

Diane Sarkies - North West Rail Link

From: "Val Cooper" <Val.Cooper@facs.nsw.gov.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 3/12/2012 5:28 PM
Subject: North West Rail Link
CC: <valeriejcooper@gmail.com>

Dear Sir/Madam

I wish to comment on the proposed North West Rail Link (NWRL) as outlined by Gladys Berejiklian. As a commuter living in Beecroft and travelling to Ashfield, I was able, prior to October 2010 to complete my train journey using trains on 2 different lines. This was manageable and usually was completed without much inconvenience. Obviously each time a commuter must leave a train to join a different line there can be uncertainties – adding further train changes to a journey increases uncertainties including possible delays. Since October 2010, I have had to complete my journey with 3 changes of trains over a distance of approximately 22 kilometres. Obviously the additional change increases the time involved in completing the journey to be fair the trains tend to run smoothly and the waits are not too long but of course a 3 train trip is definitely slower, less convenient and also means that with the exception of the Epping to Beecroft section of the journey, I rarely get a seat in peak hour times.

If I have occasion to travel to the city, I am also going to face the further inconvenience of swapping trains and using 3 connections. I have observed the peak hour crowds on the platforms at Chatswood and I have no confidence that commuters in this busy period will seamlessly be able to have a smooth trip in an appropriate amount of time to their respective destinations. I think that it is extremely unfair that those of us who use the Northern line trains going south between Normanhurst and Epping or those travelling north on this line to Epping will again be further disadvantaged by this poorly thought through “solution”. Will commuters on other lines also face this huge inconvenience? Additionally, how can it be good planning to inject in the middle of our current double decker train system, a single deck system that is not compatible with the rest of the network. While it may be more expensive to have a double decker link, surely in the long run it would be better to remain with the integrated system. I expect that this “cheap solution” for now will end up being a very expensive long term mistake.

I believe this metro style plan is absolutely crazy. Commuters will not be served by the ad hoc solution and it will just encourage frustrated customers to switch to other forms of transport which is definitely not a long term solution to the problems already faced by those completing journeys in peak hours in the Sydney Metro area.

Val Cooper

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