

SYDNEY METRO CITY & SOUTHWESTAnother Step Closer



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Sydney Metro City & Southwest - Another Step Closer

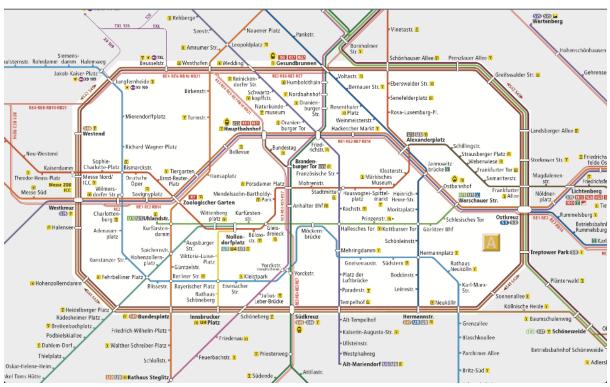


- 1. A line overview (both, topological map and topographical map) outlining the current and future network as well as development areas will give a better imagination of the network planning.
- 2. The new line from Chatswood to Sydenham aligns more or less in parallel to the existing T1 Northshore Line. Considering a catchment area of 500m to 1000m radius around each station the new line will align through new living areas and destress the existing Chatswood to CBD section.
- 3. The existing line Sydenham to Bankstown will be integrated into the new City -Southwest line. A new alignment may be taken into consideration using the parameters as mentioned under item 2 to destress the existing line from Sydenham to Bankstown. Integrating the existing line Sydenham to Bankstown will cause a shutdown of the crowded section for some month for the upgrade.
- 4. Trains on the section from Sydenham to Bankstown may be downgraded from double deck trains to single deck trains. This will be a decrease in capacity compensated by a shorter headway of 2 minutes. Considering a new alignment will result a real increase of capacity. An upgrade of the existing signalling system on the section Sydenham to Bankstown to a shorter headway will further increase the capacity of that section.
- 5. The information provided contains no details concerning the depot, stabling or maintenance facilities.
- 6. Both stages afford an opportunity for Sydney's future rail network to close the gap between the North West Growth Centre (Rouse Hill, Riverstone and Schofields) and the South West Growth Centre (Leppington, Austral, Oran Park) and to operate a circle line. Such concepts have been successfully implemented in fast growing cities such as Berlin/Germany (DB's S-Bahn Ringbahn (Circle Line)).





Map of Berlin Circle Line & S-Bahn



https://en.wikipedia.org/wiki/Berlin_Ringbahn