

Rail Advisory Committee - Member Details

Name	Company	Title	Address	Number	Email
Desmond Dent	10,000 Friends of Greater Sydney Ltd	Secretary & CEO	Out of scope information		
Andrew McCusker	University of Wollongong	Director Rail Logistics			
Rufus Boyd	Interfleet Transport Advisory UK	Director			
Brendan Lyon	Infrastructure Partnerships Australia	Chief Executive			
Bryan Nye	Australasian Railway Association	Chief Executive			
Rhonda Daniels	Department of Planning and Infrastructure	Director Metropolitan and Regional Strategies			
Mike Scanlan	Balance Resources	Specialist Advisor - Rail			
Ron Christie		Independent specialist			
Anna Bardsley	Infrastructure Partnerships Australia	Policy Officer			
Ash Salardini	Australasian Railway Association	Economist			
Pier Brogan	10,000 Friends of Greater Sydney Ltd	Director			
Garry Glazebrook	City of Sydney Council	Transport Policy Manager			

TERMS OF REFERENCE

Strategic Passenger Rail Operations Plan - Rail Advisory Committee

PURPOSE

To provide advice on the Master Plan Rail Strategy.

REVIEW SPONSOR & CONTEXT

The Review Sponsor will be Deputy Director General Planning and Programs (Ms Carolyn McNally). Advice arising from the review will be used by TfNSW when finalising the Master Plan.

SCOPE

The RAC's scope will include:

- Sydney and the Metropolitan Region
- Primary focus on Passenger Rail, with a consideration of interfaces with Rail Freight, High Speed Rail and Country Rail.

OBJECTIVES

Specific objectives of the Rail Advisory Committee are to:

- Provide advice and feedback on the rail strategy investigations.
- Provide advice and feedback on how to improve rail strategy investigations.
- Provide advice on risks or key issues that have been identified.

AIMS

- To create a forum for discussion and exchange of information on topics related to the development of a long term rail strategy.
- To assist the project team to identify issues related to the rail service provision and network options.
- To bring fresh insights into customer service and rail operations.
- To challenge the assumptions and the status quo.
- To identify issues and opportunities.

DUTIES

The duties of the RAC include:

- Reviewing strategic operations plans as presented via presentations, reports and other documents;
- Providing feed-back and advice on the assessment process and the outcomes through the specific group meetings or via correspondence from individuals.
- Provide advice and feedback about rail strategy whilst considering the NSW Roads plan.

MEMBERSHIP

<i>Person / Title</i>	<i>Role/Responsibility</i>
Deputy Director General Planning & Programs	Co-chair
Representative from the Independent Public Inquiry into Sydney's Long Term Public Transport Plan	Ron Christie
Representative of FROGS (Friends of Greater Sydney)	Desmond Dent CEO
Representative of ARA	Bryan Nye CEO
International Advisor (SMART University of Wollongong)	Andrew McCusker (formerly head of operations MTR)
International advisor (Interfleet Transport Advisory UK)	Rufus Boyd Director (formerly Director Stage Coach Rail UK)
Urban Planning	Rhonda Daniels (formerly Sydney University)
Former GGM, Queensland Rail	Mike Scanlan
Infrastructure Partnerships Australia	Brendan Lyon
University of Technology, Sydney	Dr. Garry Glazebrook
University of Technology Sydney	Dr. Michelle Zeibots

MEETINGS, AGENDA, PAPERS AND PROTOCOLS

Documents for review may be provided for individual assessment or group assessment.

The RAC will meet as required to support the delivery of the Transport Master Plan. There is no quorum required for the group.

An agenda and business papers for each meeting will be prepared by Long Term Rail Strategy and distributed before the meeting. Minutes will be kept and distributed to all RAC members.

Whilst the RAC will discuss issues and options it is not anticipated that the RAC will reach a unanimous decision or even consensus on any issue. Comments and opinions of the members will be recorded in the minutes.

LIMITATIONS

The RAC is not a funding authority or a project approval authority.
The RAC does not have network configuration decision authority.
The RAC does not review committed rail initiatives.

DURATION

- It is anticipated that 3 meetings will be held before the conclusion of the Transport Master Plan in November 2012.
- It is expected that the group will meet periodically after the publication of the Master Plan to review implementation.

Agenda



Transport

	Activity	Lead	Time
	Welcome and introductions	Les Wielinga	9:30
	Agenda		9:40
	Rail Advisory Committee: Terms of Reference	Carolyn McNally	9:50
	Expectations	Nick Fletcher	10:00
	Long-Term Transport Master Plan and submissions: update	Carolyn McNally	10:15
	Long-Term Rail Futures document: Vision and Objectives	Gary McGregor	10:30
	Rail Strategy Futures	Gary McGregor	10:40
	Coffee		11:00
Challenges	Customer Experience: Research insights	Rosheen Mason	11:15
	Forecast Demand	Alan Broadbent, AECOM	12:15
	Lunch		12:30
	Capacity analysis and operational constraints	Tony Eid & Lars Herold	1:15
	Infrastructure Delivery Risk	Chris Meale	2:15
	Coffee		3:00
Solutions	Rail Futures: Key questions and potential approaches	Gary McGregor	3:15
	Summary and next steps		4:45
	Close	Carolyn McNally	5:00

CABINET IN CONFIDENCE

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MINUTES

Rail Advisory Committee: 24th May 2012

Date	24 May 2012		
Time	9.30 am – 5pm		
Venue	Citigate Central Hotel, 169 – 179 Thomas Street, Sydney		
Chairperson	Carolyn McNally		
Attendees			
External Advisors	Ron Christie	RC	Representative from the Independent Public Inquiry into Sydney's Long Term Public Transport Plan
	Piers Brogan	PB	Friends of Greater Sydney (FROGS)
	Ash Salardini	AS	Australasian Railway Association
	Andrew McCusker	AM	International Advisor; SMART University of Wollongong; formerly head of operations, MTR Hong Kong
	Rufus Boyd	RB	International advisor Interfleet Transport Advisory UK. Formerly Director Stage Coach Rail, UK
	Rhonda Daniels	RD	Urban Planning; formerly Sydney University
	Mike Scanlan	MS	Former GGM, Queensland Rail
	Anna Bardsley	AB	Infrastructure Partnerships Australia
	Dr. Garry Glazebrook	GG	University of Technology, Sydney
	Dr. Michelle Zeibots	MZ	University of Technology Sydney
Transport for NSW	Carolyn McNally	CM	Deputy Director-General, Planning & Programs, TfNSW
	Gary McGregor	GM	GM Rail Transport Strategy (TfNSW)
	Tony Eio	TE	Chief Operating Officer (RailCorp)
	Chris Meale	CM	Project Director Project Development (TfNSW)
	Melissa Jovic	MJ	Manager, Rail Network Planning & Service Strategy
	Michael Magney	MM	Director, Project Development Services
	Casey Rooke	CR	Rail Service Analyst
	Kate Golotta	KG	Manager State and Industry Partnerships
	Kate McLachlan	KM	Strategic Partnerships Officer
	Rosheen Mason	RM	Principal Manager, Customer and Stakeholder Insight
	Lars Herold	LH	Rail Reform (RailCorp)
	Alan Broadbent	AB	AECOM (Presenter)
	Nick Fletcher	NF	TfNSW Rail Strategy Team (Facilitator)
Apologies:	Desmond Dent		CEO of FROGS (Friends of Greater Sydney)
	Bryan Nye		CEO of Australasian Rail Association (ARA)
	Brendan Lyon		Infrastructure Partnerships Australia

Meeting Minutes		Responsible/ Due Date
1.	Rail Advisory Committee (RAC) Terms of Reference	
1.1	<p>RAC Terms of Reference (ToR) were agreed, with one addition approved by the group:</p> <ul style="list-style-type: none"> Advice and feedback about rail strategy provided by the RAC should include consideration of the NSW Roads plan. <p>Action: the ToR to be updated by NF and circulated for approval by KG.</p>	NF KG
2.	Objectives for the workshop	
2.1	<p>Attendee objectives for the workshop were gathered. Attendee objectives that were met by the workshop included:</p> <ul style="list-style-type: none"> Listen to a variety of views and gather feedback. Gather insights on customer feedback. Understand a vision the RAC can advocate. Understand work done to analyse the rail system to date. Provide greater clarity and certainty about the vision and strategy. Ensure alignment of directions across the group. Form a picture of the future. Clarity around the outcomes of the Rail Futures document. Practical discussion and direction. <p>Objectives that are to be addressed at future meetings included:</p> <ul style="list-style-type: none"> Better understand how the plan will be delivered (i.e. governance) Discover ways that UTS can help determine and deliver the Rail Futures. Look at the plan from a funding perspective Understand staging for the implementation of the plan. Ensure ongoing integration of transport & land use planning Understand the impact of the plan from a sustainability point of view 	Note
3.	Long-Term Rail Futures Evaluation Criteria	
	<p>TfNSW explained that all of the rail plans received through the public consultation exercise ultimately translate to four different potential rail futures.</p> <p>He outlined the criteria that have been used to evaluate these. A number of additional considerations were suggested. These include:</p> <ul style="list-style-type: none"> Include rail's modal share of passengers, with an aim for rail patronage to exceed road patronage. The level of cost recovery of the rail network. The degree of modal shift from road to rail. Better considering cost-effectiveness by including impacts on road in rail considerations. Need to connect people with where they want to go. Rail to be viewed as part of the wider Sydney community. 	Note

Meeting Minutes		Responsible/ Due Date
4.	Customer Experience	
	<p>TfNSW presented data outlining recent research and analysis of rail customers' in order to understand "What are customers' expectations over the next 20 years?" They stated relative importance of various attributes of rail journeys (e.g. frequency, travel time, seat availability).</p> <p>This data supported previous analysis in this area, confirming that time-related attributes were most important, followed by safety and then comfort (personal space and seat availability).</p> <p>Action: more specific work should be undertaken to assess customer's stated preferences and tradeoffs of journey time vs. comfort.</p>	GM
5.	Demand	
	<p>AECOM presented demand models of the Sydney rail network, showing current and forecast 2036 demand volume : rail capacity ratios. The data presented is for the AM peak; conclusions apply also to the PM peak.</p> <p>The analysis indicated significant crowding across most of the network would occur by 2036. Expected demand growth indicated that the Western line into Central will reach 'high crowding' levels by c. 2017-2018. This will be relieved by the North West Rail Link, but demand will then again reach excessive levels at around c. 2026. Similarly, the North Shore line into Wynyard, is predicted to reach 'high crowding' levels by c. 2030.</p> <p>In summary, demand is forecast to exceed capacity on key lines into and within the CBD within the next two decades.</p> <p>It was suggested that the proposed changes on the M5 be considered for their impact on demand on the rail network.</p>	Note
6.	Increasing capacity on the existing network	
	<p>TfNSW and RailCorp presented data showing that the existing configuration of Sydney's rail network is complex, leading to a relatively difficult-to-manage and unstable network that suffers from bottlenecks at a range of locations.</p> <p>The analysis showed that some extra capacity can be delivered by simplifying the existing operation and, in some cases, changing the rollingstock. A list of options to increase capacity has been identified and is currently being assessed by TfNSW. However, it is clear that whilst some extra capacity can be generated through these improvements, there will come a point when this will be insufficient to meet the growing demand. In such a case, a 'step change' capacity improvement will be required.</p> <p>It was suggested that further work to consider the ultimate capacity of Wynyard and Town Hall be conducted.</p> <p>It was suggested that the City Circle line would be an ideal candidate for a high-frequency, single deck rail service.</p>	Note

Meeting Minutes		Responsible/ Due Date
7.	Deliverability	
	<p>TfNSW outlined the potential construction risks and high-level costs associated with pursuing each of the four rail futures. It is clear that any future that requires significant rebuild or redesign will incur significant cost and risk, whilst delivering minimal benefit.</p> <p>Planning to use latest technology in infrastructure, signals and rollingstock will deliver increased capacity and enable services to be tailored to customer requirements.</p>	Note
8.	Discussion and Review	
	<p>There was general agreement from the workshop about the data presented, level of analysis and resulting conclusions.</p> <p>A number of additional suggestions were made; these are:</p> <p>Rail Futures document</p> <ul style="list-style-type: none"> Any extension of the rail network should be designed to modern infrastructure and rollingstock standards to deliver reliable, high capacity services: especially any 2nd harbour crossing. It is highly desirable to build and upgrade a modern network for the future. Differentiated rail services in some areas of Sydney are needed in order to meet customer needs. Continue to ensure rail changes are considered in conjunction with potential changes to the road network. Communicate the long-term nature of rail investment against the short-term life of road investments. Consider impacts of any Sydney rail changes outside the Sydney basin. Wherever possible, seek to segregate passenger from freight. Think about combining high speed rail (HSR) into the Rail Futures work. Could the City Circle Line become a Rapid Transit style service? Sectorisation is a principle that should be actively pursued in the Rail Futures work. <p>Communicating the Rail Futures</p> <ul style="list-style-type: none"> When communicating the plan, TfNSW should focus on the option chosen, rather than running through all options. Acknowledge that Sydney has different and unique transport needs – especially when considering differentiated services. Focus on the what will be the changes and benefits to customers. TfNSW and the RAC need a consistent message: we should present a solution and be strong in defending that solution. A clear message should be that we can't 'tinker' with the system for another generation: we have to plan now and deliver a step-change in capacity effectively. <p>Long Term Transport Master Plan (LTTM)</p> <ul style="list-style-type: none"> Don't focus just on infrastructure in the Long Term Transport Master 	CM and GM to action in the Rail Futures document and LTTM where possible

Meeting Minutes	Responsible/ Due Date
<p>Plan, but include other non-infrastructure ideas e.g.:</p> <ul style="list-style-type: none"> ○ Soft and Hard Travel Demand Management e.g. pricing ○ Ideas such as 'Frequent flyer' points for using rail off-peak <ul style="list-style-type: none"> • Comment on the degree of economic evaluation to date, and the degree and type of economic evaluation envisaged. • The LTTM should be clearly embedded with land use. • The LTTM should address city crowding as a whole. • Understand implications for Wider Economic Benefits (WEB) on Sydney's Global Arc, including any regional benefits. • Overlay the rail diagram with key geographic centres. Don't just use a rail-oriented perspective, but show key centres e.g. Burwood, Westmead, Sydney Airport. <p>Service improvement suggestions</p> <ul style="list-style-type: none"> • Consider re-establishing the Y-link service on the Cumberland line. • In order to justify significant capital investment in extending the system, we need to show that we are being as aggressive as possible with our existing operations and unlocked all available capacity. • Reform has to precede capital investment: e.g. British Rail in the 1980s. • The short-term investments should be included as part of a comprehensive package of rail reform. <p>Impact on freight</p> <ul style="list-style-type: none"> • Consider the impact on freight of the Rail Future, recognising that this group's ToR are primarily designed to focus on passenger rail. <ul style="list-style-type: none"> ○ In particular, understand what freight impacts the incremental increase in off-peak passenger services may have. <p>Potential areas to address at the next meeting</p> <ul style="list-style-type: none"> • Provide greater clarity about options North and South of the harbour within the Chosen Rail Future: especially connections to the airport. • Provide clarity around where customised rail services could be introduced. • What happens after the Rail Future is implemented? i.e. a longer-term (50-year) view? • Discuss likely timeframes for some of the initiatives discussed. 	
10. Next Meeting	
The next meeting is to be held in approximately 2 months' time: c. Late July 2012.	Note