

## Paramatta Light Rail - response to Environmental Impact Statement.

### Proposed Extension to Granville Station.

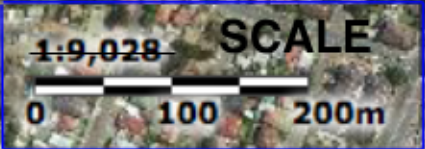
by Phil Johnston, October 2017.

Summary The proposal is to extend the Light Rail system from Camellia via Rosehill to Granville using the existing dual track rail lines, with a single track ramp and elevated line over Parramatta Road and railway land, to an elevated platform at Granville station.

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The Author is a Civil Engineer who lived near the Carlingford line for over thirty years, travelled from Telopea to Auburn for shopping in the 1940's, to Granville pool in the 1950's, and to the City and North Sydney for University and work, for eight years in the 1960's.





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Parramatta Light Rail - EIS Submission by Phil Johnston.  
**PROPOSED EXTENSION to GRANVILLE STATION**  
**Route Plan**

Photomap from SIX Maps, NSW.                      October, 2017

light rail route  
in EIS

Rosehill  
stop

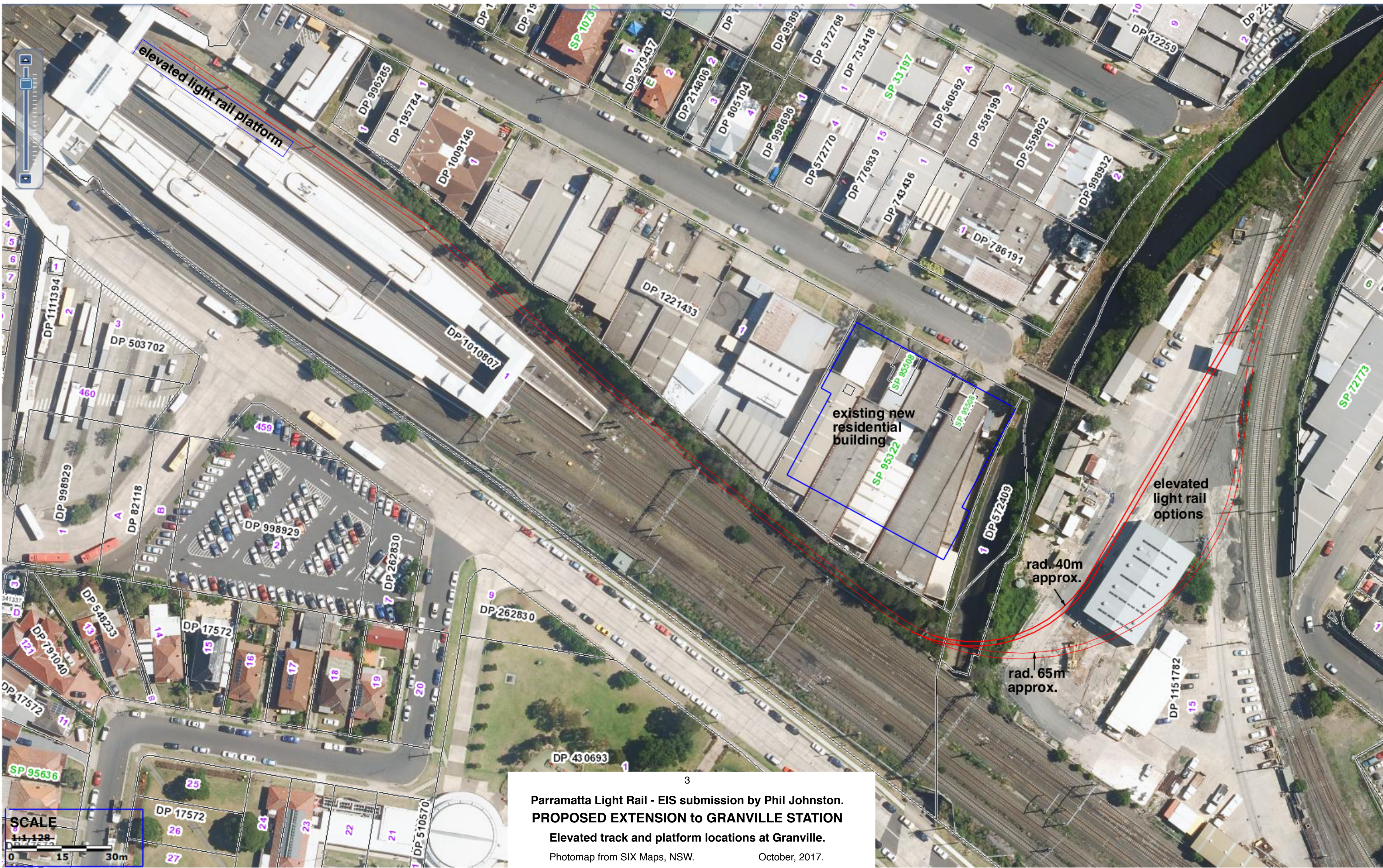
existing  
dual track  
heavy rail

ramp

elevated  
platform at  
Granville

elevated single  
track over, see  
large plan





elevated light rail platform

existing new  
residential  
building

elevated  
light rail  
options

rad. 40m  
approx.

rad. 65m  
approx.



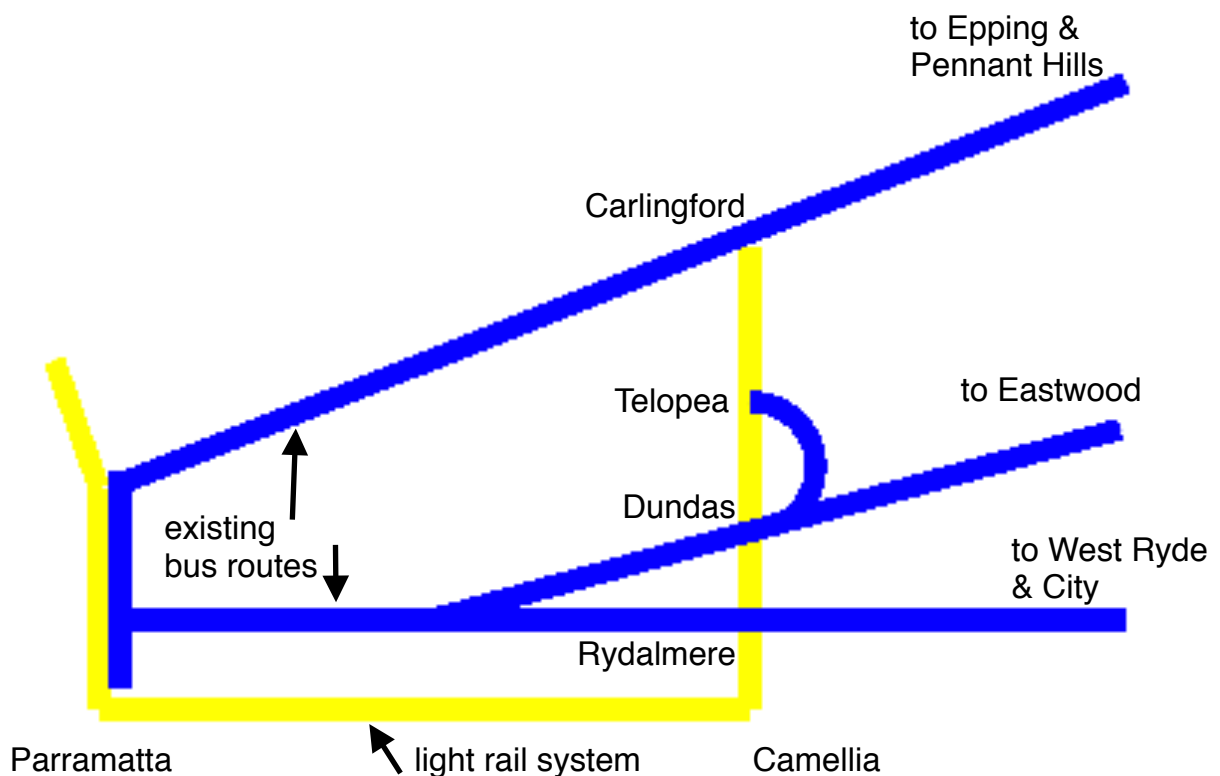
### Existing Carlingford Line.

The line was built as a feeder to the main western line, and passenger traffic has been mainly focussed on travelling east, towards the City. However, patronage is affected by the following factors :-

- . service frequency is limited by the time taken for a train to travel on the single track line from Camellia to Carlingford and return. In the current timetable, the shortest time between services is 30m in the morning peak, 35m in the evening, and these rise to 60m through the day.
- . except for one morning peak service, all passengers have to change trains at Clyde, often via the steps and overbridge. The waiting times between arrival and departure are 4-5m through the day, but 6-9m in peak times.
- . there are no connections at Clyde for passengers to/from the T2 southern line, except for three early morning services. Otherwise, passengers have to change twice, at Clyde and Granville.

### Existing bus services.

Bus services radiating from Parramatta cross the Camellia - Carlingford light rail corridor as shown below.





### Effects of current Light Rail proposal.

Duplication of the line from Camellia to Carlingford will be beneficial in allowing much more frequent services. However, the EIS does not mention how many current users will be affected by the closure of the line to Clyde, and travel alternatives available to them. They may be forced to use buses linking to the northern line at Epping, Eastwood, and West Ryde, increasing their travel times. Most of these passengers would not want to be diverted westwards to Parramatta on the Light Rail line.

The closure would also affect passengers currently using the shuttle service from Clyde to Rosehill on race days, and travelling to Rosehill for other shows and functions through the year.

Comparing the estimated Light Rail travel times to Parramatta with the current bus times, only people living within a few minutes of the Light Rail stops would benefit, and it is doubtful that there would be a significant reduction in the number of bus services into Parramatta.

### Details and Benefits of the Light Rail extension to Granville.

The new work required for the extension would be about 800 metres of ramp and elevated single track, and associated signalling, elevated platform at Granville, and new stop at Rosehill. The work would all be on railway land except at the elevated crossing of Duck Creek, which is presumably owned by Parramatta Council.

The extension would result in the following benefits for passengers :-

- . continuation of services to Rosehill and for those travelling to the City,
- . more frequent connections at Granville than at Clyde to the T1 western line,
- . connections to all T2 southern line services,
- . easier travel between platforms, lifts available.

On a broader scale, the Light Rail connection to Granville would increase the viability of the Light Rail system from Carlingford by retaining the current passengers and by providing two destinations, Parramatta and Granville. It would increase the inter-connectivity between travel modes, and reduce radial travel through Parramatta by providing a partial ring route from the south around to the east and north.



Phillip Johnston.

CPEng