

SUBMISSION TO CUMBERLAND COUNCIL'S 2030: OUR LOCAL STRATEGIC PLANNING STATEMENT

Reference No. S-5750-01

Public transport must play the most important role in making Sydney a very liveable city that people want to live, work and play in. [EcoTransit](#) believes that the current heavy rail network is fine provided that you live near a station and only need to travel to a destination along the radial network.

What is really needed to make Sydney a liveable, attractive city is enough cross suburban heavy or light rail links providing many interchanges 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.

DOUBLE DECK- NOT METRO: The “Metro” being built at the moment is not in fact a metro! Real Metros operate over relatively short distances, through several conurbations of both residential and employment where people are joining and alighting regularly. Stations are usually fairly close (800-1000 metres apart).

Sydney should be compared with the Paris Regional Express Rail (RER) which operates from the outer suburbs/regions of Paris, through the city and out to other areas.

The RER uses all double deck trains now and through the central area operates at 2-minute intervals; with new signalling being installed the frequency will come down to 90 second intervals – Note all with double deck trains!!

LOW COST INITIATIVES TO IMPROVE PUBLIC TRANSPORT MOVEMENTS:

Reintroduction of services changed or cut by the Government and Transport for NSW (TfNSW) to reduce the necessity to change trains to reach destinations:

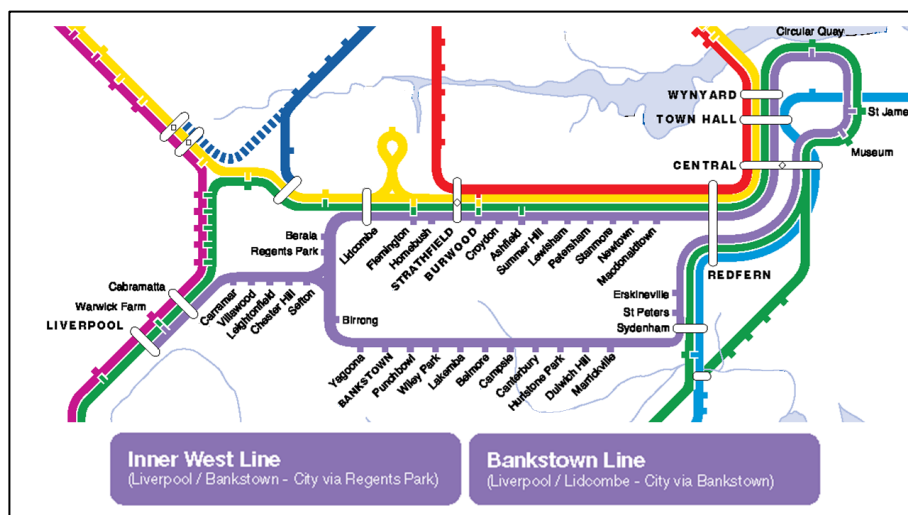
▪ REINTRODUCTION OF THE BANKSTOWN CIRCLE TRAINS

It is ridiculous to terminate trains at Lidcombe and Homebush forcing people travelling from the Bankstown line stations to reach stations between Lidcombe and Strathfield Burwood etc to change trains at Lidcombe.

Not only do they have to change trains, they also have to change platforms to continue their journey. Obviously, rather than increasing their journey times by 15-20 minutes or more, many people switch to driving cars, adding to congestion and pollution.

The time taken to terminate trains at two stations (with only Flemington between) actually would require additional trains to provide the same frequency. The trains still have to operate around the City Circle, so no improvements to services are obtainable through the City!

This map shows the former Inner West Line and Bankstown Line (circle route) until its removal in 2013:

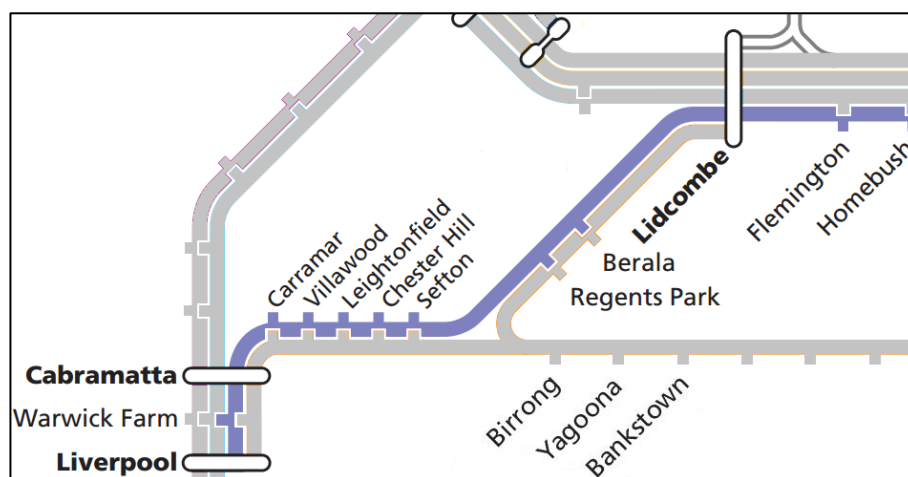


- **RESTORE TRAIN SERVICES TO LIVERPOOL VIA REGENTS PARK (FORMER INNER WEST LINE)**

When currently travelling on the (former) Inner West Line it requires 2 changes of trains (Lidcombe and Birrong) to reach Sefton, Chester Hill, Leightonfield, Villawood, Carramar, Cabramatta, Warwick Farm and Liverpool. The latter 3 can be reached if you travel via Granville, which is a longer route.

Once again, this ridiculous situation makes it inconvenient for people to use rail to reach their destinations and many, no doubt, end up driving and adding to the congestion and pollution.

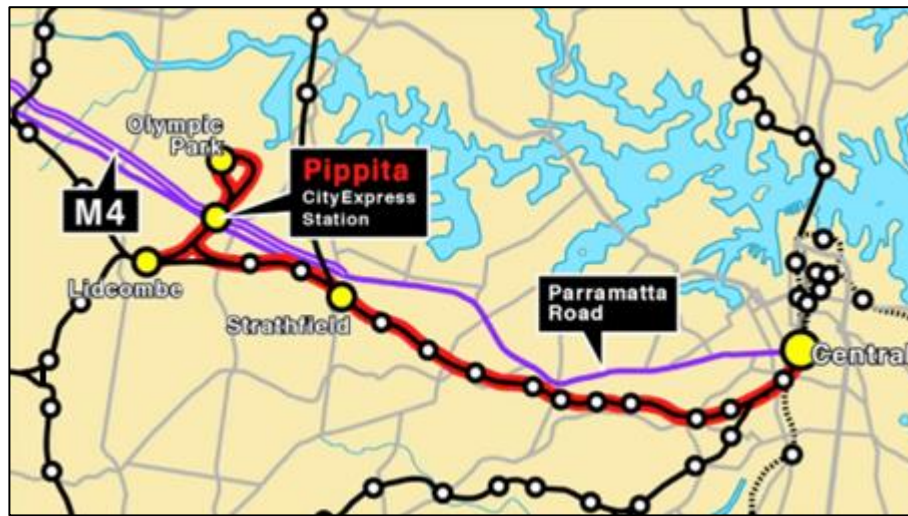
This map shows the former Inner West Line's route until 2013 which was an essential part of the Bankstown Circle and the Liverpool via Regents Park train service:



www.restoreinnerwestline.org.au

- **PIPPITA EXPRESS:** EcoTransit has long proposed that an express service be provided from Lidcombe to Central by: 1. Constructing a new station where the Olympic Park line crosses the M4 and Parramatta Road; 2. Build a multi-story car park (with shops

and a child care centre included) where the existing hockey ground car park is. This would be almost right alongside the new station and would be linked to it by overbridges and lifts.



<https://ecotransit.org.au/wp/policy-priorities/priority-projects/pippita-centre/>

Trains would operate at 15-minute intervals from the Olympic Park platform at Lidcombe, stop at Pippita, Olympic Park, Pippita, Strathfield and then express to the terminal platforms at Central. Return trains obviously would do the same stops in reverse.

This would not only relieve overcrowding from Lidcombe but allow people from surrounding suburbs with no current rail access to drive and park at the new car park and join a fast service to Central.

With shops and a childcare centre this would allow people to drop off and pick up pre-school children when going to and from work and also complete any shopping on the way home!

▪ **CARLINGFORD LINE CONVERSION**

The Government is planning to convert the heavy rail Carlingford line to light rail. Their plan involves removing the link at Clyde and running light rail through Parramatta to Westmead.

This will destroy the connection for passengers using the Carlingford line travelling towards the Sydney CBD; there will be no interchange at Parramatta with the heavy rail, requiring a 200-300 metre walk from the nearest tram stop.

Then, after joining a city bound train, they will travel past Clyde on their way, resulting in a 20-30 minute increase in journey time.

This will obviously move more people to use cars, again increasing congestion and pollution!!

EcoTransit have a different solution (which was put to the Transport Minister in December 2017 who was not interested): USE TRAM-TRAINS as used in several European cities including Karlsruhe (Germany) and more recently Sheffield in the UK.

Tram-Trains can and do share heavy rail lines with passenger, freight and even high-speed passenger trains; they also run on light rail/tram street operations through towns and cities.

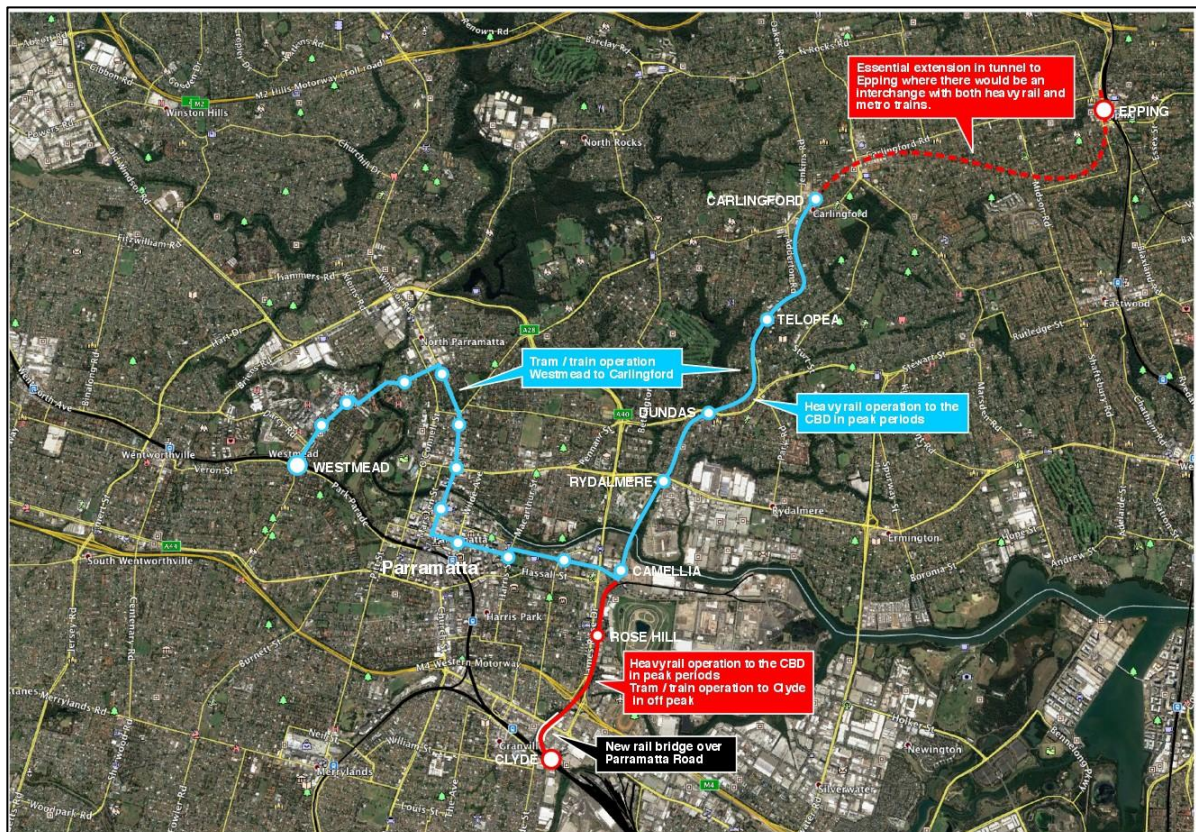
Our plan includes building a rail bridge over Parramatta Road to replace the existing level crossing; this can be achieved with a ruling gradient of 1 in 80 and there is sufficient space on the rail route.

Tram-Trains would operate from Carlingford to Clyde, providing existing connections, and in the morning peak there would be at least three heavy rail double deck trains operating from Carlingford through to the city. In the afternoon peak the same number of trains would operate from the city to Carlingford.

The Tram Trains would also operate the new line through Parramatta and to Westmead.

We also propose that the line be extended from Carlingford to Epping, providing connection with the heavy rail line and the North West “Metro”.

Map of the proposal is shown below along with photos of Tram-Trains, one using a city street, one on a heavy rail section of line:



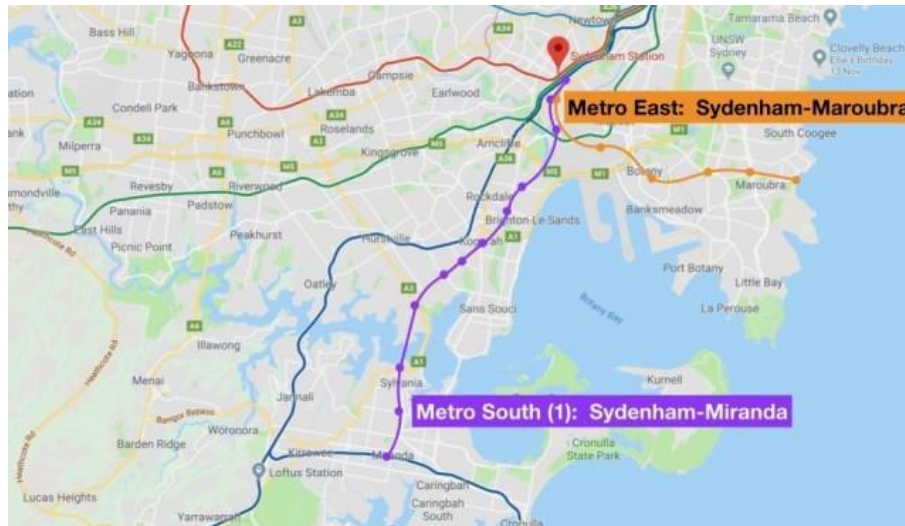


- Improvements to local bus services and better interchanges at railway stations to make change of mode more convenient and easier to negotiate. In fact, where the population justifies, light rail should be the chosen mode for feeder services.

Light rail should be used for more cross suburban links where it would not be appropriate to use heavy rail. These links would have suitable interchanges at existing railway stations to allow more people to use public transport in lieu of motor vehicles.

DIVERTING THE “METRO” (NO SYDENHAM TO BANKSTOWN METRO)

- EcoTransit is totally opposed to the “Metro” taking over the Bankstown line and, in effect “breaking the gauge”, i.e. forcing more people to change trains to reach their destination when currently that is not necessary. If the Bankstown line conversion does take place this would also isolate Berala, Regents Park and Chester Hill from the rest of the Sydney trains network.



<https://ecotransit.org.au/wp/south-metro-proposal/>

We therefore suggest that the “metro” use a new underground station at Sydenham and then be routed through the St. George area, across the Georges River and terminate at Miranda where it would interchange with the Cronulla line.

This would mean that additional rail transport would be provided to areas that do not have public transport except for limited bus services and avoid the splitting of our existing heavy rail network more than has already occurred due to the “metro” which is not really a metro!

NEW CROSS SUBURBAN HEAVY RAIL LINKS:

▪ SCHOFIELDS- ST MARYS - LEPPINGTON/CAMPBELLTOWN

The current NSW Government wants to cause the equivalent of the Colonies Break of Gauge by slotting their “Metro” into areas between heavy rail double deck rail lines forcing people to change trains unnecessarily by building a “metro” line from St Marys to the new airport under construction at Badgerys Creek!

Just imagine how long it would take to get from the new airport to anywhere like the city if you had to travel on their “metro” to St Marys, then with all your luggage, change trains to get to your destination!!



<https://ecotransit.org.au/wp/dharawal-line/>

EcoTransit have long been proposing a full heavy rail line from Schofields (interchange and junction with the Richmond line) – Dean Park-St Marys-Erskine Park- Badgerys Creek Airport-Bringelly (junction station with one line to Rossmore and Leppington) –Oran Park-Narellan-Campbelltown.

There should also be a junction with a line heading south and linking with the main southern line south of Macarthur; if the Maldon-Dombarton line is also completed this would take freight to and from the west away from most of the Sydney suburban network, freeing up capacity for passenger frequency.

There would be a number of benefits: 1. It would link the two airports together by rail 2. A fast and frequent rail service from the new airport to the city 3. Double deck trains operating on this route(s) would not need to terminate-they could continue to operate through the city and onto other suburban lines.

- **EPPING TO HUSTVILLE:** Where the lines to and from Hornsby used to go underground to the then heavy rail Epping to Chatswood link, the initial junctions and

commencement to the underground should be diverted to a new station with interchange to the “Metro” and above ground platforms of the lines to Strathfield and on to the City.



<https://ecotransit.org.au/wp/eora-line/>

The new heavy rail line would then continue underground with a number of stations including Ryde, under or over the Parramatta River, interchanges with existing lines at Ashfield, Campsie, Kingsgrove and Hurstville, joining the Illawarra Line just south of Hurstville. This would provide an important cross suburban link with interchanges with other existing heavy rail lines, resulting in easier travel through Sydney regions.

It would also allow some services from the south coast to divert through the new line to the Central Coast without going through the CBD lines with no interchanges and reduced journey times.

There are other cross suburban heavy rail and light rail lines that could, and probably should be built, and EcoTransit would be happy to meet with you to discuss the contents of this submission and any other ideas/proposals.

EcoTransit is a not-for-profit, public advocacy group promoting public and active transport. To find out more visit our website on www.ecotransit.org.au

For any further comment or discussion please contact

Bob Schroeder
0422 269 244
bobschroeder@optusnet.com.au