

Why does Sydney need a new fast Metro to the West? **(as shown in 10,000 Friends of Greater Sydney Stage 1 Rail Plan)**

The **Stage 1 Rail Plan** was developed to support an integrated transport plan that would increase and sustain the efficiency of Sydney's rail system until the middle of this century. The Plan was designed to satisfy a number of key objectives.

1. Give passengers the service they want – fast and frequent.
2. Deliver a genuine public transport alternative to the private car. – a “turn up and go” service with no timetables.
3. Cut emissions per passenger kilometre by 50% by 2031.
4. Work within existing constrained State budget.
5. Ensure minimum impact on the day-to-day rail operations during construction and implementation
6. Facilitate Clearways program and upgrade of signalling system.
7. Provide additional all day capacity for freight services – with new tracks to north and south of Sydney
8. Achieve maximum standing time for passengers of 25 minutes.



A fast Metro to the west is a vital component of this Plan

The Proposed Fast Metro - CBD-Parramatta

A modern single-deck train carrying up to 1200 passengers, 550 seated with up to 650 standing (at maximum 4p/m²) running underground CBD to Parramatta with a single stop at Olympic Park station.

The train would surface beyond Parramatta to provide a limited stop service to Penrith and all stations Blacktown to Richmond. At the City end the train would connect to existing unused platforms 26 and 27 at Central and to the proposed new station at Town Hall east of the existing. Further extension to the north would await determination of a route across the Harbour either by tunnel or by recapturing lanes 7 and 8 on the Sydney Harbour Bridge.

Because of their 140 kph speed between stations, 1.2 m/s² acceleration and deceleration, and number of doors enabling quick boarding and alighting at stations, these trains can run faster and twice as frequently as the present double deckers.



They provide enhanced comfort delivering 1100 seats in the same time a double-decker with 890 seats can do so. They can complete the journey in half the travel time or better. Estimated travel time CBD to Parramatta is 12 minutes.

It would grow regional areas

This fast train service between Sydney's two major centres would provide a significant alternative to car travel taking pressure of the existing road links between the centres. By improving accessibility it would encourage development of Parramatta as Sydney's second CBD. It would enhance the attractiveness of the Olympic Park precinct as a residential and commercial area thereby exploiting the Government's already significant investment in this area.

It would have minimum impact on rail operations during construction. It would facilitate and enhance the impact of Clearways projects and signalling upgrades.

Existing Clearways and Signalling upgrade projects will make a significant demand on scarce resources, such as skilled staff and track possessions, for a number of years. The current complex metropolitan network is a handicap to the implementation of modern system-wide technologies such as Digital Train Radio and Automatic Train Protection. The Fast Metro will facilitate the disaggregation of the network into a number of smaller, mainly self-contained systems.

It would meet the increasing travel demand for train services to the growing Western Sydney.

Main West services to Town Hall will be at capacity during the weekday peak by 2013.

The maximum number of double deck trains per hour that can operate reliably on the network is 20 trains per hour (tph) per track. Modernising the train control system could increase this capacity by 2 to 4 tph – enough to accommodate up to 8 years growth.

Single-deck trains, as proposed by the Stage 1 plan, would increase frequency up to 40 tph per track – a 100% increase in train services and a doubling of passenger capacity.

But more is required to serve future needs of Western Sydney. The fast Metro would increase capacity to Parramatta and the west by 100% but also permit the following improvements to be implemented with existing rolling stock at no extra cost:

- Main North services increased from 4 to 8 trains per hour – 100% increase.
- Inner West local services increased from 4 to 10 trains per hour – 150% increase.
- Liverpool services increased to 12 trains per hour – 50% to 100% increase.
- Bankstown line services increased from 8 to 10 trains per hour – 25% increase.

It would provide an effective fast link to CBD through interchange at Parramatta with proposed high speed rail service to major outer regional centres on Central Coast, Newcastle and Wollongong and in due course to Canberra, Melbourne and Brisbane. It would provide effective increased services to other rail corridors at minimal cost.

It would provide an alternative to the City Relief line and western line proposal with greater benefit to the network enabling funds allocated to that proposal to be diverted to this one.

- Investigation of stopping patterns for an intercity service compared to an all stations service have shown that it would carry a far greater number of passengers;
- It would contribute significantly to growth of Parramatta compared to an all stations service
- It would be significantly less costly than the current proposals due to the easier route and lesser stations enabling implementation far sooner.

Business Case

Cost - \$4 -6 billion

Patronage increase in Western Corridor by 25 million passengers per annum and on other routes by 10 million passengers per annum.

Revenue from premium of 50c per journey across all CityRail fares (all passengers benefit) = 35 million extra passengers x average fare of \$2 + total patronage x 50 cents = \$245 million per annum.

Viable project for Federal and/or PPP funding.

Outcomes

The Fast Metro would:

- Stimulate growth of Parramatta as Sydney's second CBD by radically improving its accessibility.
- Support Parramatta as the preferred interchange for an East Coast high-speed train service.
- Provide a very fast, very frequent service between Western Sydney, Olympic Park (exploiting Government's significant investment in this area) and the CBD.

- Enable substantial improvement in frequency and/or journey times for passengers from Liverpool and surrounds, the Northern suburbs, the Upper North Shore, the Inner West and the Bankstown line.
- Enable a planned program of overdue and safety-related technology upgrades to the whole network.
- Require no acquisition of private dwellings in the Inner West
- With changes to Sector 1 and rolling stock proposed in the Stage 1 Rail Plan it will:
 - deliver sufficient capacity to the rail network to 2050.
 - provide a basic plan upon which rail extensions can be logically made and supported, such as the North West Rail Line, a possible Epping-Parramatta line as well as possible additions to Bondi Beach, Northern Beaches and an Inner West-Parramatta extension.

10,000 Friends of Greater Sydney
RAIL PLAN STAGE 1

