social infrastructure investment to match a significant population. For a PIR that has been prepared by Transport for NSW, the preferred option being considered provide for very poor transport infrastructure investment. The current proposal is a far cry from “*Transforming Sydney with a new world class metro*”, the vision canvassed by Transport for NSW originally. The corridor requires upgrades to existing infrastructure, but the PIR provides minimal upgrades to the tracks and stations themselves.

Station upgrades are completely inadequate, especially Bankstown station which will become a major interchange station where commuters will be forced to change from heavy rail to the metro service. The stations along the corridor are ill equipped for the projected population increase. The corridor itself along the Northwest Metro will be upgraded to support a safer, comfortable and efficient service, as compared to the corridor along Sydenham to Bankstown which will remain relatively untouched with underpasses, bridges and walkways left in varying degrees of disrepair. The adjusted and final proposal will be to the detriment of the viability and longevity of the metro and ultimately will require, post construction, considerable maintenance leading to potential delays to the entire service as ongoing works throughout the life of the sub-standard Metro will become a reality. The decision to not provide upgrades to stations and replace the track itself will result in potential shut downs to allow for major future works, adding to delays and closures that will undoubtedly inconvenience commuters across Sydney.

Instead of straightening platforms to reduce gaps to services, as in the previous EIS and as is the case for Metro City and Northwest, the PIR suggests a mechanical ‘gap filler’<sup>7</sup> function to extend out from the platforms in our corridor. It is concerning that in an effort to save costs, moving mechanical parts

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<sup>5</sup> D Day, Sydney Morning Herald, ‘Sydney transport planners off the rails with metro plans’, 19 January 2018, Available at: <https://www.smh.com.au/opinion/sydney-transport-planners-off-the-rails-with-metro-plans-20180119-h0l2k1.html>

<sup>6</sup> [http://www.lukefoley.com.au/foley\\_welcomes\\_federal\\_labor\\_s\\_3\\_billion\\_cash\\_boost\\_to\\_metro\\_west\\_labor\\_will\\_deliver\\_it\\_sooner\\_than\\_the\\_liberals](http://www.lukefoley.com.au/foley_welcomes_federal_labor_s_3_billion_cash_boost_to_metro_west_labor_will_deliver_it_sooner_than_the_liberals)

<sup>7</sup> Sydney Metro City & Southwest Sydenham to Bankstown Upgrade – Submissions and Preferred Infrastructure Report, 5.18

will create substantial issues where maintenance and safety is concerned, 'gap fillers' will cause further delay while trains are stopped at the platform, to the detriment of efficiency. Why argue in your first EIS that straightening the platforms was the only means of ensuring the safety and efficiency of travel for commuters embarking or exiting trains into the future? Why wouldn't the Government reduce foreseeable risks associated with 'gap fillers' and instead straighten the platform? This cost cutting measure will jeopardise commuter safety. Why is the Liberal Government offering up a two tier metro system in NSW? Why should the South West Sydney region accept an inferior metro? There has never been a credible explanation why a perfectly good heavy rail line needed to be torn up. Now the alternative proposed is even more troubling.

### **Improve Existing Rail Infrastructure**

In October 2013, the Government ceased operating the Liverpool via Regents Park Service.<sup>8</sup> As such residents of Villawood, Chester Hill and Sefton have been left without a direct connection to the CBD causing significant increases in commute times. Commuters now face up to 3 additional interchanges at Birrong and Lidcombe, overcrowding, less frequent train services and frequent track work. The funding allocated for the Sydenham to Bankstown Metro and planning for Bankstown to Liverpool expansion would be better utilised in upgrading existing train stations such as installing lifts at Yagoona, Chester Hill, Birrong and Villawood stations, as well as the reinstatement of the City to Liverpool/Bankstown via Regents Park line.

I refer to Mr Brew's opinion piece in the SMH on 2 February 2018<sup>9</sup>, Mr Brew states that the *"signalling system is based on obsolete (1930s) technology"* and that *"it greatly limits the frequency of trains passing."* I note and echo Mr Brew's sentiments *"Is it too much to ask the government to pause in its headlong rush to bring new railway technology to Sydney, and to spend some of its Metro millions on upgrading the existing rail system before it's too late?"* I have repeatedly called on the Government to consider upgrades to existing rail infrastructure in the region. I have asked 60 plus questions of the Government in the course of the last 5 years and on many occasions have raised my concerns both in Parliament and in the media, all of which continues to fall on deaf ears.

The Government's upgrade of Bankstown Train Station over 2014 and 2015 was woefully inadequate. The concourse should have been widened to provide more retail space and a proper covered link, on par with Chatswood and Parramatta and significantly support north and south continuity with the shopping and business precinct around the Town Plaza. Given the poor upgrade to Bankstown Train Station and the lack of infrastructure expenditure along the rail corridor, how can the Government be trusted to implement the metro conversion efficiently?

### **Lack of Investment in Bankstown**

The Bankstown community is expected to accept an inferior, substandard version of the metro without any significant upgrades to social infrastructure. The 2018/19 NSW Budget allocated just a mere \$25 million to the Bankstown-Lidcombe Hospital. It is one of the busiest hospitals in Sydney seeing about 55,000 patients a year. Last year, a record 1,857 babies were born there and a car park

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<sup>8</sup> <https://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/bankstown-station.pdf>

<sup>9</sup> J Brew, Sydney Morning Herald, 'Metro not the answer to Sydney's transport woes', 2 February 2018, available at: <https://www.smh.com.au/opinion/metro-not-the-answer-to-sydneys-transport-woes-20180202-h0sqm5.html>

that is consistently at capacity. With the expected population growth, a reality of the Government's plans to rampantly overdevelop the Corridor, the NSW Government's 2018/19 Budget should have adequately addressed the shortfalls in spending across our schools, hospitals and road infrastructure. Our schools are at capacity and our roads congested.

The implementation of the Sydenham to Bankstown Metro will create a 'new' bottleneck for commuters travelling to the CBD at Sydenham and our commuters will permanently lose direct City circle access. Furthermore approximately 19,000 commuters and 9 stations including Berala, Regents Park, Sefton, Chester Hill, Leightonfield, Villawood, Carramar, Birrong and Yagoona will lose direct access to City Circle and endure changes at both Bankstown and Sydenham.<sup>10</sup> This will force additional interchanges while Lidcombe and Birrong stations are already struggling with interchange numbers due to the Liverpool via Regents Park train service cut. In addition, thousands of commuters from these stations will be forced to drive into Bankstown and then continue their journey on the Metro to the City, adding further pressure to Bankstown's limited parking capacity and further increasing traffic congestion.<sup>11</sup> Please advise where in the Budget has money been allocated specifically for commuter car parking, road upgrades, new hospitals and new schools in Bankstown?

### **Patronage**

The latest information on the Transport for NSW website (2016) indicates that T3 Bankstown Line hits 96.4% capacity in the am peak and 84.9% in the pm peak, with 100% capacity signifying no seats and 135% capacity labelled as 'crowded', the current Bankstown train line is underserviced with no patronage demand for a new network,<sup>12</sup> metro trains are capable of a higher capacity only due to a reduced seating capacity, with more commuters standing, while the T3 Bankstown Line already runs at under capacity this will only result in more commuters standing on their daily journeys in and out of the CBD.

### **Impact of Construction**

The implementation of the Metro will require a shutdown of the current Bankstown line intermittently for periods of up to 6 months for the duration of the conversion, inconveniencing thousands of commuters.<sup>13</sup> There will be significant community impacts during construction including construction zones, vehicles, road closures, removal of parking spots and association noise and air pollution.

I understand the following Independent Inquiry is being explored by Canterbury-Bankstown Council and I would argue that this Inquiry should be supported by the current Government in order to aid a thorough assessment of:

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<sup>10</sup> J Brew, R Christie, B O'Loughlin, D Day to Transport for NSW available at: <http://restoreinnerwestline.org.au/wp-content/uploads/2018/06/Former-Rail-Executives-Expose-Major-Issue-with-Metro-Southwest.compressed.pdf>

<sup>11</sup> Sydney Metro City & Southwest Sydenham to Bankstown upgrade – Technical Paper 1 - Traffic, Transport and Access, Page 95

<sup>12</sup> <https://www.transport.nsw.gov.au/data-and-research/passenger-travel/train-patronage/train-loads#tab2>

<sup>13</sup> Sydney Metro City & Southwest Sydenham to Bankstown Upgrade – Submissions and Preferred Infrastructure Report, 2.6

1. The extent of any inconvenience and delay and cost potentially caused to commuters during the construction period as they are forced to use alternative transport.
2. The nature and extent of any loss of trade for business adversely affected during the construction period.
3. The number of residents likely to be affected by any construction through noise, dislocation, altered traffic and pedestrian arrangements and any other negative effects.
4. Whether any Council land is likely to be used or acquired either during construction or permanently as a result of the Metro.
5. The costs and effect on Council and/or residents of any land required to be used in the construction of the Metro.
6. The cost shifting and burden placed on council to improve and update future amenities as a result of the Metro including the need for more commuter carparks, town centre upgrades and the potential loss of green space.
7. The economic and social impact of removing permanently direct city access for thousands of commuters including additional travel times required both during and after construction.

The conversion T3 Heavy rail line between Sydenham and Bankstown to a metro will have a significant and permanent impact on the residents who live along the rail corridor and also residents west of Bankstown. Despite this, the community consultation has been abysmal<sup>14</sup> and the exhibition period was woefully short. The exhibition period should be extended and the project details should be advertised at stations and transport hubs west of Bankstown to give residents more of an opportunity to lodge educated submissions. In addition, South Western Sydney is a culturally and linguistically diverse community that has yet to be meaningfully engaged about the effects of the metro conversion, more emphasis should be put into alternate modes of community consultation. An independent Inquiry will address the shortcomings of the current community consultation process and enable a thorough examination of the potential adverse impact of the project.

#### **Plans to Extend West of Bankstown**

The Budget is now foreshadowed to allocate \$4.8 million of planning money towards examining the extension of the line from Bankstown to Liverpool. Despite allocating funds, the current Liberal Government has given no indication of the route, only a vague map suggesting that an extension may bypass the existing train lines and instead cut through existing urban areas in the suburbs of Bankstown, Condell Park, Bass Hill, Milperra and Georges Hall. These areas within the scope of the map are home to more than 100,000 residents, 34 schools and thousands of businesses, all of which will be impacted during the Metro development and expansion. As the Government has failed to outline the path the Metro expansion would undertake there is growing concern that local residents may suffer from compulsory acquisition of their properties or be collateral damage of a metro expansion that will not provide additional transport links to these areas. In November 2015 I asked the then Minister for Transport to provide further detail with respect to the Government's intention to extend the metro to Liverpool. The Minister "assured" me that "The community will have the opportunity to give feedback as part of the environmental planning assessment process in 2016".<sup>15</sup> However, two years later we are still none-the-wiser as to the route the Government intends to

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<sup>14</sup> Sydney Metro City & Southwest Sydenham to Bankstown Upgrade – Submissions and Preferred Infrastructure Report, 3.2-3.3

<sup>15</sup> Answer received on 18 December 2015 and printed in Questions & Answers Paper No. 48

impose. Residents in Georges Hall, Condell Park, Bankstown, Milperra, Bass Hill and Yagoona are well in their rights to be concerned.

#### **Canterbury-Bankstown Council Submission**

The Canterbury-Bankstown Council has now formed a position that they are unable to support the current conversion of a T3 Bankstown line to a Metro.<sup>16</sup>

Council has raised a number of concerns with the current proposal given the *“significant reduction in the scope of works”* excluding many upgrades and amenity improvements and have indicated their disappointment with the Government’s blatant refusal to incorporate many of Council’s suggestions raised in their EIS submission.

Ultimately Council views the Sydenham to Bankstown Metro and quite rightly so as a *“sub-standard Metro service compared to the City and Northwest sections, and compared to almost any other Metro in the world”*. This view is shared by many.

The Council further notes that *“the drastic reduction in proposed scope represents a significant financial saving which should be re-invested into station and precinct upgrades within the corridor”*.

Some of Council’s other concerns include the *‘significant reduction in scope and investment in the Southwest corridor’*, the inadequacy of the design of the Bankstown station as a *‘strategic centre and Health and Education Precinct’* and *‘lack of any improvements to station precincts’*

Of particular note which I too raise concerns with is the scope of works excludes necessary upgrades to bridges and underpasses such as the Bankstown underpass. The obvious disconnection within the Bankstown CBD will be exacerbated and not relieved by the PIR, a lost opportunity to harmonise our CBD. There is no denying the considerable cost shift to Council should this project proceed both during and post construction. Suffice to say considerable outlay of expenditure will be required of the Council throughout the life of the substandard Metro with the imposition of having to financially support a range of future works in the upgrading of local amenities and council infrastructure along the corridor. None of which, the Council or rate payers, have been adequately compensated.

#### **Labor’s Position**

I note that NSW Labor have opposed both the Sydenham to Bankstown Metro and the extension to Liverpool with the NSW Labor Leader Luke Foley announcing in April that a future Labor Government would not proceed with the Sydenham to Bankstown Metro. I welcome NSW Labor’s position and I wholeheartedly agree with Mr Foley’s views below on the subject matter delivered as part of his Budget Reply speech in June this year:<sup>17</sup>

*“And we will not proceed with the Bankstown line conversion. The case for metro rail is to deliver metropolitan Sydney new, additional rail lines. The Liberals’ Bankstown metro is another property play, another developers’ picnic, a plan to cram over 100,000 more people into new apartments along the Canterbury-Bankstown corridor. The over development of our suburbs, new apartment*

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<sup>16</sup> Canterbury-Bankstown Council ‘Agenda for the Ordinary Meeting’, 24 July 2018, p.123 available at: [https://www.cbcity.nsw.gov.au/Councilccb/docs/ORD\\_24072018\\_AGN.pdf](https://www.cbcity.nsw.gov.au/Councilccb/docs/ORD_24072018_AGN.pdf)

<sup>17</sup> Luke Foley’s Budget Reply Speech (2018), available at: [http://www.lukefoley.com.au/budget\\_reply\\_speech\\_2018](http://www.lukefoley.com.au/budget_reply_speech_2018)



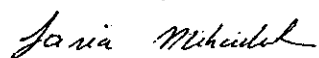
*towers without the parks, playgrounds and social infrastructure that is so needed, is damaging our people's quality of life."*

The Sydenham to Bankstown corridor is already well served by the existing T3 line and is currently under capacity. Conversion to a metro line would create major disruption and not expand the existing Sydney's rail network. Focus should be placed on fast tracking the Metro West to alleviate pressure on the T1 North Shore, Northern and Western Line, not to mention upgrades to existing rail infrastructure.

Over the course of my time in Parliament, I have asked more than sixty questions regarding rail and transport infrastructure in my area in addition to raising concerns in Parliament and in the local media. Our community has been short-changed by a Liberal / National Government most notably by Berejiklian herself in her former role as Minister for Transport when in 2013 she ruthlessly removed the Inner West Train line permanently removing the Liverpool/ Bankstown via Regents Park Service. I note that despite subjecting commuters west of Bankstown from suburbs such as Chester Hill, Sefton Villawood, Berala and Birrong to having to change both at Birrong and Lidcombe in travelling to the Inner West and the CBD, not a single occasion did she bother to visit any of the affected stations and experience the adverse impact has had on my community. Now as Premier she continues to demonstrate her contempt for South West Sydney and Western Sydney by ramming through an inferior sub-standard 'shuttle service' purporting to be some sort of transport/ infrastructure guru when in reality she is nothing of the sort.

As such, the NSW Government should not proceed with a substandard metro conversion along the T3 Bankstown line between Sydenham and Bankstown railway stations, and desist with planning for a metro extension to Liverpool. Sound and long term investment into our rail infrastructure, installing easy access lifts, restoring the Liverpool via Regents Park service and fast-tracking the Metro West (which will add to the existing Western Line and alleviate some of the congestion) should be the focus. As Planning Minister you should be more acutely aware, than some of your colleagues are, of where the growth areas are in Sydney and the underlying need to create new transport opportunities. This ludicrous proposal should go back where it belongs – on the scrapheap.

Yours sincerely,



Tania Mihailuk- Member For Bankstown



# **T1 Rapid Appraisal**

## **T1-15 Homebush to Granville 6 Track**

### **Feasibility Level Construction Delivery Plan**

**Document #:** 1031-R-008

**Date:** 15<sup>th</sup> July 2013

**Revision:** 1.1 DRAFT

**Status:** CABINET IN CONFIDENCE

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# 1. Introduction

## 1.1 Background

RailCorp and Transport for NSW aim to transform their safety, reliability, speed and network capacity to meet the forecast passenger increase in 2036 by implementing the Long Term Rail Strategy. The strategy comprises a base case and a number of strategy sub-options. For each strategy, critical infrastructure upgrades to the network have been identified which are believed to be necessary to provide for the forecast growth of commuter services.

The addition of two additional tracks between Homebush and Parramatta is currently at a scoping phase of this study and the requirements of the additional two tracks were examined at a high level in a workshop held on 15<sup>th</sup> May 2013 between TfNSW, Rail Planning Services, Railcorp, Arup & Halcrow.

The workshop covered a range of subjects, including potential alignment considerations, impacts along the route, infrastructure requirements and also identified the high risk items to inform the Pre-feasibility study should this proceed in the near future. The outcome of this workshop was the Arup report for Base Case Rapid Appraisal, titled Homebush to Parramatta 6 Tracking.

## 1.2 Purpose of this Report

The purpose of this report is to document the findings into the constructability of options to be finalised in the draft Arup report Homebush to Parramatta 6 Tracking dated May 2013.

This report has been developed from a very early design which in some cases has not been tested for feasibility. The design progressed through the Rapid Appraisal workshops and as such has a high likelihood of change. This report must be reviewed as the design changes and concept of operations become clear through the parallel work being undertaken by PPD. Other parallel investigations in rolling stock, fleet stabling, fleet maintenance, power studies and operations have the potential to impact this project and the overall T1 programme of works.

## 1.3 The Project Overview

As part of the larger scope of the T1 Upgrade Program currently under development, an option to install six tracks between Homebush and Parramatta has been identified as requiring feasibility review. The need for an additional two tracks between Homebush and Parramatta has been identified as part of the Western Line Train Plan. No detailed operational requirements have been defined at this time but an emphasis was stated that the additional tracks would most likely be on the existing Up Main line side.

A pre-feasibility review will assess where the two additional tracks could be located to provide the most efficient and cost effective solution that can be implemented with minimal disruption to the existing operations.

### **The project assumptions are:**

The alignment will be driven by the operational requirements for the two additional express tracks being required from Homebush to Parramatta with access to both tracks required at Parramatta Station only. The alignment will connect to the proposed reconfiguration of the Homebush – Strathfield Junction area.

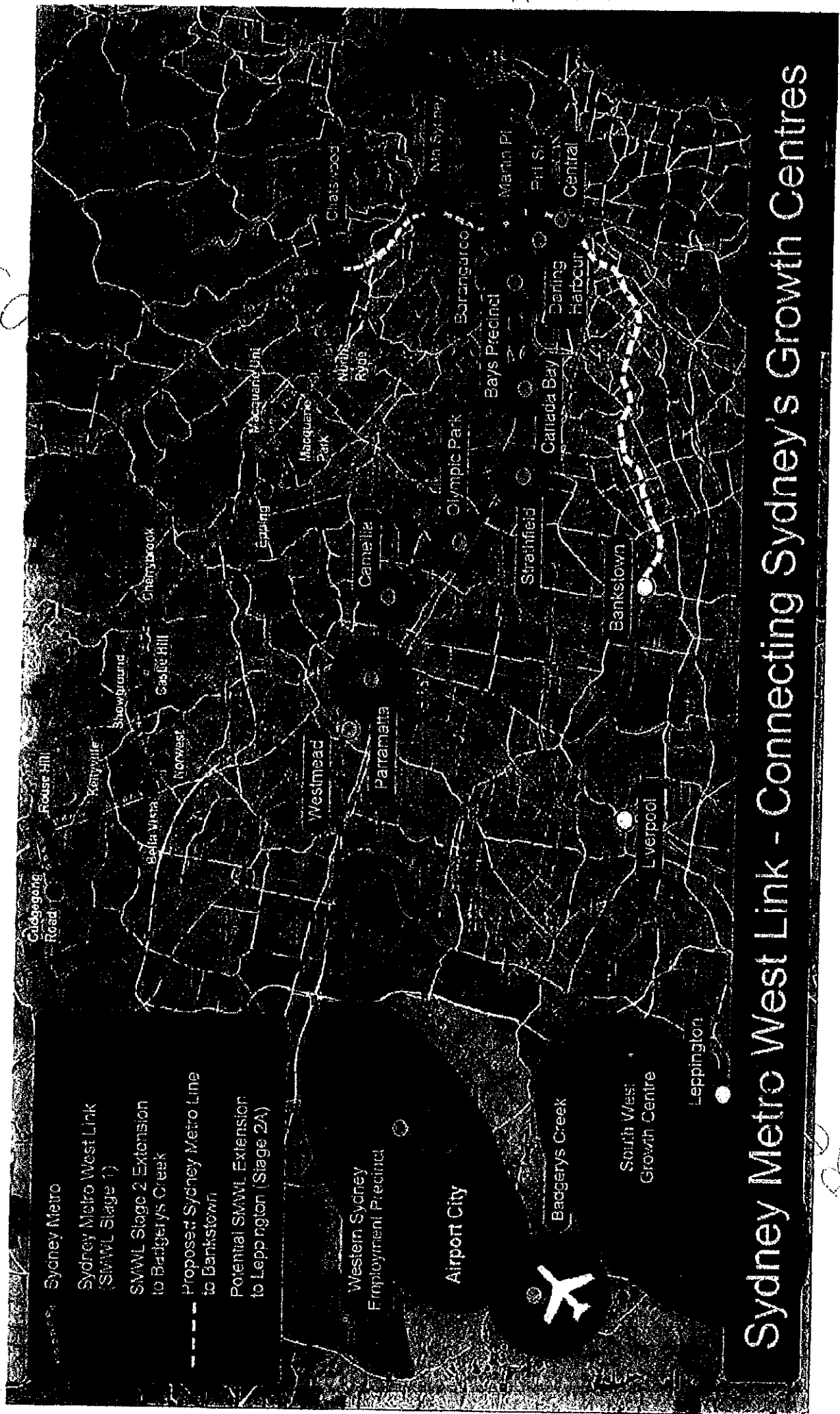
At the workshop, photos from the site visit depicted the difficulties the project will face in re-location of services and infrastructure particularly in the Lidcombe – Auburn - Granville sections. The general consensus of the attendees was that a tunnel from the vicinity of the old Rookwood Platform to several hundred meters west of the existing Auburn signal box has merit and the scope including this tunnel is the preferred option.

The second major assumption covered during the workshop was that continuing the installation of two additional tracks in the section between Granville and Parramatta would be very difficult. It was also noted during the workshop that some of the future train plans did not require the additional two tracks west of Granville, so it was decided during the workshop not to investigate the scope and constructability of this part of the initial brief.

The second option for the purposes of value management is the route above ground covering the full extent of the proposed works.

The two additional tracks would require additional platforms to be built, removed or access altered at Parramatta, Granville, Clyde, Auburn and Lidcombe stations.

The expected timeframe for the project is not available at this stage.



## Current Sydney Rail System – Key Issues

Sydney double-deck trains currently convey, and will continue to convey up to 2021 and beyond, the vast majority of commuters into / out of the city:

- There are already capacity constraints on the all lines within the Sydney metropolitan network particularly in the areas bounded by Sydenham – Granville and North Sydney.
- The network with its current configuration will NOT be able to cope with government's projected commuter growth beyond 2021
- The outdated station design at Town Hall and Wynyard is the reason both these stations are unable to adequately handle current passenger numbers. As a result the dwell time at these two stations determines city underground track capacity and train headways. Dwell time for double deck trains at all other stations on the network would be no different to that required for metro trains.
- The current passenger congestion problems at Town Hall are exacerbated by its current role as the major interchange point with the Eastern Suburbs line for passengers travelling to North Sydney – St Leonards and Chatswood. Town Hall station was not designed for this use. This will be overcome if the new metro train is routed via Martin Place, thereby relocating the North Shore / ESR interchange to that station instead of Town Hall.

- If the signalling on the existing Double Deck network was upgraded to allow closer headways the double deck trains could also achieve a higher through-put than the current restrictive 20 T/P/H. The Government can hardly claim it is a fair comparison between metro and double deck services when the double deck services are operating on an antiquated signalled network and a track configuration with merging and flat junction conflicts, whilst the metro is operating on a \$17 billion new network with the latest technology free of the impediments double deck trains encounter.
- One can reasonably claim that if the Government had spent \$17 billion on upgrading the existing double deck system by improving signalling and providing track amplification at critical pinch points, it would have got a better overall result by providing improved train throughput per hour and increased network capacity for the total double deck network than it has from building one new metro line single deck rail corridor into the city. The metro could have been built far cheaper with more sensible planning.
- Metro trains, are best suited to highly populated, densely trafficked commuter areas over short journey times, NOT to long, park & ride journeys as is the North West Line from Rouse Hill.
- Any new system needs to add value by adding to existing capacity, NOT by taking away part of the existing network in the name of progress.
- The new metro will do nothing to relieve the network capacity issues between the Western and Northern trains which merge at Strathfield nor address the fact that the six tracks between Strathfield and Sydney Terminal / Central Electric will almost be at saturation by 2021 as will the City Circle, the Eastern Suburbs Railway, and North Shore lines via the Harbour Bridge.



## Government Plan

The Government has announced the route of the next stage of the Sydney Metro.

It plans to run the line from Chatswood at grade to St Leonards then in a tunnel from St Leonards, under the Harbour, through the CBD to Sydenham then at grade to Bankstown.

The section between Sydenham and Bankstown shall replace the current heavy rail line with a rapid transit system.

## Government's Claims

The Government has announced that the new line shall:

1. Reduce congestion on the rail network by 60%.
2. Increase the number of trains entering the CBD in the morning peak from around 130 to 200 trains per hour.
3. Increase the number of commuters by 100,000 per hour in the morning peak.

- From the scant information in the public domain about the Government's proposed improvements to the double deck network one can only draw the conclusion that such announced proposals can only be viewed as stop gap and short term measures, as they do little to address the long term issues so urgently needed to reconfigure the Sydney train network to meet projected passenger demand for the next 40 / 50 years. One can also only conclude these band-aid measures are a waste of scarce public funds because announced proposals do not add value or resolve the long term network capacity problems

## Our Concerns

As former rail executives we are very concerned that:

- A. There is no evidence to support the claims 1. 2.& 3. above.
- B. The plan does not address the major long term issues of the network.
- C. Removal of heavy rail on the Bankstown Line will cause:
  - Major disruption to the efficient operation of the network, resulting in
  - Reduction in network flexibility & reliability
  - 19,000 commuters will have to change trains for the first time since the network was built. Resulting in longer journey times for commuters from the Southern stations between Liverpool/Lidcombe turn-back and in between stations from Carramar, Villawood, Leightonfield, Chester Hill, Sefton (11,000) and Berala, Birrong, Yagoona (8,000) to Bankstown as they will need to change trains into metro services to the city.
  - Services on the Illawarra line will be required to stop at St Peters and Erskineville resulting in increased train journey times and a reduction in line capacity of the Illawarra line.
  - Loss of network flexibility as the Bankstown Line also acts as a relief line for the following lines during times of major disruption for:
    - Western Lines
    - South West Lines
    - South Line

Whilst delays and congestion would occur under such circumstances it nevertheless reduces the need for transshipping and bussing of thousands of commuters.

Following the takeover of the Bankstown line by the metro train the relief valve for the network is gone and will result in the network having no escape route.

D. When Bradfield designed the Sydney underground network he built it only after studying other overseas city networks and with the view of commuters NOT having to change trains at the outer rim terminals but instead travel either around the city circle or through the city across the Harbour Bridge. His wise vision has lasted 100 years with subsequent rail managers tweaking the network by adding the ESR Line and operating double deck trains to accommodate the passenger growth.

There is no such luminary vision being shown by Government at this critical juncture which now requires a total review of total network operations to find solutions which will meet the challenges of commuter growth for the next 40/50 years.

The Government plan's lack of vision severely restricts the ability of the heavy rail system to not only cater for growth but also improved service. Nor does it take into consideration commuter growth in the outer interurban areas nor services between the city and the planned Badgenys Creek Airport

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E. Both metros and heavy rail systems have their place in an integrated transport system and must if their full potential is to be achieved must operate separately and independent of each other.

Past performance and experience indicates the life cycle of the current double deck fleet with refurbishment is in the order of 40 years before the need for replacement. It is therefore most unlikely Government is going waste public monies before it is necessary. This would indicate that it is most unlikely that the Sydney commuter network will transition to metro operation quickly. In addition Government has not experienced commuter reaction to the new single deck trains, so the jury is still out. It could easily find a voter backlash which requires it to provide increased seating to overcome adverse public reaction and then find the new service falls far short of its carrying capacity projections.

F. Merely replacing one rail system with another when there is so much to be done is wasteful of limited resources. In a strategic sense the policy decision should be to consider the use of metros in denser areas not well serviced by heavy rail or another form of public transport.

Metro expansion should supplement heavy rail, not replace it as metro trains are not suited to long distant journeys serviced by the Sydney rail and outer suburban network

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G. In addition, open access will require Government to continue to allow other operators such as freight and historical / tourist access to the Sydney network on all major corridors as well as operate its intercity, interurban country and interstate passenger services so it can never achieve a pure metro network clear of other operators.

H. The Government's Sydney Metro plan, estimated at approximately \$17bn, will:

- Not achieve the required capacity of the network necessary for the long term 40/50 year horizon
- Result in degradation of the robustness and reliability of the existing double deck network
- Ultimately lead to the total network becoming gridlocked and unworkable

THIS IS A ONE-OFF OPPORTUNITY TO:

- APPLY GOOD PLANNING AND VISION
- IMPROVE THE NETWORK, BY
- REDESIGNING IT TO SERVICE SYDNEY'S RAPID GROWTH OVER THE NEXT 40/50 YEARS

Our comments are based on publicly available information. We would be pleased to provide the detail behind our position on each of the points we have made and discuss these comments with Government planners and Operations personnel.

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3 July 2015