

**Diane Sarkies - North West Rail - EIS 2**

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**Subject:** North West Rail - EIS 2

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Major Projects Assessment  
NSW Dept of Planning & Infrastructure

This is my objection to part of the above EIS, in relation to the proposed metro-style carriages proposed for the NWRL extension from Epping and the marginal savings possible if smaller tunnels are implied.

1. The metro style carriages should be first trialled on inner parts of the Sydney rail network – such as the Eastern Suburbs line or CBD-Bankstown-Strathfield circuit, where distances to CBD are comparatively shorter and increased standing room / less seating may be warranted.
2. The NWRL service implies a longer trip [CBD to the urban periphery] and should offer extensive seating – consistent with other areas of outer Sydney – in Campbelltown, Penrith, Waterfall, etc, where double-deck trains are used effectively.
3. It is inconsistent and fragmentary for a rail system to have smaller capacity carriages to serve outer Sydney – in Campbelltown, Penrith, Waterfall etc, double-deck trains provide 40% more capacity – NWRL must be the same.
4. It would be incredibly counter-productive for commuters to have to ride 3 trains to get to the CBD via the suburban services. It effectively devalues the huge NSW investment in the NWRL and our current Beecroft rail services. A loss of 15 minutes per trip needed for metro transfers means an additional 2.5 hours per person per working week for thousands of current and potential commuters. It is a mockery of better train- transfers ... *creating thousands more of them a day*. It is a gross and inefficient waste of voters' time and money.
5. Tunnels of a scale to match those on the Epping Chatswood line – and all others on the City Rail electric system – must be constructed for operational consistency, future traffic needs and future system extension/ integration.

Regards,  
Colin.

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