

Major Issues with the Current Preferred Route for Parramatta Light Rail (PLR):

1. The PLR will not provide a useable or viable commuter service (i.e. ease of access and time efficient) for residents of Carlingford, Telopea, Dundas or Rydalmere observing that there is no **direct interchange** with a heavy railway station. This omission will become even more problematic and stark for Government in light of the Department of Planning & Environment's "Greater Parramatta Priority Growth Area" and NSW Land & Housing Corporation's Major Urban Renewal Project at Telopea. Under both of these plans, the Carlingford Corridor is slated for significant density uplift and population growth in the thousands. Without a viable public transport alternative, an increasing number of residents in time will place further negative pressures on an existing congested road network.

Solution: Utilise the existing T6 Carlingford Line infrastructure more fully with a terminus at Granville Station via East Street, which is a major Sydney Trains railway station.

2. The PLR does not maintain the existing and convenient public transport access arrangements to Rosehill Racecourse, which is a major recreational event node for Western Sydney. It also leaves the existing Rosehill Station and sections of track unresolved, despite their prime proximity to the Racecourse.

Solution: Retain the existing Rosehill Station with track and continue the PLR route directly to Granville Station terminus via East Street.

3. The PLR does not directly connect to (incorporating full disabled access and weather protection) Parramatta Transport Interchange - which has the fourth busiest railway station on the Sydney Trains network. The nearest PLR stop proposed will be around **250 metres away** at the Macquarie Street frontage of Western Sydney University. This distance effectively isolates PLR from the centralised transport interchange for Sydney's Second CBD, where all bus services from the Hills District, Sydney CBD, Northern suburbs and Liverpool terminate. Further, this isolation will detract from the PLR ever being fully utilised as a commuter alternative for residents of the Carlingford Corridor or for transport options to Rosehill Racecourse or Western Sydney Stadium – which themselves are not directly connected. The lack of a direct connection to Parramatta Transport Interchange also contrasts negatively to the current Sydney CBD light rail lines, both existing and under construction, which all interchange sensibly with Central Station.

Solution: Re-route PLR down Darcy Street or at the very minimum, through the centre of Parramatta Square redevelopment.

4. The PLR does not directly service the new 30,000 seat Western Sydney Stadium, currently under construction, with the nearest PLR stop around **0.5km away**. This distance will negatively impact upon fixture attendances and will not encourage visitors to use public transport ahead of private car use. This oversight is in stark contrast to what other Governments are doing in Western Australia, Victoria and Queensland to ensure that their new and existing stadiums are well serviced by direct and adjacent mass-transit rail options.

Solution: Divert PLR via Prince Alfred Square to O'Connell Street, to create a new PLR stop in close proximity to the Western Sydney Stadium precinct.

5. The PLR route on Church Street between Victoria Road and Factory Street will negatively and directly conflict with **hundreds of daily buses** using existing bus priority lanes to service the Hills Districts and northern suburbs to Parramatta Interchange. This part of Church Street is already heavily congested in morning and afternoon peak hours with private cars and buses and would not be able to manage a short section of light rail as well. If PLR was proposed to extend much further up Church Street towards Castle Hill, then arguments would exist to provide preference to the light rail however, the PLR is seeking to commandeer a small section of an already congested Church Street. This concept would negatively conflict with the efficiency of all wider regional bus networks travelling well beyond Factory Street, to and from Parramatta Interchange.

Solution: Continue the PLR along O'Connell Street, from Western Sydney Stadium, with bus priority lanes retained along the nearby parallel section of Church Street. This realignment would also better match with the State Government's desire to deliver the North Parramatta Urban Transformation Project.

6. The PLR route could better connect with the existing Parramatta Ferry Wharf at the corner of Philip and Charles Street (currently **0.5km away** from nearest proposed PLR stop at Harris Street) and could also remove inefficient "S-Bends" for light rail cars around Tramway and Alfred Streets as well as Macarthur and Macquarie Street.

Solution: Continue PLR westwards from Camellia along Tramway Street, Noller Parade and George Street, such that a new PLR stop at the corner of George and Charles Street is created, 150m from the Parramatta Ferry Wharf.

Synopsis:

The most efficient and effective mass-transit outcome for PLR to best address all of the above issues would involve the construction of two connected lines operating between:

- A. Carlingford to Granville Station, via Camellia Junction (Line A); and
- B. Westmead to Camellia Junction, via Parramatta Interchange (Line B).

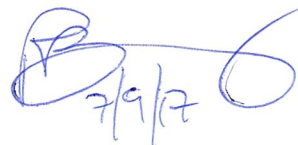
The route of these two lines is shown on the attached PLR mark-ups on Plans A & B.

Further, these two inter-connected lines would also provide the right connectivity, situation and opportunity to be successfully extended by Government in the future to:

- Sydney Olympic Park and Strathfield (depending upon the Sydney Metro West outcomes) – from Line B;
- Epping Station (as per current feasibility and route investigations) – from Line A;
- Castle Hill via Baulkham Hills – from Line B;
- Rhodes via Ermington and Wentworth Point – from Line A.

These potential extensions are all consistent with current Government investigations (both in terms of transport alternatives and urban renewal) and would actually deliver PLR mass transit outcomes that are both useable and functional for the people of Western Sydney.

Surely, these are the goals and ambitions for PLR.



Parramatta Light Rail Preferred route - Stage 1

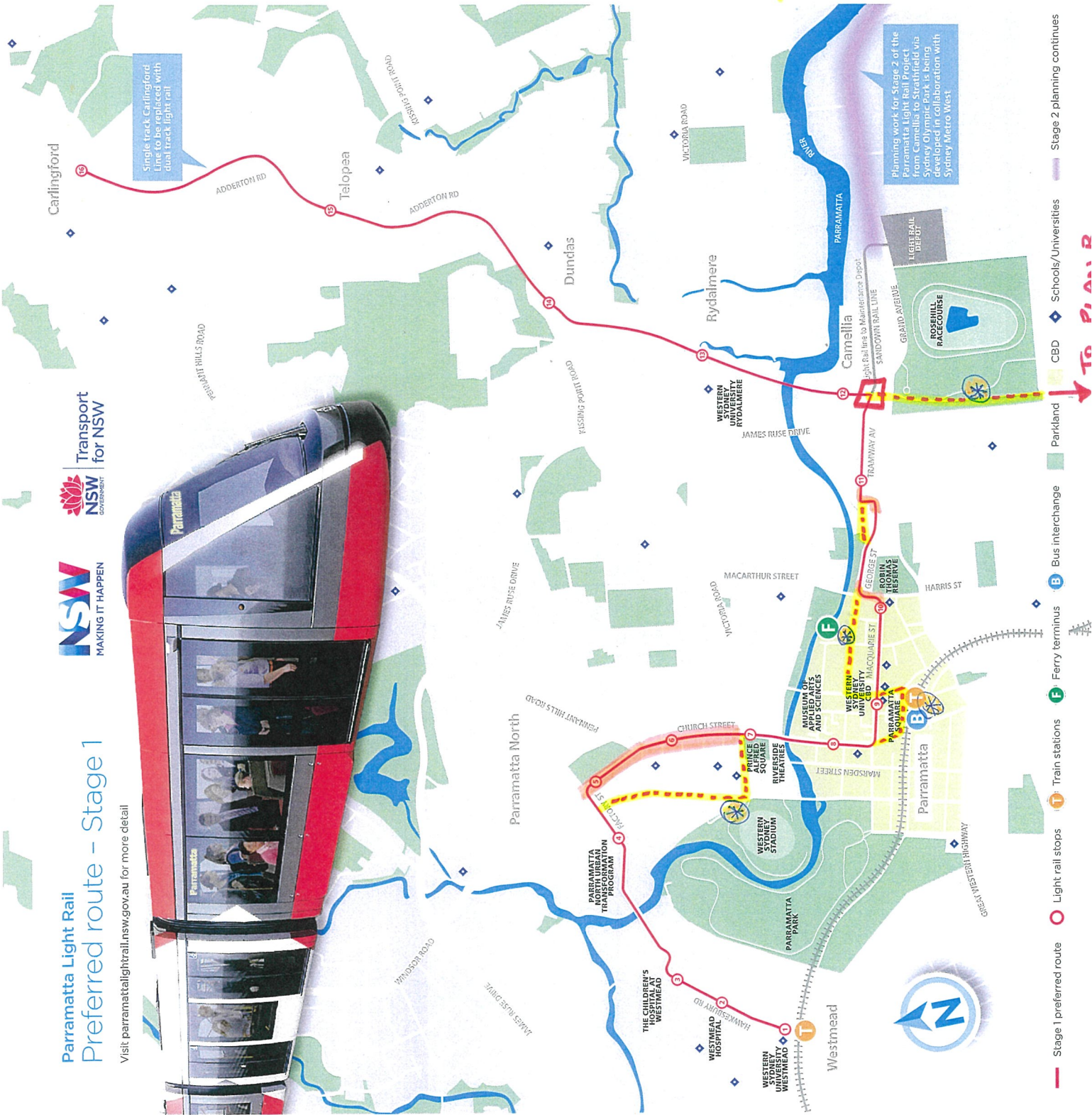
Visit parramattalightrail.nsw.gov.au for more detail



PLAN A



Single track Carlingford Line to be replaced with dual track light rail



ROUTE CHANGE

CAMELLIA JUNCTION

P&R ESSENTIAL STOPS

CONFLICTS

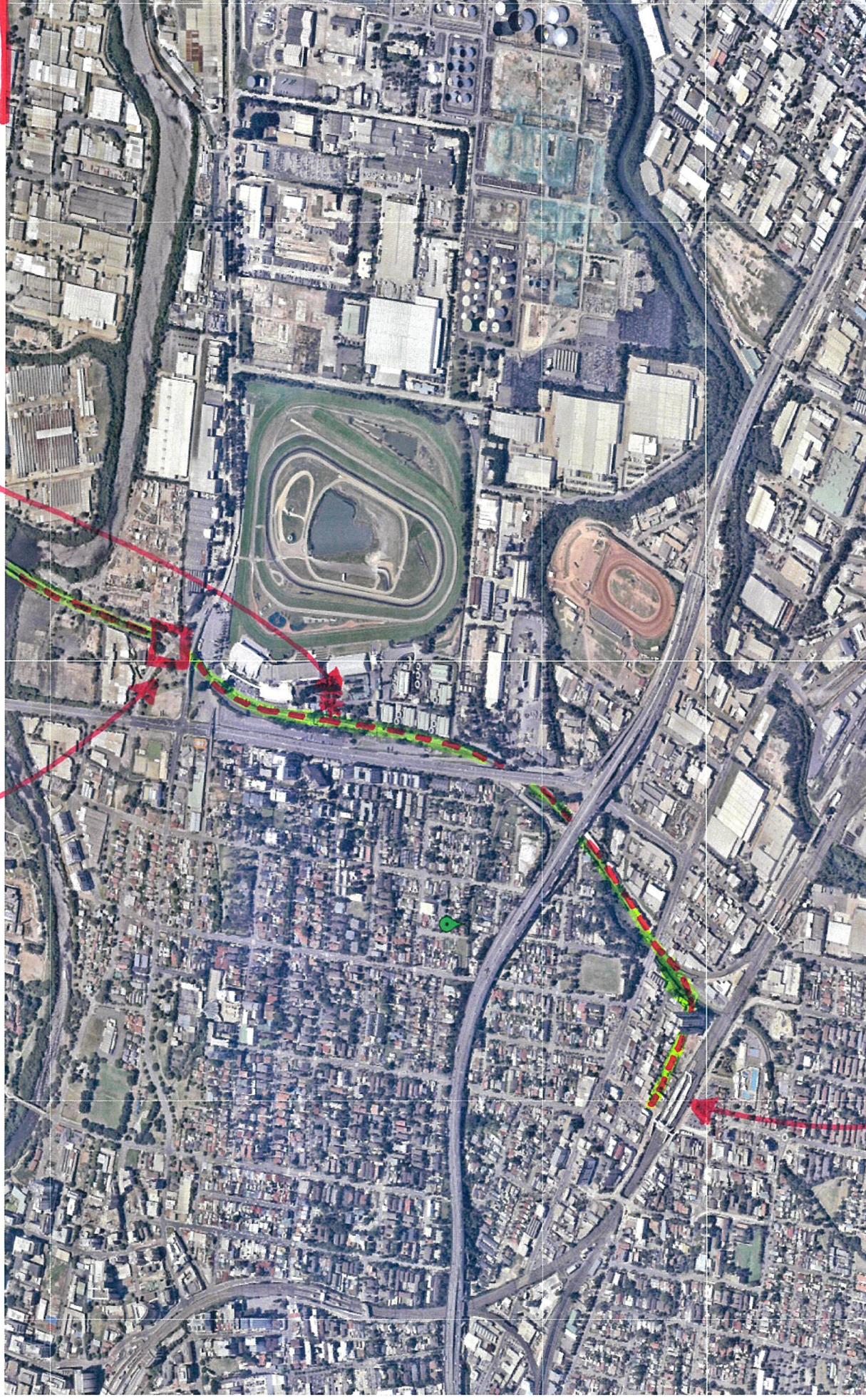
Planning work for Stage 2 of the Parramatta Light Rail Project from Camellia to Strathfield via Sydney Olympic Park is being developed in collaboration with Sydney Metro West

Stage 1 preferred route Light rail stops Train stations Ferry terminus Bus interchange Parkland Schools/Universities CBD Stage 2 planning continues

CAMELLIA
JUNCTION

EXISTING
/ ROSEHILL STATION

PLAN B



GRANVILLE
STATION