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Louis Chen
Social Research Officer
Cumberland City Council
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Transport in the Cumberland community

Dear Louis Chen,

EcoTransit is a not-for-profit, public advocacy group promoting public and active transport. Public transport must play the most important role in making Cumberland and Western Sydney a very liveable city that people want to live, work and play in.

EcoTransit believes what is really needed to make Cumberland a liveable, attractive city is enough new heavy rail (Sydney Trains) or light rail links providing cross-connections with existing lines to enable people to travel to work, school or leisure quickly, without the need to drive motor vehicles, thus reducing congestion and pollution.

EcoTransit members include residents living and commuting regularly in the Cumberland local government area. Our transport advocacy group has a close working relationship with the Restore Inner West Line (Liverpool via Regents Park) and Save T3 Bankstown Line community campaigns.

We have identified the following priorities to address transport disadvantage in Cumberland:

- Supporting heavy rail (Sydney Trains Network) – page 2 to 6
- Expanding light rail – page 7 to 11
- Improving bus frequency – page 12 to 13
- Encouraging cycling and walking – page 14 to 15
- Comments about Sydney Metro – page 16 to 19

This submission to the Cumberland Transport Survey includes our proposals of a Pippita City Express, Parramatta Road Light Rail and Parramatta to Bankstown Light Rail

We thank Cumberland City Council for receiving our submission for the *Cumberland 2030: Local Strategic Planning Statement (LSPS)* in July 2019.

This submission for the 'Transport in the Cumberland community' survey is also an extension of our submission for the LSPS.

Sydney Trains Network

Restore Inner West Line (City to Liverpool via Regents Park)

EcoTransit supports the restoration of the T2 **Inner West Line's City to Liverpool via Regents Park** train service in October 2013. The City to Liverpool via Regents Park service commenced in 1924 to provide relief on the Western Line around Granville.

The 2017 Sydney Trains timetable's extension of the T2 Inner West Line from Homebush to Parramatta demonstrates the capacity for services to return to Liverpool via Regents Park.

The restoration of the Inner West Line to Liverpool via Regents Park also removes the need for Chester Hill and nearby commuters (west of Bankstown) having to interchange twice (Birrongo then Lidcombe) to reach the Inner West.

Berala and Regents Park commuters also benefit from having direct service to the City Circle via the Inner West which is the shortest distance (and soon to be the only physically available option due to the conversion of Sydenham to Bankstown into Metro Southwest).

Restore Inner West Line (City to Bankstown via Regents Park)

EcoTransit supports the restoration of the **City to Bankstown via Regents Park** train service (also known as the **Bankstown circle**). Prior to October 2013, the T3 Bankstown Line provided Berala and Regents Park with 2 routes to the City Circle.

The Inner West route via Strathfield was truncated at Lidcombe in 2013, leaving the longer route via Bankstown/Sydenham.

However, the opening of the Sydenham to Bankstown Metro Southwest removes the final direct route to the City Circle.

Around 19,000 commuters west of Bankstown including Berala, Regents Park and Chester Hill will have to interchange twice (either at Bankstown then Sydenham or Central, or Birrong and/or Lidcombe) to reach the City Circle.

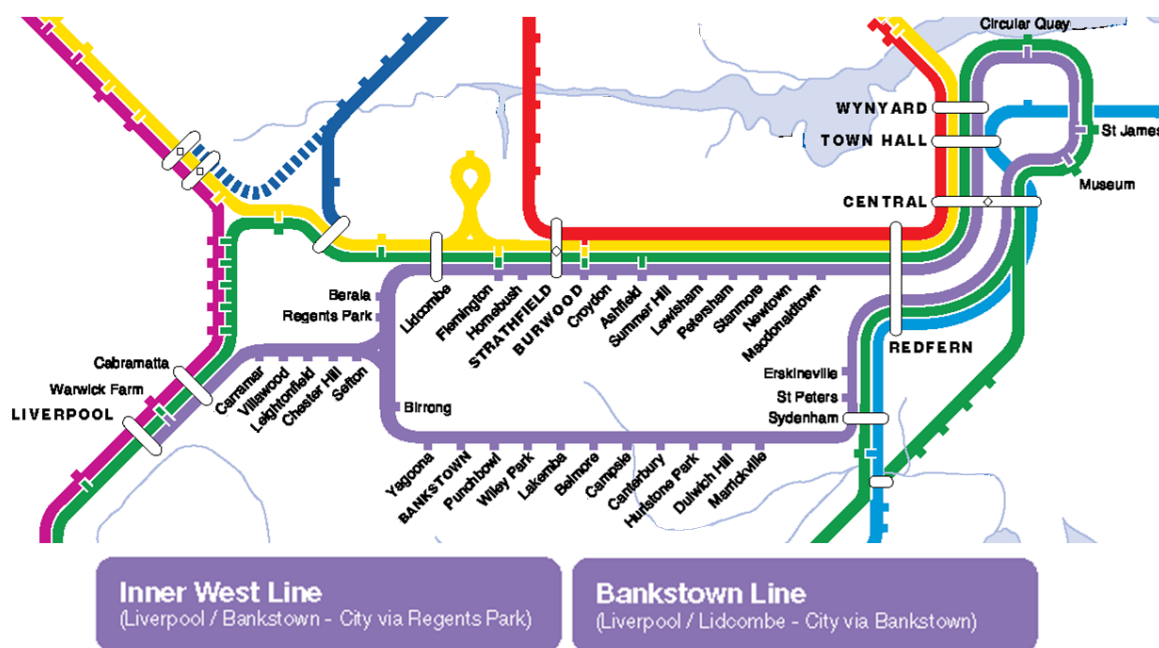


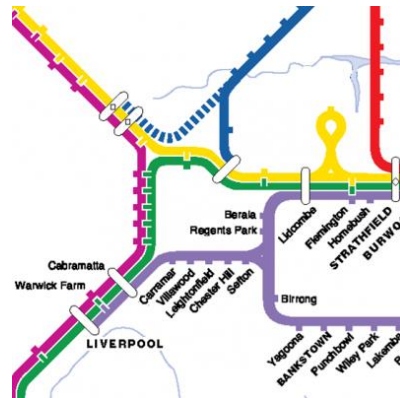
Fig 1. The Inner West Line and Bankstown Line prior to October 2013

EcoTransit thanks Cumberland City Council for endorsing the return of services to the Inner West Line and Bankstown Line to operational routes prior to October 2013.

The Council Resolution of 21 February 2018 in support of restoring the Inner West Line (City to Liverpool via Regents Park and City to Bankstown via Regents Park), resolution on 20 November 2019 to include inclusion of this transport route in the LSPS, and resolution of 19 February 2020 to endorse Transport for NSW's preferred proposal to restore the City to Liverpool via Regents Park service in rail planning for west of Bankstown after the opening of Metro Southwest is positive for commuters.

Restoring the Inner West Line – Liverpool via Regents Park will also alleviate traffic congestion and reduce the parking crisis at Lidcombe railway station, as commuters from west of Bankstown will have a direct train to the City Circle and no have an incentive to drive to Lidcombe.

Changes to the Inner West Line (and Bankstown Line) since 2013



*Fig 2. Before 2013: Inner West Line
City to Liverpool via Regents Park
City to Bankstown via Regents Park
Inner West Line (Liverpool via Regents Park) opened in 1924*



*Fig 3. 2013 – 2017: T2 Inner West Line
City to Homebush Only
No Trains to Liverpool/Bankstown
Interchange at Birrong, Lidcombe, Strathfield*



*Fig 4. 2017 – Present: T2 Inner West Line
City to Parramatta Only
No Express at Lidcombe, Auburn, Granville
Stations east of Bankstown to be converted into Metro in 2024
Transport for NSW is currently planning for rail options for the west of Bankstown*

Pippita Express

EcoTransit has proposed a new **Pippita City Express** service as part of an improved Sydney transport network needs that focuses on distributing people around and throughout its businesses and services.

Although past planning has focused on transport to and from Sydney's CBD, it's future planning needs to distribute people around its suburbs.

Pippita City Express provides a useful central node in Sydney's future transport mesh network, starting with the provision of express trains from Lidcombe to Sydney CBD via Olympic Park.

The 2017 Sydney Trains timetable's extension of the T2 Inner West Line from Homebush to Parramatta was at the expense of the T1 Western Line's express services for Lidcombe, Auburn, Clyde and Granville.

Cumberland Council and Mayor Steve Christou has repeatedly expressed concerns about the loss of express train services to Sydney CBD including at Lidcombe station.

Pippita City Express also removes the inefficient termination of the T7 Olympic Park Line at Lidcombe station and reintroduces a direct service from Olympic Park to Central station.

The 2013 Sydney Trains timetable's removal of the weekday regular Central to Olympic Park service has also been of concern to commuters and residents from the former Auburn City Council LGA.

The **Pippita City Express** proposal includes the construction of a new Pippita station on the T7 Olympic Park Line above Parramatta Road and the M4 Western Motorway. (This is slight to the north of the former station's site when it was closed in 1995)

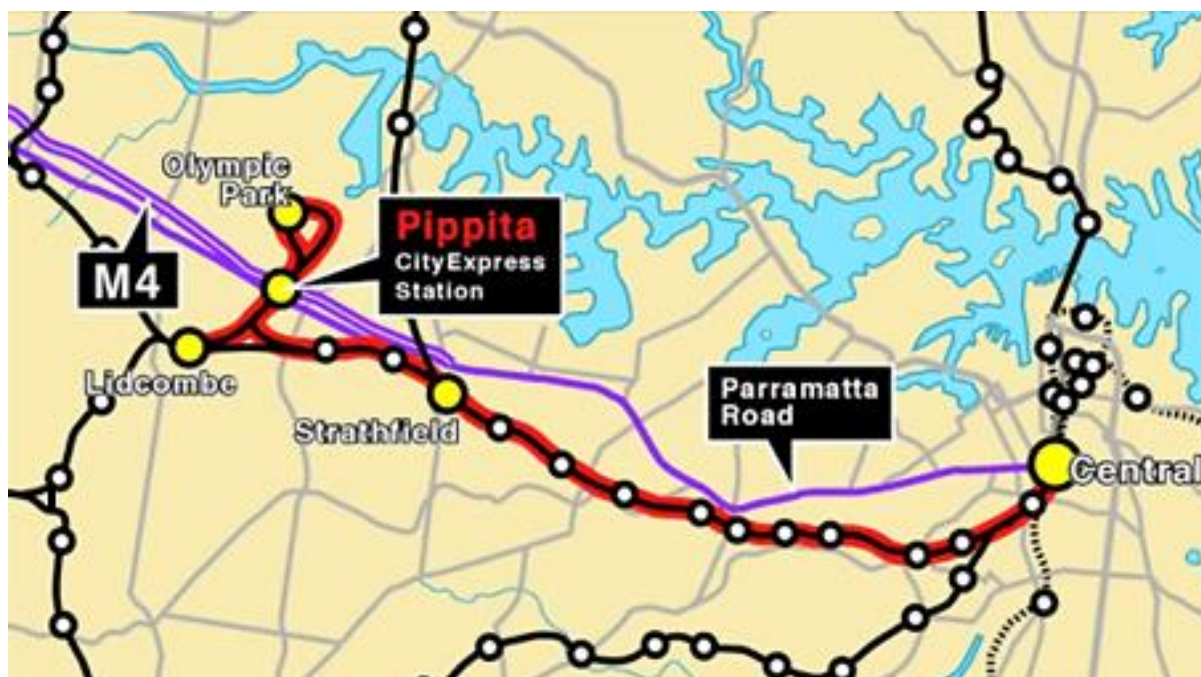


Fig 5. The proposed Pippita City Express with a new Sydney Trains station above Parramatta Road/M4



Cumberland Council is encouraged to work with Sydney Olympic Park and Parramatta Council to convert the existing P4 Olympic Hockey Centre carpark into a multi-storey commuter carpark for the new Pippita station.

An access road currently designated for special events buses which exists connecting the M4 and the P4 Olympic Hockey Centre carpark, can become an entrance to the Pippita station commuter carpark with access from Sarah Durack Avenue and Shirley Strickland Drive maintained.

Residents and businesses along the Parramatta Road corridor in North Lidcombe and in the Carter Street Precinct would also benefit from being in walking distance (around 500m) from the new Pippita station.

A minimum of 4 trains per hour would commence from Platform 0 (Sprint) at Lidcombe, stop at Pippita, Olympic Park, Pippita, Strathfield, Redfern then express to Grand Concourse platforms at Central station in around 20 minutes before returning to Lidcombe with the same stopping pattern.

The **Pippita City Express** would not only relieve overcrowding from Lidcombe but allow people from surrounding suburbs such as Silverwater, Wentworth Point and Newington with no current rail access to drive and park at the new Pippita commuter carpark and join an express train service to Central.

In addition to developing a new commuter carpark, there is the potential for new shops and a childcare centre at the P4 Olympic Hockey Centre carpark site, allowing workers to drop off and pick up pre-school children before commuting going to and from work, and also complete any shopping on the way home!

The cost of building Pippita station and carpark would be around \$100 to \$120 million dollars and would significantly reduce traffic congestion on Parramatta Road in Auburn, Lidcombe and east of Strathfield.

The new Pippita station would operate in conjunction with **EcoTransit's** proposal for **Parramatta Road Light Rail**, which are both presented in the video titled: [WestConnex: Greiner's folly Part 3 -- East-west axis -- the problem & the solutions](#)

Light Rail

Parramatta Road Light Rail

EcoTransit proposes a new Light Rail service along the Parramatta Road from the west of Central station.

The **Parramatta Road Light Rail** can provide a high-frequency high capacity service throughout the Inner West, Burwood, Strathfield linking with Cumberland LGA to distribute people to destinations such as Lidcombe, Pippita, Strathfield, Concord, Leichhardt, Camperdown, and Ultimo.

A Light Rail stop would be constructed on Parramatta Road under the **Pippita City Express** train station.

This proposal will provide high-quality public transport access to residences, commercial, industrial, health, education and entertainment precincts.

EcoTransit believes that the proposed **Parramatta Road Light Rail** should connect with the Parramatta Light Rail Stage 2 at Carter St, Lidcombe (Sydney Olympic Park)



Fig 6. The proposed **Parramatta Road Light Rail** to meet the **Parramatta Light Rail Stage 2** at Carter St

Parramatta Light Rail Stage 2

EcoTransit believes that the Parramatta Light Rail Stage 2 should adopt the alternative Camelia alignment being considered by the NSW Government and not replace the heavy rail on the T6 Carlingford Line.

EcoTransit also acknowledges Cumberland City Council's proposal outlined in the LSPS for an extension of the Parramatta Light Rail Stage 2 from Carter St to Lidcombe station.

We would not support any proposal that jeopardises the future of a heavy rail line, and in this case, we would need an assurance from the NSW Government that the T7 Olympic Park Line would remain open if Light Rail were to be extended to Lidcombe station.

Extending the Light Rail from Carter St to Lidcombe would also open the door for future conversion of the T3 Bankstown Line (section west of Bankstown/non-Metro Southwest) from Lidcombe to Cabramatta and Bankstown, which would be at the expense of the existing heavy rail service and forfeit the opportunity to **Restore Inner West Line (City to Liverpool via Regents Park and City to Bankstown via Regents Park)**.

Parramatta to Bankstown via Granville and Chester Hill

EcoTransit supports new Light Rail along the **Parramatta to Bankstown** corridor through the **Granville and South Granville wards of Cumberland LGA**.

The **Parramatta to Bankstown via Granville and Chester Hill Light Rail** route first reviewed by a Parramatta Council feasibility study in August 2013 services a range of residences, commercial, industrial, educational, sporting and airport facilities.

This new Light Rail line would require minimal property acquisition with the exception of the need to create a new corridor (possibly through Foley Lane in Georges Hall) between the Crest Sporting Ground and Bankstown Airport.

A new railway bridge (Chester Hill Road) over the T3 Bankstown Line would need to be constructed to facilitate a Light Rail stop above the train station and a new lift to the train platforms below.

EcoTransit suggest the following Light Rail stops starting from Parramatta Light Rail Stage 1 Macquarie St then, Auto Alley (Parramatta Road), Delany College (Woodville Road), Granville Woolworths (Louis St/Blaxcell St), South Granville (Delwood St/Blaxcell St), Chester Hill North Public School (Kenward Ave/Campbell Hill Road), Bass Hill (Buist St/Chester Hill Rd)), Crest Sporting Ground (Rex Road), Bankstown Airport (Marion St), Condell Park Shops (Townsend St), and terminating at Bankstown Arts Centre (near Bankstown Station)

Light Rail connecting Bankstown Airport to both Bankstown and Parramatta would remove a major need for the NSW Government's announced extension of Sydney Metro Southwest from Bankstown to Liverpool.

The **Parramatta to Bankstown via Granville and Chester Hill Light Rail** would be a stronger alternative to Canterbury-Bankstown Council's proposal for an underground new Metro line in this corridor.

Light Rail (kerbside) not only would it be cheaper to build but also be patronised with commuters walking to the many Light Rail stops instead of driving to the sole Metro station between Parramatta and Chester Hill.

It would be economically unviable for multiple underground Metro stations unless the entirety of South Granville was significantly redeveloped with high-density dwellings

Please see also our comments regarding Sydney Metro at the end of this submission.

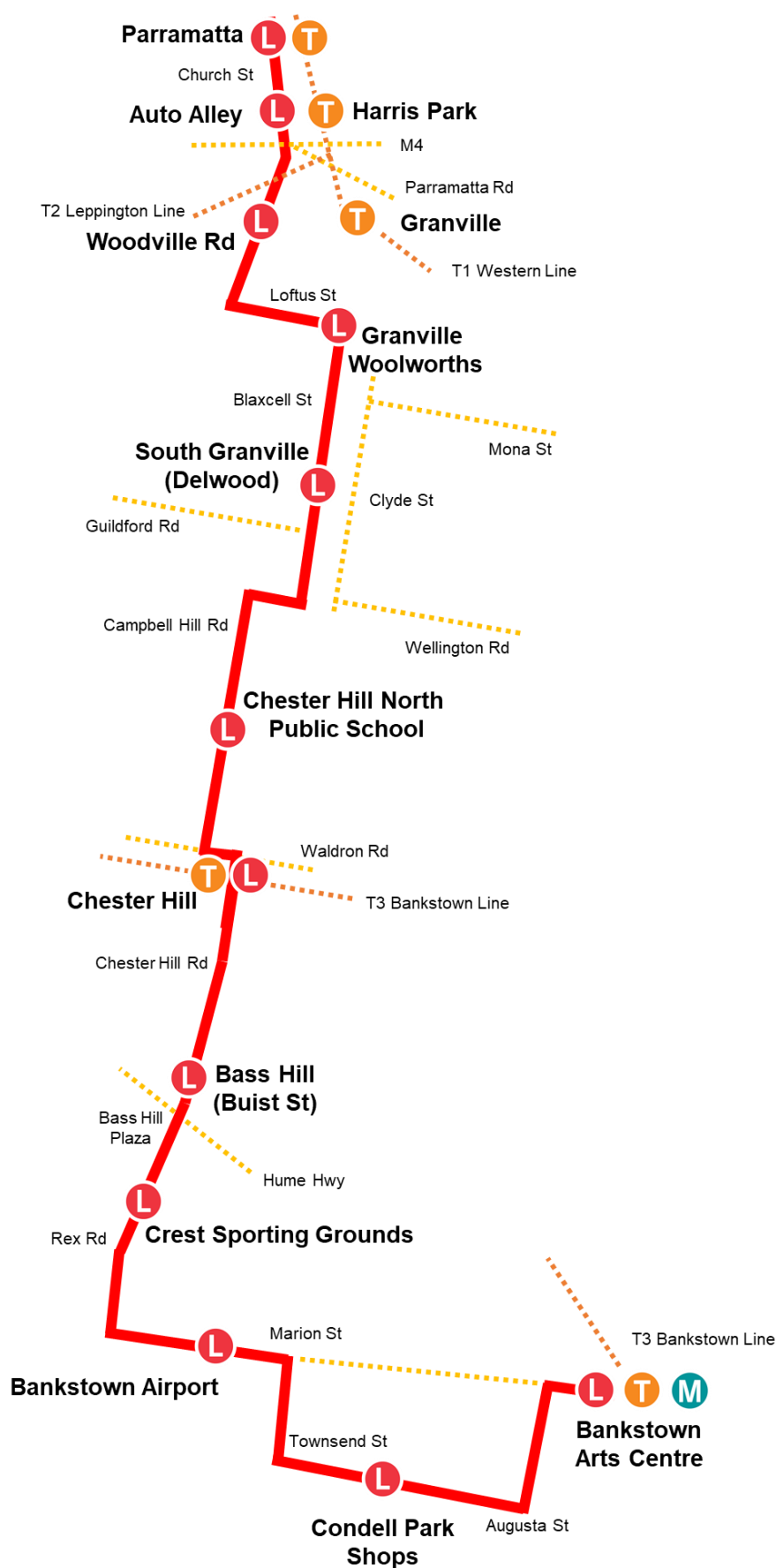


Fig 7. An approx. 19km route from Parramatta to Bankstown via the stops proposed by EcoTransit

Tram-Trains

T6 Carlingford Line

EcoTransit previously has advocated for the introduction of Tram-Trains on the T6 Carlingford Line instead of conversion to Light Rail.

Tram-Trains share heavy rail lines with suburban passenger, freight, high-speed trains, and light rail in many countries around the world including Germany and France. Please note that Tram-Trains are not “trackless trams” (guided busways)

EcoTransit proposes to utilise the sufficient existing space in the rail corridor to build a rail bridge with a ruling gradient of 1 in 80 over Parramatta Road to replace the existing level crossing

Tram-Trains would operate from Carlingford to Clyde, providing existing connections to the Cumberland LGA and interchange opportunities for services on the T2 Inner West and Leppington Line.

In the morning peak, 3 trains (heavy rail/double-deck) would continue as through services to Sydney CBD, and again 3 trains would return from the City to Carlingford on the T6 Carlingford Line.

Maintaining the heavy rail line would allow for a future extension to Epping station allowing commuters to connect with the T9 Northern Line and interchange for the Sydney Metro Northwest.

Bus

West of Bankstown after Metro Southwest

EcoTransit is concerned at NSW Government plans to operate bus services instead of heavy rail services for commuters from Lidcombe – Berala – Regents Park – Sefton – Chester Hill – Leightonfield – Villawood – Carramar – Cabramatta and for Birrong – Yagoona – Bankstown stations.

EcoTransit opposes the closure of any station on the T3 Bankstown Line and opposes the Sydney Metro Southwest (Sydenham to Bankstown/Liverpool).

We also believe that improvements to the timetable for existing public bus services are necessary to reduce reliance on motor vehicles in Cumberland LGA:

- **908 Bankstown to Merrylands via Sefton, Regents Park, Berala, Auburn**

Increase frequency to every 30 minutes during weekdays

Extend operating hours of the full route until 7 pm during weekdays and 6 pm on weekends

- **911 Bankstown to Auburn via Chester Hill**

Increase frequency to every 30 minutes during weekdays

New services every 60 minutes on weekends

- **S2 Sefton to Granville via Chester Hill and 916 Chester Hill to Guildford**

Increase frequency to every 60 minutes during weekdays

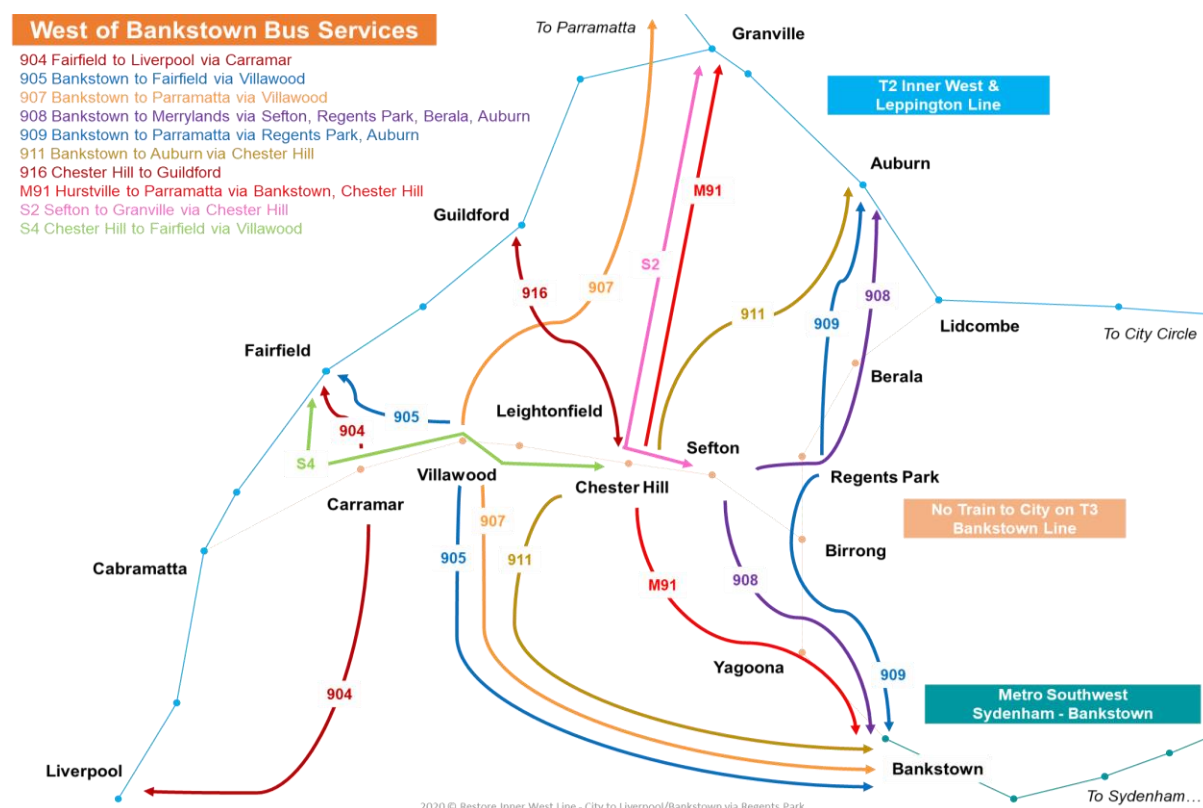


Fig 8. Map of current bus services west of Bankstown including routes servicing Cumberland LGA

West of Merrylands

We also support the increase in bus services west of Merrylands to make public transport more attractive for commuters in the Granville, Greystanes, and Wentworthville wards.

Cumberland City Council should work with the NSW Government and Transit Systems to introduce **new bus routes from Toongabbie and Pendle Hill stations servicing residents at Pemulwuy and Greystanes.**

Frequent public bus services should connect all Cumberland LGA commuters to their nearest train stations on the T1 Western Line, T2 Leppington Line, T3 Bankstown Line, and T5 Cumberland Line in order to reduce reliance on driving and alleviate a lack of parking in town centres.

Mona St Bridge

EcoTransit urges Cumberland City Council to fast track improvements to reduce traffic congestion across Duck River especially on the Mona St and Wellington Road bridges in Auburn.

The **Mona St Bridge widening** project would reduce traffic congestion causing delays for the important 908 bus route between Auburn and Merrylands.

Cumberland Community Shuttle Bus

EcoTransit would like to see the current Auburn Access Loop and Rivers & Gardens Loop increased to an everyday service with a bus every 60 minutes in each direction.

Other wards in Cumberland LGA such as Granville, Greystanes, and Wentworthville should also have similar loop services connecting residents with important landmarks and facilities.

All **Cumberland Community Shuttle Bus** services should be running from 9 am to 6 pm every day.

The loop services would continue to be operated using mini-buses and service a different route to the existing government contract routes.

Cumberland City could also consider providing 2 daily weekday services in each direction to and from Merrylands for residents in Merrylands West, Greystanes, and Pemulwuy.

Cycling and Walking

EcoTransit supports cycling as a form of active transport in Cumberland LGA and recommends the Council undertake a community awareness campaign for driving safely around cyclists.

EcoTransit believes that good general maintenance of footpaths and streetscapes including lighting and water bottle refill/drink fountains are an important part encouraging walking in the community.

The introduction of water bottle refill/drink fountains at all town centres and parks would make cycling a more attractive active transport option for residents.

EcoTransit has identified a number of enhancements to local roads to encourage cycling:

East-West Cycleways

We believe that **Louis Street in Granville** should be improved to include a bicycle lane and be connected to the Duck River Cycleway at Seventh Street in South Granville.

We believe that the bicycle lane on **Guildford Road** west of Woodville Road should be extended to Blaxcell Street in South Granville.

North-South Cycleways

We believe that the **Duck River Cycleway** should be extended at its northern end to **connect with the Parramatta Road and M4 cycleways at Clyde**.

We believe that the **Duck River Cycleway** should be extended at its southern end to **connect with Regents Park station via a new bicycle-friendly Princess Road West and Rose Crescent**.

We believe that **more bicycle-friendly roads should be made available north of Lidcombe and Auburn to connect with the Sydney Olympic Park precinct**.

We believe that **Hawkesbury Road in Westmead** should have a dedicated bicycle lane connecting with Parramatta Council's cycling network.

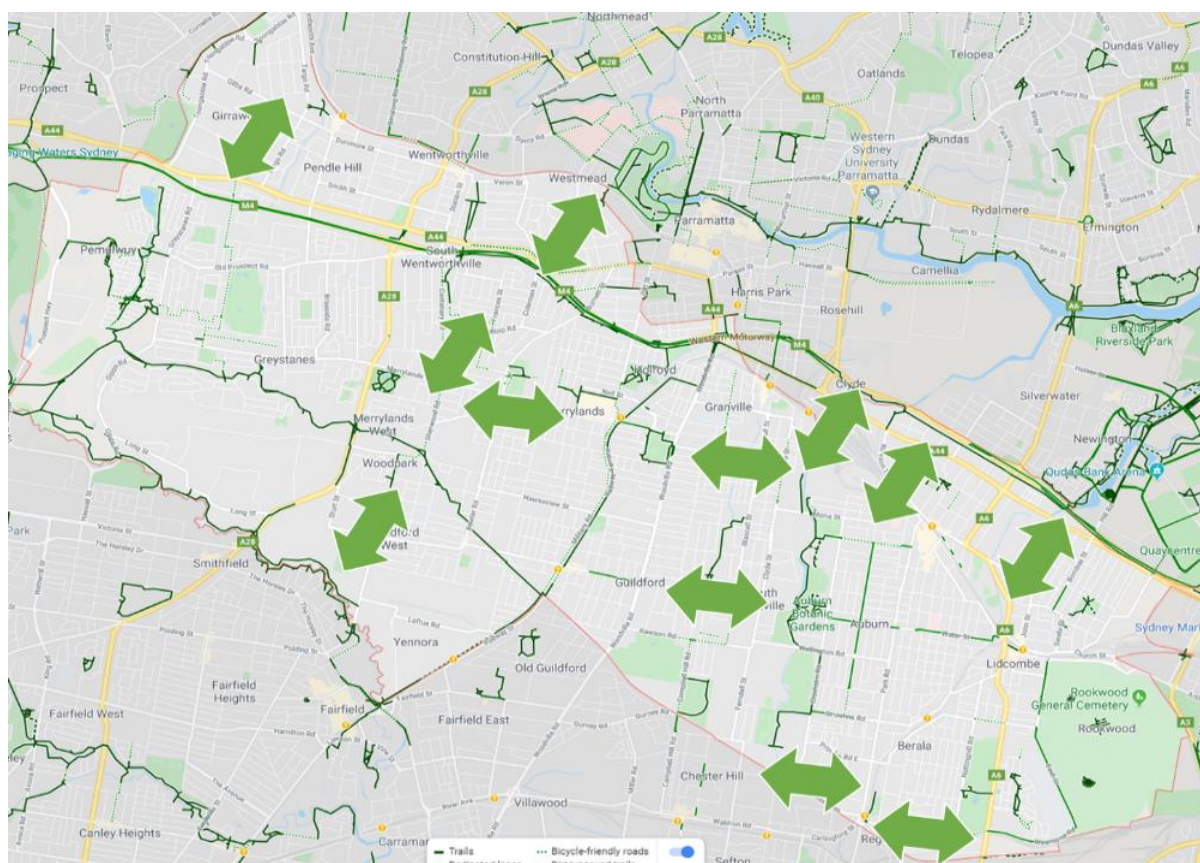


Fig 9. Potential Cycleways and Improvements to Bicycle Friendly Roads in Cumberland

Comments regarding the Sydney Metro

EcoTransit is opposed to Sydney Metro Southwest and Sydney Metro West.

EcoTransit also believes that the North West Rail Link should have been constructed as part of the Sydney Trains Network running heavy rail/double-deck trains.

The construction of Sydney Metro Northwest as single-deck train service separate the rest of the Sydney Trains Network is to the detriment of increasing overall capacity on our railways, especially for the T1 North Shore/T1 Western Line.

EcoTransit supports keeping public transport in public hands and opposes the privatisation of services.

Sydney Metro Southwest

EcoTransit was invited to give evidence at the **NSW Legislative Council Inquiry into the Sydenham to Bankstown Line Conversion held in November – December 2019.**

The Inquiry's Terms of Reference included the examination of the project's "impact on the west of Bankstown", which is directly relevant to Cumberland LGA hence it is disappointing the Council did not make representations on behalf of the community regarding this issue.

Mr Colin Schroeder (Co-Convenor) and Mr John Young (Director of Strategy and Communications) appeared before the Inquiry on behalf of **EcoTransit**.

EcoTransit's submissions can be viewed on the Inquiry's website:

<https://www.parliament.nsw.gov.au/lcdocs/submissions/66264/0091%20EcoTransit%20Sydney.pdf>
<https://www.parliament.nsw.gov.au/lcdocs/submissions/66308/0091a%20EcoTransit%20Sydney.pdf>

Other **EcoTransit** members representing their community groups or areas of expertise at the Inquiry include:

- Roydon Ng (Restore Inner West Line & Save T3 Bankstown Line)

<https://www.parliament.nsw.gov.au/lcdocs/submissions/66315/0102%20Mr%20Roydon%20Ng%20CONFIDENTIAL.pdf>
<https://www.parliament.nsw.gov.au/lcdocs/submissions/66316/0103%20Restore%20Inner%20West%20Line%20and%20Save%20T3%20Bankstown%20Line.pdf>

- Barbara Coorey (Keep Our Area Suburban, former Deputy Mayor of Canterbury Council)

<https://www.parliament.nsw.gov.au/lcdocs/submissions/66238/0081%20KOAS.pdf>
<https://www.parliament.nsw.gov.au/lcdocs/submissions/66911/0081a%20KOAS.pdf>

- Matt Hounsell (Transport Analyst and Planner, Senior Research Consultant at UTS)

<https://www.parliament.nsw.gov.au/lcdocs/submissions/65605/0014%20Mr%20Matthew%20Hounsell.pdf>

The final report from the Inquiry is expected to be released in March 2020.

If Transport for NSW fails to restore the former Inner West Line's City to Liverpool (and Bankstown) via Regents Park train service, the Sydenham to Bankstown Metro Southwest project will have serious consequences for commuters and residents in Cumberland LGA:

- 9 Stations west of Bankstown including Berala, Regents Park, Chester Hill will no longer have a direct train to the City Circle
- Stations west of Bankstown are now at risk of a complete shutdown after the opening of Sydney Metro Southwest (Sydenham to Bankstown/Liverpool) as suggested in the NSW Government's Future Transport Strategy
- Bus services will likely replace trains on the T3 Bankstown Line between Lidcombe – Bankstown – Cabramatta, resulting in a substantial increase in travel times and increased interchange

EcoTransit would also like to draw Cumberland City Council's attention to the significant number of submissions and petitions signed by residents in the LGA for the Inquiry:

<https://www.parliament.nsw.gov.au/lcdocs/other/12791/Proforma%20I.pdf>
<https://www.parliament.nsw.gov.au/lcdocs/other/12790/Proforma%20H.pdf>
<https://www.parliament.nsw.gov.au/lcdocs/other/12789/Proforma%20G.pdf>
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<https://www.parliament.nsw.gov.au/lcdocs/other/12783/Proforma%20A%20Email%20Example.pdf>

It is clear that residents in the Cumberland LGA strongly oppose the Sydney Metro Southwest and instead prefer the following solutions to improve public transport:

- Restore Inner West Line (City to Liverpool via Regents Park & City to Bankstown via Regents Park)
- Save T3 Bankstown Line (No to Metro Southwest, Keep Our Stations Open & Keep Trains to City)
- Fast Trains for Lidcombe, Auburn, Clyde, Granville (Fix T1 Western Line)

We note that the original proposal for Metro Southwest included the conversion of the west of Bankstown to Lidcombe and Cabramatta, but this has been ruled out due to the clashes with freight services in the Sefton Junction south of Regents Park.

Even if the freight train service and passenger rail service conflicts were to be resolved, we do not support any part of the Sydney Metro Southwest.

Sydney Metro Southwest is downgrading an existing rail line and replacing it with a privatised service, which is against the interests of both the Cumberland community and public transport in Sydney.

To save the T3 Bankstown Line and the communities that stretch out along it, the Metro should be diverted from Sydenham on a route that currently does not have a rail service.

Diverting the Metro perhaps to Miranda or Maroubra would actually expand Sydney's rail network and not just replace one service with another inferior service.

Sydney Metro West

The NSW Government has announced Westmead in the Cumberland LGA as its location for the last stop of the Sydney Metro West project.

Sydney Metro West has been presented as the only public transport option that can deliver improvements to rail services in Western Sydney.

This, however, is far from the truth as there have been no alternatives seriously considered, such as a dedicated fast heavy rail tunnel from Westmead to Sydney CBD.

It is important to note that travel times will not be reduced from Parramatta or Westmead to Sydney CBD on the Metro West, and most critically it fails to attract commuters who currently drive, out of their cars and on to public transport.

Beyond Parramatta

Cumberland City Council is now faced with an avoidable commuter parking crisis at Westmead as tens of thousands of Western Sydney residents will converge every weekday morning onto the residential suburb's streets in search for a parking spot in order to use the Metro West.

EcoTransit is not opposed to a new heavy rail line from Sydney CBD to Westmead as long as it has integration with the existing Sydney Trains Network.

A heavy rail line in a tunnel from Westmead to Sydney CBD provides a fast journey from Westmead to Sydney CBD, stopping only at Parramatta and Strathfield.

It will also provide fast speed suburban services from Emu Plains, Penrith and Richmond to Sydney CBD.

Sydney Trains commuters from greater Western Sydney and Toongabbie, Pendle Hill, Wentworthville have no incentive to alight from their comfortable seats on the T1 Western Line and interchange for a majority standing room only Metro West services at Westmead or Parramatta.

Alternative to Metro West

An integrated heavy rail line would allow T1 Western Line commuters to start their journeys from their current station in greater Western Sydney and have a choice of whether they would like to travel on the new express link to Sydney CBD or the existing line via Granville, Clyde, Auburn and Lidcombe.

Diverting some T1 Western Line trains into the tunnel from Westmead to Sydney CBD also frees up capacity on the existing corridor between Strathfield and Parramatta, allowing for additional services on the for Berala, Regents Park, Chester Hill, Lidcombe, Auburn, Clyde, Granville, Merrylands, Guildford, Yennora.

The Sydney Metro West is an expensive way to provide extra rail capacity to Sydney's west and it would only benefit commuters travelling from Parramatta, Olympic Park and the Bays Precinct to Sydney CBD.



Rydalmere can be better served with upgrading services on the **T6 Carlingford Line with tram-trains** and a through connection to Epping via Carlingford.

Sydney Olympic Park could be better served utilising the existing heavy rail line with EcoTransit's **Pippita City Express** and EcoTransit's **Parramatta Road Light Rail** proposal.

Burwood North and Five Dock can be serviced by the **Parramatta Road Light Rail**.

The Bays Precinct and Pyrmont could be connected to Sydney CBD more economically by new and improved Light Rail on the L1 Dulwich Hill Line.

Commuters travelling from Westmead (and west of Parramatta) would be better served by EcoTransit's proposal for a dedicated heavy rail line instead of Metro West.

With modern signalling, it is possible run heavy rail services on the Sydney Trains Network every 2-3 minutes, which is comparable with Sydney Metro.

EcoTransit's proposal for a new heavy rail line would provide a faster and more convenient journey to Sydney CBD and would also reduce traffic congestion in Westmead, as well as encouraging more extensive use of public transport in Greater Western Sydney.

We believe that new rail lines should be constructed in Sydney as part of the public Sydney Trains Network running heavy rail and double-deck trains.



For more information regarding this submission or EcoTransit Sydney, please contact:

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