

# Let's stop the metro madness

## Nathan's Folly will cripple the future of public transport

BY THE ECOTRANSIT TEAM

The Rees Government's \$5.3 billion plan to build a CBD Metro isn't just a bad project, it is a non-solution that will prevent a future government from providing better service on the transit system used every day by hundreds of thousands of people across greater Sydney.

An Environmental Assessment for the controversial proposal went on exhibition until Monday 12 October and EcoTransit Sydney believes "Don't build it" is a valid option. It is, in fact, the course favoured by the vast majority of rail and planning experts. This newspaper asks you to take a stand for Sydney's future and to tell the Department of Planning that you reject this ill-conceived project.

A lot of attention has been focussed on the high cost, short distance and low patronage of the CBD Metro, but the most damaging effect of the project is that it will limit CityRail's ability to unlock the huge latent capacity in the existing rail network.

CityRail caters for a million trips every day and is one of the largest urban transit systems in the world. However, with extra rail tracks through the CBD it's possible to add 50 per cent more capacity to the network – meaning 50 per cent more services to more than 250 stations in the network. Even 20 years of metro development couldn't match that, but to unlock latent capacity CityRail needs to use a vital corridor under Pitt Street and this will be blocked by the proposed metro.

The CBD Metro would also rob greater western Sydney of the fast, efficient transit system it has been promised for many years in order to build a 7 kilometre line from Central to Rozelle that would be 13 per cent full in the peak period.

Environmental Assessment (EA) documents released on 9 September refer to the CBD Metro as an "enabler" for other metro extensions, however an extension north-west from Rozelle to Epping costing \$12 billion has been pushed off into the indefinite future and another metro line from Central to Parramatta estimated at over \$8 billion would take a decade to complete.

Worse still, the current plan for the CBD Metro would also block future, better-conceived metro-style lines running to the north-eastern and south-eastern suburbs.

### Build first, plan later

In an environmental assessment document the 'project justification' section is supposed to detail why this particular solution has been favoured over others. In the CBD Metro EA, project justification is laughably thin. Not by accident, it completely avoids discussion of the well thought-out Metropolitan Rail Expansion Plan that the government quietly junked a few months ago. It doesn't discuss this plan because it can't afford to. An honest comparison would make a joke of the metro.

In June, Premier Rees unveiled a new "super agency" of Transport and Infrastructure. An announcement that the government was appointing a panel to outline a guiding "Transport Blueprint" followed. This is a transparent ploy



## Mac Street rally kicks off fight for rail infrastructure sanity

Within 40 minutes of the Rees Government's announcement of an Environmental Assessment for the CBD Metro opponents from across Sydney rallied outside Parliament House. They were addressed by Opposition Transport spokesperson Gladys Berejiklian, Leichhardt Mayor Jamie Parker (pictured), Greens MP Lee Rhiannon, CFMEU State President Peter McClelland and others. See it on YouTube: 'Stop the metro madness' <http://www.youtube.com/watch?v=Oh1JbxRhsKE>

to give the CBD Metro plan some credibility and to persuade the gullible that it might be part of a proper long term plan. It is nothing of the sort. It fits into no rational plan for the public transport boost our city desperately needs. It's a case of 'build first, plan later'.

The state government's recently announced Transport Blueprint Reference Panel, chaired by the former RTA bureaucrat who was sacked over the Cross City Tunnel fiasco, appears to be an attempt to interrupt the momentum of the Sydney Morning Herald's independent public inquiry into Sydney's transport needs. The SMH inquiry is headed by respected former CEO of State Rail, Ron Christie, and includes Dr Garry Glazebrook, the author of a comprehensive 30 Year Plan for Sydney's future public transport needs.

The community should be aware that neither of these processes is expected to produce a considered response until *after* binding contracts for the CBD Metro have been signed.

For the State Government to sign long-term, contracts to build and operate the CBD Metro before the development of a long-term transport plan is the height of irresponsibility, and it is long past time to call an urgent halt to the ill-

considered schemes of a dysfunctional government.

The Premier's metro "initiative" has already cost NSW dearly. He could have obtained federal funding for well-developed, "shovel-ready" plans such as the North-West and South-West rail links in the recent round of applications for federal assistance with infrastructure projects, but Rees chose to run with metro schemes for which no concrete plans existed.

### Recklessly irresponsible

This recklessly irresponsible behaviour on the part of the government robbed NSW of as much as \$2 billion in vital federal funding which went to well-designed and integrated transport projects interstate.

Inside, we detail just what's wrong with the CBD Metro, and suggest what Sydneysiders could have if the \$5.3 billion cost of the Metro was better spent on worthwhile projects elsewhere. You'll also find out how to make a response to the official CBD Metro Environmental Assessment (EA) process. It isn't hard.

We ask you, as a responsible citizen, to play your part. Our city's future is a stake.

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Do your bit to help stop the metro madness



Get behind the campaign today! Information and campaign tools at [www.ecotransit.org.au](http://www.ecotransit.org.au)



# What’s wrong with the CBD Metro?

Why are so many rail and planning experts so adamantly opposed to the CBD Metro? EcoTransit News looks at the pitfalls of the Rees Government’s plan ...

The critical questions are: How would the government’s metro proposal affect the future of the rail system? What could we more rationally do with the same investment? How will the travelling public be adversely affected? The Environmental Assessment (EA) for the CBD Metro deliberately avoids addressing these issues.

### The CBD Metro would prevent future CityRail expansion

Our existing CityRail system represents a huge social investment. It took a century to build and has served Sydney well. It still has huge unused capacity that can be unlocked if a few choke-points are unblocked. One of these is the Central Business District, through which all lines pass.

The most insidious problem with the CBD Metro proposal is that it would permanently prevent CityRail from unlocking the existing system’s latent capacity because its planned alignment would use up the critical underground Pitt Street corridor long reserved for expanding services across the existing CityRail network.

The CBD is the choke-point for the entire network because its lines are approaching capacity, particularly as petrol price rises drive a boom in rail patronage that far exceeds planning expectations. If the CBD Metro grabs the Pitt Street corridor, urgently-needed increases in CityRail’s services will be permanently thwarted.

With two additional heavy rail lines through the Pitt Street corridor, up to 50 per cent more capacity can be added to the entire CityRail network. That means more frequent services to stations in the Illawarra, Bankstown, East Hills and Main Southern lines and major benefits for the Main Western and Inner West lines.

*The Pitt Street corridor should be used, as originally intended, and within the next decade, for additional heavy rail tracks under the city.*

### Could additional heavy rail tracks go on another alignment through the city?

You can’t put rail tunnel just anywhere under the CBD. Because of deep building footings, basements and underground car parks, there are only two possible routes an underground line can take – the Pitt Street route or a western bypass route (along the line of Kent Street). The western by-pass is unsuitable for heavy rail although it would suit a future metro running west to Parramatta and under Mosman towards the Northern Beaches. Both are desirable schemes in the longer-term.

### What could we build for the price of the CBD Metro?

The exorbitant cost of the CBD Metro will drain funding from other public transport projects of high priority, such as the North-West and South-West rail links, which could not then be started for years to come.

Costed between \$4.8 billion and \$5.3 billion the CBD Metro is an extremely expensive

piece of infrastructure and it would be completely useless unless extended either to Parramatta (the Western Metro, estimated cost \$8 billion) and/or to the north-west (North-West Metro – \$8 billion plus).

Therefore, on the government’s own estimate, a minimum expenditure of at least \$13 billion (CBD Metro plus West Metro) would be necessary before the public saw any return on its investment. *The Rees Government has no way of funding the Western Metro, which is its first priority for extending the CBD Metro.*

Since the optimistic estimate for completion of the CBD Metro is 2015 it’s reasonable to assume it would be 2025 before the public saw any benefit from the Metro scheme.

For the price of the CBD Metro alone, we could build Stage 1 of the North-West Rail Link, the South-West Rail Link, the Parramatta-Epping link and complete light rail extensions to Dulwich Hill, White Bay, Barangaroo and Green Square.

The Parramatta-Epping link would complete the Parramatta-Chatswood route and provide a capacity boost between western Sydney and the CBD at a fraction of the cost of the \$8 billion West Metro proposal.

### No more staying on the train all the way to your destination

To provide the CBD metro with patronage it is intended to terminate trains at Central station, forcing many passengers on western and southern services – who can now travel directly into Town Hall and Wynyard without changing – to make a time-consuming transfer to the metro at Central to access CBD destinations.

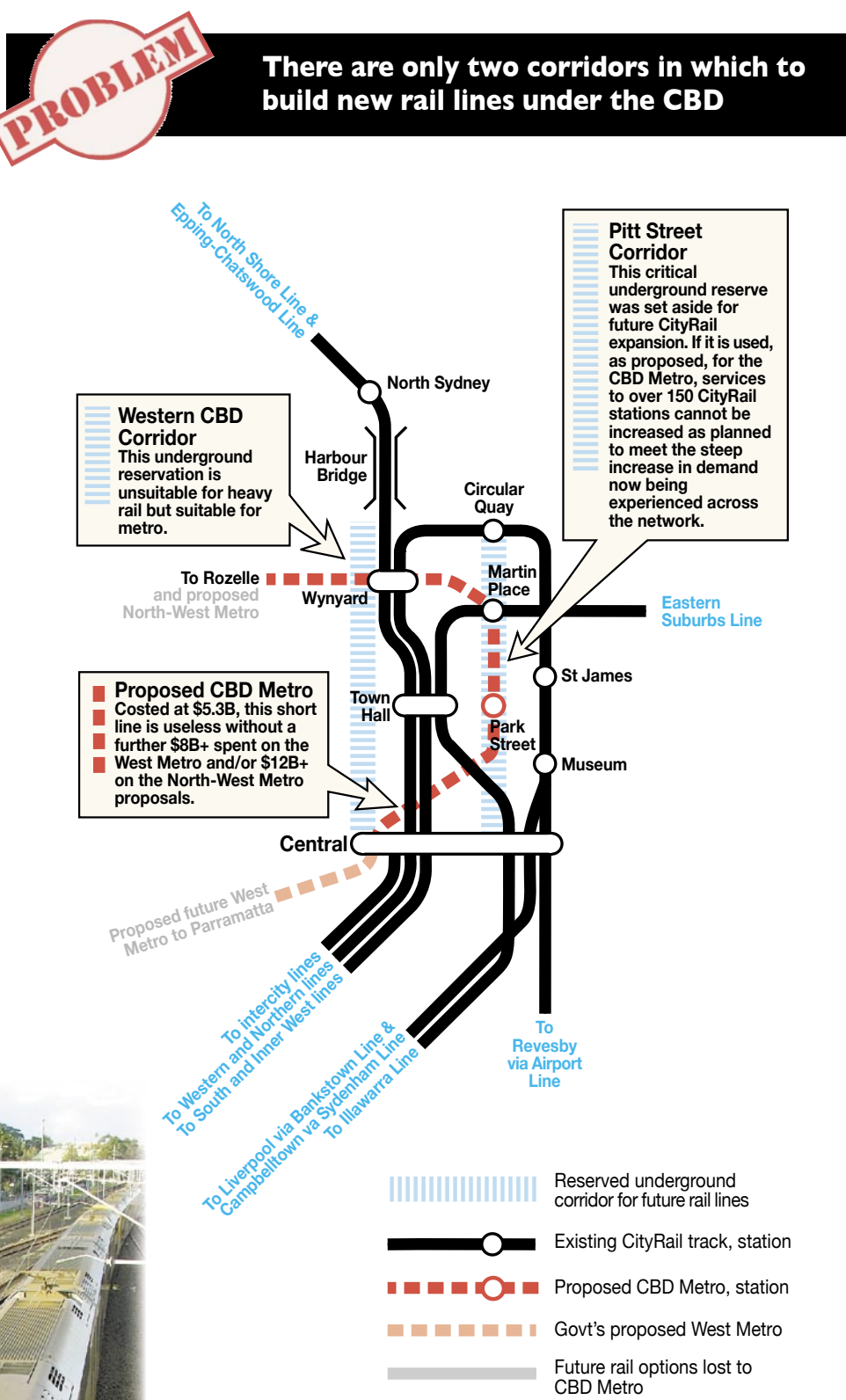
### Fancy standing all the way to the city?

The CBD metro is designed for 110 metro long trains with only 360 seats, compared with 900 on a double-deck Millennium train, or 600 on the metros proposed in the Glazebrook 30 Year Plan (see page 6).

If the CBD Metro was ever extended to Parramatta, most passengers from the west would have to stand all the way to the CBD, an inconvenience hardly compensated for by the two minute travel time saving estimated in the preliminary environmental assessment for the West Metro!

### The CBD Metro blocks other, worthwhile, metro rail proposals

Metro-style operations have a role to play in Sydney but the proposed CBD Metro route



The most insidious problem with the CBD Metro proposal is that it would permanently prevent CityRail from unlocking the existing system's latent capacity

is the least strategic and most expensive option available. It's on the wrong alignment, it's undersized, and it can only serve a single corridor at each end. It isn't a good investment.

Apart from hogging the critical Pitt Street corridor, the CBD Metro would block the reserved western underground corridor at the point where it passes under Wynyard Station. That means no future metro-style line to Mosman and the Northern Beaches. The CBD Metro

would also permanently close off the option for a metro running under Martin Place station and on to Anzac Parade and the south-eastern suburbs. For the same reason there could be no augmentation of services on the Epping-Chatswood line.

Logically, the alignment for a future metro should be along the western side of the CBD, where most of the development opportunities exist – Barangaroo, Broadway and Darling Harbour. The proposed CBD Metro route also necessitates very deep stations at Barangaroo, Martin Place, Park Street and Central. This will make the system extremely inconvenient for internal movement in the city centre.

### The Rozelle Metro white elephant

The proposed metro would end, incongruously, at an inconvenient location deep under

Rozelle. Without a further extension to Epping (cost, \$12 billion), the line from the CBD would run almost empty for many years, even in peak periods, because existing bus and light rail services are quicker, more conveniently accessed, and service a better variety of destinations in the CBD.

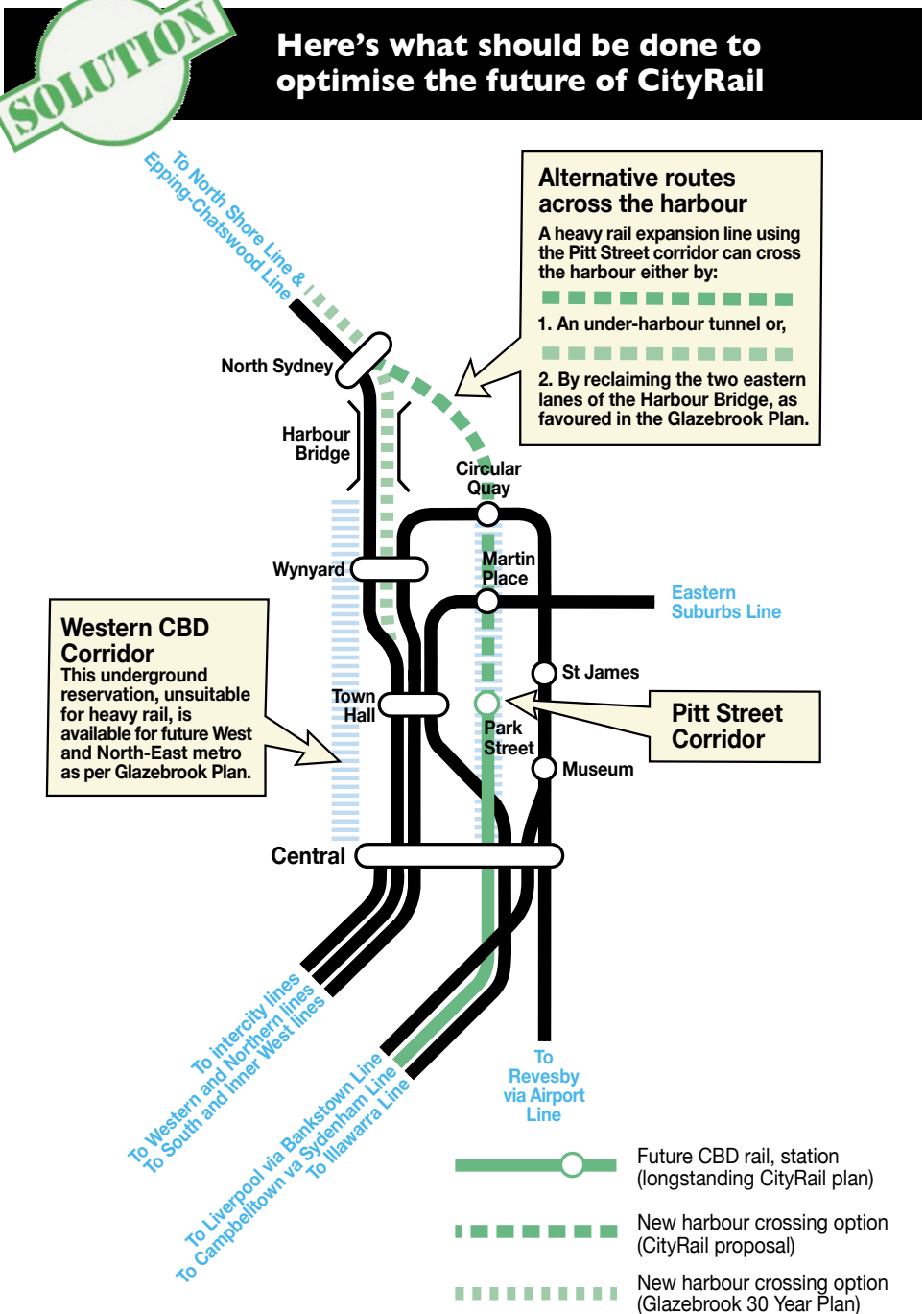
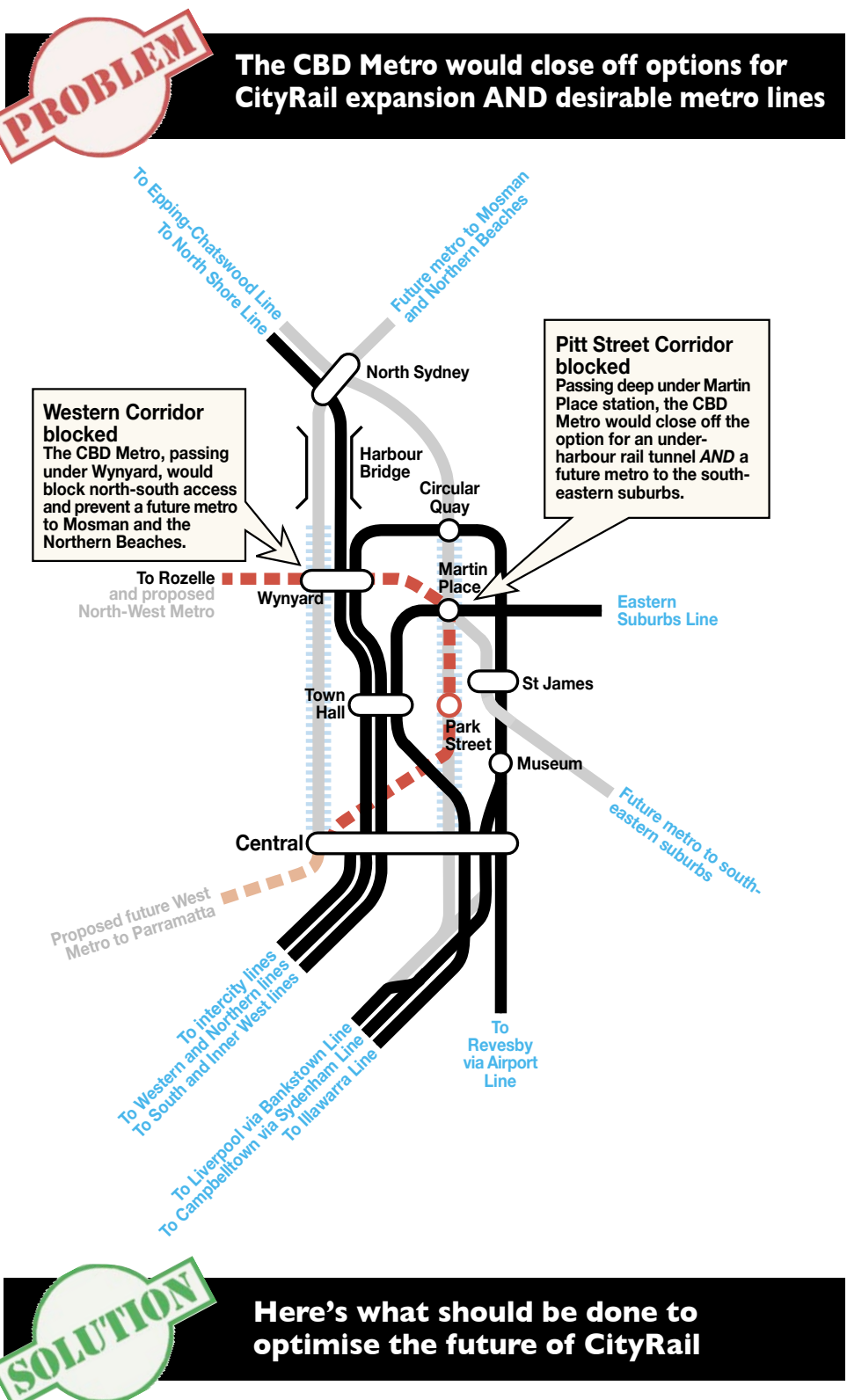
Because of its extreme cost, the low-priority Epping extension could not be expected for at least a decade after completion of the CBD metro. The extension would require two deep and costly water crossings at Iron Cove and Parramatta River. Stations on this line would be few, far between, and inconveniently located deep underground.

A far better alternative would be to run a fast, high-capacity, light rail service along Victoria Road. This would be a fraction of the cost of metro and would have far superior coverage and accessibility, with stops located a few hundred metres apart.

There would be a convenient interchange at Drummoyne to service buses from the Drummoyne peninsula, Ryde, Macquarie and Hunters Hill.

The Victoria Road light rail would pass under Darling Street with a short tunnel. It would link to the city using the existing light rail line providing a direct and convenient route. A short-cut tunnel under Pymont peninsula would shave five minutes off the journey time compared to the existing light rail route.

A Victoria Road light rail extension could be completed as far as Drummoyne in a couple of years, with further links running over the Gladesville bridge to Gladesville and Ryde operating within four years.



## Analysis

# The dodgy birth of a transport Frankenstein

By GAVIN GATENBY

The CBD Metro was not, in its origin, a transport plan. It was conceived in haste to exploit a window of political opportunity.

Young Nathan Rees had just become the premier of a government in deep crisis. The Carr and Iemma premierships had cancelled much-hyped public transport infrastructure proposals one after the other. Only motorways were built and these were dogged by controversy. On top of a rising tide of public anger came the long-predicted peak in world oil production. Petrol prices shot up and commuters turned back to public transport in unprecedented numbers.

But so many rail projects had been cancelled that the voters had lost all faith that this government could ever be relied upon to deliver new commuter rail projects.

The CBD Metro idea came from a small, secretive, clique of bureaucrats, Treasury officials, consultants and Labor insiders known to themselves as the “Guerrilla Group”. They’re bonded by a market fundamentalist ideology straight out of Margaret Thatcher’s Britain. Their original plan (during the months of the Iemma government) was for two metro lines. One running from the City to Epping and another to Parramatta. Trouble was, the government split on which arm to build first. Transport Minister John Watkins favoured the line to Epping, others pushed for the western metro to Parramatta.

Then Morris Iemma walked and Nathan Rees became premier. The metro idea was on the ropes. Rees’ first problem was the split in his government and the Guerilla Group came up with an instant political band-aid: Build a linking bit through the CBD first and call it an “enabler” for the other two bits.

The dramatic new plan for a short “CBD Metro” was sketched on the back of an envelope and Rees bought it. He immediately decided to junk long-established CityRail expansion plans and run with the new idea.

The sinister beauty of the plan was that the CBD Metro would be very expensive and, by itself, quite useless. But having committed the state to it, there would be no going back. The federal government would have to come up with billions more for one of the other lines or risk losing NSW for Labor. The West Metro to Parramatta was favoured as the next project because it ran towards federal electorates it was vital for Labor to retain. The advocates of the line to Epping were placated by having the metro terminate at Rozelle, pointing towards Epping. Besides that, the only possible place to stable metro trains was at the old Rozelle rail yards.

### Sabotage the future

We don’t know if Rees really grasped that the plan would sabotage the future of CityRail, but for the Guerrilla Group, that was the beauty of it.

Those who have had the opportunity to actually speak with the Guerillas and to talk through the reasons for their enthusiasm, report that, when pressed as to why they want to build a totally new, un-integrated, system rather than invest in CityRail, technical arguments about how to move more people more frequently drop away, and a deeply primitive drive emerges: the Guerillas talk about “disciplining” CityRail.

Their argument is that by building a whole new, metro-style rail system that’s privately operated, un-united, run with an absolute minimum of staff and completely separated from CityRail, the “competitive environment” created will “break the unions” and somehow “reform the culture” of a hidebound CityRail management. Their buzzword is “contestability”. It’s a brutal, misanthropic, market fundamentalist vision of how to run society that leads to demoralisation, discord and a race to the bottom.

A moment’s reflection will show exactly how



mad the Guerilla Group’s vision is. If you assume that they somehow got their whole \$25 billion dream in place – the CBD Metro, the West Metro to Parramatta and the North-West Metro from Rozelle to Epping – their network would still be carrying only a small fraction of CityRail’s load.

### Long-term monopoly

Since you can’t, in the nature of railways, have two or more directly competing services on the same track at the same time, the only way in which “contestability” introduces competition is in the tendering process for the right to operate a monopoly (in the case of the CBD Metro, it’s going to be for 30 years). No private business can run for long at a loss, so “contestability” really amounts to long-term serial monopoly with the taxpayer footing the bill.

Where public infrastructure-private operator systems exist they’re typically dressed up with political charade: occasional threats by the government to discipline the operators for poor service; occasional, and small, fines. Sometimes the operator is sacked at the end of the contract period. But of course, this is NSW, so the monopoly operators would maintain excellent relations with the government through generous “donations” to party coffers.

On top of the usual operating costs that would apply to a government-run system, and the immense cost of the infrastructure itself – inevitably borne by the taxpayer – shareholders’ profit has to be added to the bill. And it’s inevitable that in a large and expensive system such as the Guerilla Group propose, the operating cost must be heavily subsidised by government. The only alternative is to set fares so high that nobody would use the system.

And of course, during the twenty years that the government poured money into this parallel pseudo-private system, the CityRail network on which the vast majority of the travelling public will always depend would be starved of essential investment and would decline to the point of chronic breakdown. You should remember that fact when this government starts promising that they’ll somehow find the funds to invest in CityRail as well as building the CBD Metro (let alone its proposed extensions).

We advocate something simpler and more obvious: that the government should govern. It is the business of the state to run large, complex, and essential services like the railways.

There are problems with CityRail, but they don’t reside with its workers, they reside in the fact that state politicians lost interest in investing in public transport and making it work well. It is a job that demands a close interest in details and a responsibility to manage, lead and inspire the workforce that makes it happen. The CBD Metro agenda is a desperate attempt to evade that responsibility.



# Four steps to get Sydney back on track

BY THE ECOTRANSIT TEAM

If the \$5.3 billion CBD Metro isn't the way to improve Sydney's public transport performance in the short term, what *should* be done? What *could* we do, immediately, with that sort of money, that would have a *big* effect? EcoTransit believes these should be the priorities:

## 1. Real action for Western Sydney

We must urgently address Western Sydney's desperate need for strategic new rail links to suburbs totally reliant on the car and inadequate bus services. Two projects stand out – Stage 1 of the North-West Rail Link and the South-West Rail Link. Both are "shovel ready".

Also shovel-ready is the Parramatta to Epping link. This was to have been part of the full Parramatta to Chatswood scheme until Transport Minister Michael Costa cancelled it in 2003. It would use part of the existing and under-utilised Carlingford line, enhancing CityRail services for communities north of Parramatta.

The whole point of the full Parramatta-Chatswood scheme (as envisaged under the Metropolitan Rail Expansion Plan abandoned by the Carr Government) was to add badly-needed east-west capacity to the rail network while at the same time serving new employment centres. The cancelled Parramatta-Epping leg was last costed at \$2.2 billion. This is a fraction of the \$8.1 billion estimate of the proposed all-underground West Metro, and Parramatta-Epping would provide extra east-west capacity years before the West Metro could be completed.

EcoTransit believes that the cost for the North-West Rail Link Stage 1 (\$700 million) is reasonable, but that the estimates for S-W Rail Link (\$1.36 billion) and Parramatta-Epping (\$2.2 billion) are grossly inflated. *But even accepting the government's estimates, the combined cost of these three projects would be \$4.26 billion.* All would get immediate and strong patronage, whereas the CBD Metro would run almost empty unless a further \$8 billion was spent on the West Metro.

## 2. Unblock the CBD rail choke-point

Additional heavy rail capacity is needed through the CBD. A start should be made on this by 2015 and the underground line should use – as long planned – the Pitt Street Corridor. The extra two tracks should then proceed across



the harbour, via a new under-harbour rail tunnel. Atunnel will be costly but, in the face of relentlessly increasing oil prices and strong growth in rail patronage it should not be relegated to beyond 2040 as is the Rees Government's intention.

The Glazebrook 30 Year Plan suggests another solution – claiming back for rail the two eastern lanes of the Harbour Bridge originally used for trams (see page 6,7). In fact both solutions will be needed by 2030 and both should be the subject of public exhibition in the short term. EcoTransit understands that detailed plans and engineering reports for both options exist. The public interest is not served by them remaining secret.

Unblocking the CBD choke-point will unleash the latent capacity for more services across the whole CityRail system. In fact, service frequency could be increased by over 50 per cent. We cannot allow that sort of potential to be deliberately locked up by a handful of fanatical metro idealogues.

## 3. A light rail network for the inner-city and CBD plus enhancements to the CityRail system

The billion dollars left over from the Western Sydney rail projects listed above should largely be spent on Inner West and CBD light rail. Seventy-five million would buy an extension of the existing embryonic system from Lilyfield to Dulwich Hill as well as a spurline to White Bay.

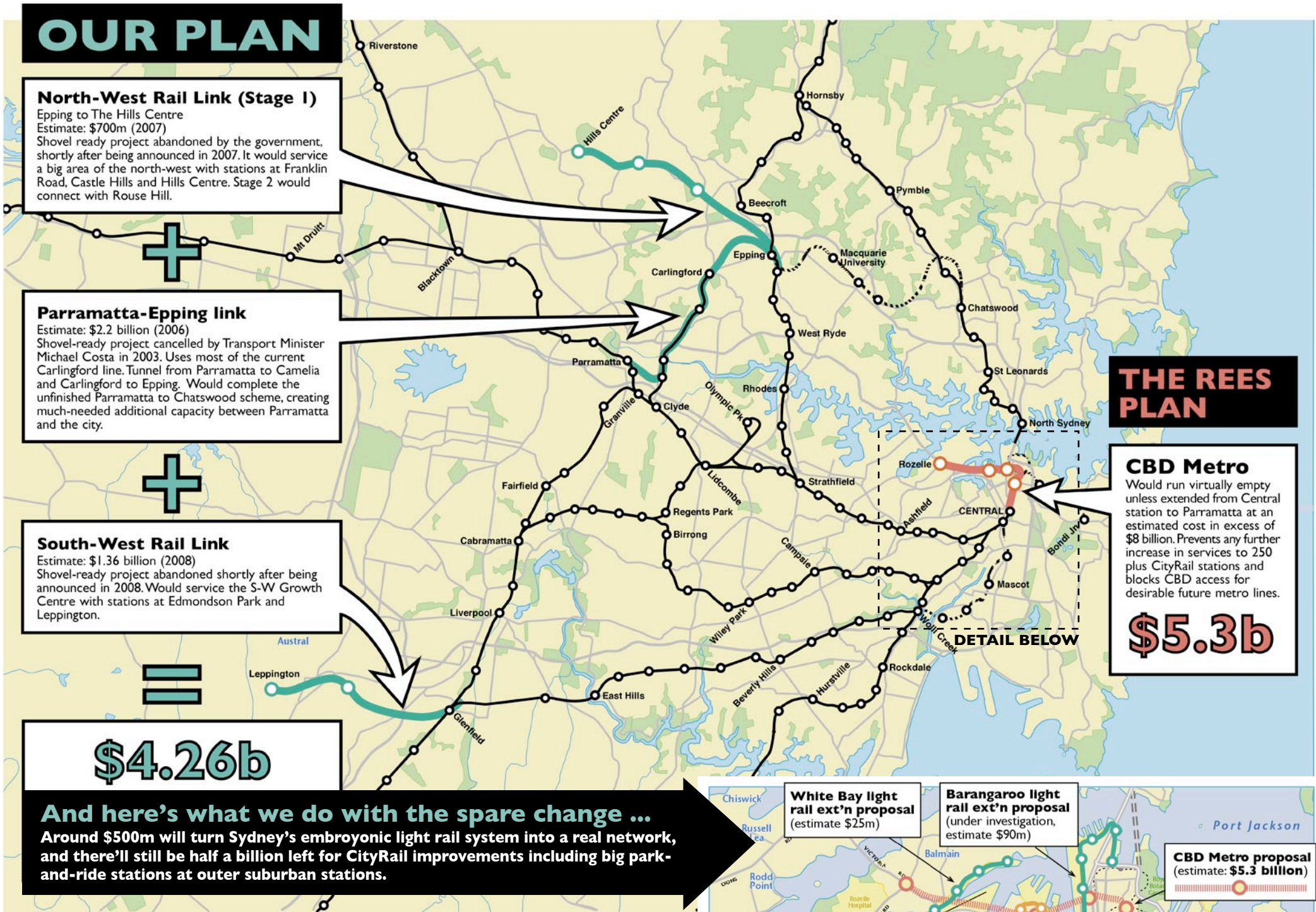
Ninety million more would extend the system to Barangaroo and Circular Quay via Dawes Point. For \$300m we could also have the tram service to Zetland, Green Square, Alexandria, Beaconsfield and Waterloo advocated by Sydney Lord Mayor, Clover Moore.

These light rail additions would free-up buses for improved services elsewhere in Sydney. Even after these light rail additions, there would still be half a billion left for enhancements to the CityRail system.

## 4. The right metro in the right place

While its introduction isn't an immediate priority, metro rail should have an important role to play and it's important we get it right. Fully underground metro – with which the government metro advocates are obsessed – is very, expensive to construct. Rather than making a fetish of tunneling, it should be minimised.

The Glazebrook 30 Year Plan, for example, advocates conversion of some existing CityRail lines to metro operation and the staged construction of others to the Eastern Suburbs and the Northern Beaches (see p 6,7).



## Close and dispose

### New Rees law paves way for rail line sell-off

The Rees government has prepared legislation that would end more than a century of protection of rail lines and is expected to introduce it to Parliament before the end of September. The new law would open the door for rail assets to be handed over to developers or the Roads and Traffic Authority. According to the Sydney Morning Herald "Hundreds and possibly thousands of kilometres of NSW rail track, including lines through key growth areas are at risk".

At present an act of Parliament is required to decommission a rail corridor and rip up the lines. The new law would override that protection and allow ministers or even public servants to remove lines by simple administrative order.

Land in the affected rail corridor would be transferred to the Department of Lands which has the power to dispose of Crown land to private interests, including developers, or to transfer ownership of it to other agencies such as the

Roads and Traffic Authority.

The government is using requests by community groups to turn unused rail line into bicycle tracks as the excuse for the move, citing a request by a Wagga Wagga group. But a spokesperson for Transport Minister David Campbell confirmed that the law is not specific to this case and would apply to all rail lines in the state. It contains no sunset clause.

The law would allow the Rees Government to dispose of suburban rail line along the Newcastle waterfront, long sought by developers, as well as the Rozelle freight line, which is now the subject of a planning inquiry into the extension of the light rail service from Lilyfield to Rozelle. Also at risk is the historic line between Casino and Murwillumbah on the far North Coast. Local groups, backed by the NSW Opposition, want to reopen this line to link up with the light rail that the Queensland Government is building down to the NSW border.



A Siemens metro train at Prague's IP Pavlova Station, 2009. Photo, Tony Prescott.

## But what's 'metro' anyway?

Let's demystify metro. It's simply a style of fast single-deck passenger train with more doors than traditional heavy rail. Modern metro trains are lighter than a double-deck train, have all axles powered so they can accelerate faster, and they can handle steeper gradients. More doors per passenger means they can load and unload faster. For these reasons, metro rail can carry more passengers than traditional heavy rail, provided that service frequency is greater, so metro can be a more efficient people-mover over short to medium distances.

The downside is that on most of the world's current metro systems most commuters have to stand. This doesn't matter much in cities where metro is used over distances of 10 km or less and commuters only have to stand for a few minutes, but the average Sydney commuter travels much further.

By sacrificing some capacity, it is, however, possible to design metro carriages so that most travellers get a seat. This is certainly the trend in cities like Paris. If Sydney adopted such a design, metro would be the way to go for some of our heavily-used lines.

## Developers push for Newcastle track handover

On top of the CBD Metro threat to the CityRail network, longstanding rail cutback proposals threaten regional communities. The worst example is a plan to permanently close rail services to Newcastle, stopping them at Wickham and forcing passengers to transfer to buses for the remaining five kilometre journey to the city centre.

As you might expect, developers are pushing the idea. If the rail line were closed, tracts of prime waterfront real estate becomes available for building. But while Newcastle needs new investment, it would be madness to cut rail services to the new homes, businesses, shops and university campus facilities proposed for the city. With rail gone, these high-density developments would become almost totally car dependent.

At a time when cities all over the world are looking to enhance rail access and cut greenhouse gas emissions, improve social amenity, and maintain economic viability as oil prices increase and car travel becomes more expensive, closing rail to Newcastle would be another monument to Government stupidity.

The government's plan is to cut services

back as far as Wickham, and build a terminus at an estimated cost of \$600 million. Resulting passenger losses to public transport have been estimated at between 38 to 60 per cent.

The real problem with current rail services is that there aren't enough of them and the travel speeds are too slow – the average speed of the Tour de France bicycle race is quicker than trains travelling from Newcastle to Sydney. The obvious solution is to not spend so much on a terminus but invest it in service improvements. Services should be increased, not cut.

Schemes that would place key buildings like the university library above Newcastle station, with other campus and civic buildings clustered around a lively pedestrian precinct animated by people accessing stations provide a much better vision for Newcastle than the quick land grab by developers followed by the inevitable multi-story car parks so often responsible for blighting town centres.

• GAVIN GATENBY

■ For more information or to join the campaign to save Newcastle rail services go to [www.saveourrail.org.au](http://www.saveourrail.org.au)



## Shooting Through – Sydney by Tram.

Trams are back in Sydney! Climb aboard at the Museum of Sydney for a fascinating journey along Sydney's once great tramway network. At its peak, after London's, Sydney's tramway network was the largest tramway system in the British Empire. In collaboration with the Sydney Tramway Museum at Loftus, this hands-on exhibition brings together tram memorabilia, photos and archival film spanning a one hundred year history from the first horse-drawn tram in Pitt Street in 1861 to the last electric tram (to La Perouse) in 1961. Experience the sights and sounds of the much-loved trams that played a crucial role in shaping Sydney.

**At the Museum of Sydney**  
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Phone 9251 5988,  
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# A better plan for Sydney's future

Sydney is crying out for an authoritative plan for long-term public transport expansion and fortunately, one is available. It has been drawn up by Dr Garry Glazebrook, a senior lecturer in urban planning at the University of Technology Sydney.

The Glazebrook Plan is rapidly gathering momentum as the foundation for a rational public discussion about what must be done and is capable of achieving widespread support across the political spectrum. It is the basic discussion document for the Sydney Morning Herald's independent public inquiry into our city's public transport future.

It is everything the NSW Government's approach is not: logical, sensible and structured to meet the threat to our economy and way of life from peak oil and climate change.

The plan begins with the objectives of reducing oil consumption and greenhouse gas emissions from passenger travel by at least 50 per cent over the next three decades and bringing down the health costs arising from our current over-reliance on cars, including obesity, air pollution and accidents. To do this we must double the use of walking, cycling and public transport, reduce unnecessary travel by at least 10 per cent and improve fuel and greenhouse efficiency.

Glazebrook fears that without a widely-supported long-term plan, the government will continue building ill-coordinated white elephant projects that absorb all available funds but don't deliver widespread benefits – which is very much the experience of state governments from Greiner to Rees.

### Getting the most out of the CityRail network

The plan stresses the importance of unlocking the huge remaining potential of the CityRail network.

Sydney's rail system carries almost a million people a day, accounts for 10 per cent of weekday travel (measured in passenger-kilometres) and is 2.7 times more energy efficient than private cars. The system still has substantial spare capacity on its track infrastructure. In the morning peak hour (7.30 to 8.30 am) for example, there are only 101 trains arriving at Central station compared with a practical capacity of around 130 when track constraints and timetabling restrictions are taken into account.

Glazebrook advocates a revised operating plan to take advantage of this capacity. His scheme would:

- Increase peak services by 25 per cent to the CBD, and by 33 per cent overall, with minimal extra infrastructure.
- Accelerate services and increase frequencies.
- Separate services into just three sectors – the North-West, the South-West and the Illawarra, further improving reliability and on-time running.

The plan would stage in these key improvements:

- **Completion of key "Clearways" projects** These include the Cronulla and Richmond Line duplication, additional quad track on the East Hills Line, and turnbacks at Liverpool.
- **The South-West Rail Link from Glenfield to Edmondson Park** This link extends the rail network to the South-West, to service urban growth and provide additional stabling for heavy rail trains. This line will enable services both to the CBD and beyond, as well as direct to Liverpool and Parramatta using the Harris Park Y link.
- **Fast North Shore link from Chatswood to Wynyard** This would shave at least five minutes off travel time and provide increased capacity. The scheme makes use of unused platforms at Wynyard, crosses the Harbour Bridge via the eastern lanes originally used for trams then across the Warringah Freeway and into a tunnel

under the Pacific Highway with a new station under Miller Street and a potential station at Crows Nest. It would then parallel the existing North Shore line from just north of St Leonards to Chatswood.

■ **Fast North Shore route and metro over the Harbour Bridge** The plan also allows for development of a high speed rail network including links to Newcastle and beyond, Canberra and the Illawarra. The Pitt Street corridor under the CBD (which would be blocked by the Rees Government's CBD Metro proposal) is reserved for this vital part of the overall plan. Travel times to the Central Coast and Newcastle would be reduced with more trains being able to travel direct to the CBD.

### A metro network that complements the system

The Glazebrook Plan includes an integrated metro network to complement the existing heavy rail system. It would link key commercial centres and universities with the rest of the public transport system.

Unlike the government's proposals, the Glazebrook Plan isn't obsessed with all-underground metro operations and would convert some heavy-traffic lines in the existing network to metro services.

Seven key components are proposed, forming a connected ring:

- **West Metro from Parramatta to Wynyard, via Strathfield** Glazebrook believes that this should first be constructed from Parramatta to Strathfield. This section can largely be built on the surface, at a fraction of the cost of the government's all-underground proposal. Big park-and-ride facilities at stations alongside the M4 motorway would soak off much of the commuter traffic that now clogs Parramatta Road and the CityWest link. Strathfield to Wynyard would come next. Unlike the government's CBD Metro proposal, the 30 Year Plan has the West Metro proceed from a station under Railway Square to new stations at Darling Harbour and Chinatown and then to existing but never-used platforms at Wynyard.
- **North-West and Macquarie Metro** Glazebrook would build the North-West Rail Link (from Epping to Rouse Hill) and operate it as a metro and convert the new Epping-Chatwood line and track from Chatswood to Wynyard to metro operations.

In the longer term there would be a North-East Metro from North Sydney to Dee Why via Mosman and a South-East Metro from the CBD to Maroubra Junction as well as a Parramatta to Badgerys Creek Metro. This would be an important feeder to the Western heavy rail line as well as the West Metro.

■ **Key features of the Glazebrook metro network**

The 30 Year Plan is designed to maximise cost effectiveness by avoiding the expensive underwater crossings that are a feature of the government plan and by minimising tunnelling and deep underground stations. It would use trains the same length and width as current double-deck trains and be compatible with the existing stations. The plan also makes best use of existing unused infrastructure, including the old tram platforms at Wynyard station and the four-platform station at North Sydney.

While the NSW Government's metro plans envisage older-style metro 'sardine cans' with most peak-period passengers standing, Glazebrook believes any metro should adopt a design



similar to the latest Paris 'Spacium' metros which have a high seating configuration, and a high standard of comfort. In place of the government's design for metro trains which seat only 360, Glazebrook suggests a design with 600 seats in a 160m long train, without sacrificing the traditional metro advantages of quick loading and fast acceleration.

This design would allow up to 30 trains per hour, providing the same seating capacity and greater standing and overall capacity than can be provided with current double-deck designs.

### Light rail's vital role

Sydney's embryonic light rail system can readily be extended, and form the basis of a light rail network for the city that would reduce congestion, improve amenity and release buses for additional suburban services.

The Glazebrook Plan includes a number of light rail networks:

- **An Inner Western suburbs network**, building on the existing light rail line to Lilyfield, and including the proposed extension to Dulwich Hill, and branch lines to Drummoyn, Abbotsford, Burwood and White Bay.
- **A network for the South Eastern, Southern and Eastern suburbs**, including branches to Bondi Beach, Coogee, Maroubra, Botany and Cronulla via Mascot and the corridor through Rockdale formerly earmarked for the F6 Motorway.
- **A network centred on Parramatta**, starting

with conversion of the Carlingford Line to light rail and extension into Parramatta CBD, plus a link south to Bankstown utilising part of the Clyde to Rosehill branch (shared with freight traffic).

Within the CBD, it is proposed that there would eventually be three loop lines:

- **A North-South Loop** using Pitt and Castlereagh Streets, serving the Inner West network.
- **An East-West Loop** using Liverpool, George, Park and Elizabeth Streets, serving the South-East, East and South lines.
- **An Outer Loop** utilising Sussex, Bathurst, Elizabeth, Macquarie, Alfred Streets and Hickson Road, to link Barrangaroo, the Opera House, the Rocks and the King Street Wharf area to town Hall and the centre of the CBD.

### Bus ring routes tie the radials together

The plan also includes six bus-based "ring routes" to provide for circumferential travel. Buses are considered the most appropriate for these longer-distance, nonradial corridors, which, at this stage, lack the demand for rail-based systems. In the longer term some of these may justify upgrading to light rail or potentially metro.

In addition, Glazebrook proposes a thousand park-and-ride places be built every year for the next thirty years. They'd be located where there is good road access from motorways or major arterial routes and frequent and fast rail, metro, light rail or bus services available.



## Independent Public Inquiry

### Sydney's Long Term Public Transport Plan

An Independent Public Inquiry has been established to create the Long Term Public Transport Plan for Sydney to inform decisions by future governments on the priorities over the next 30 years.

Sydney needs an integrated public transport network to drive a sustainable, liveable and viable future at time of increased pressure from climate change, growing demand for transport resources and reduced oil reserves.

It will be chaired by Mr Ron Christie, AM, who will be assisted by independent experts. **Public submissions close on October 8, 2009.** A Preliminary Report will be released in December, 2009 for final public review. A final report will be released in Autumn, 2010.

For more information and to download Inquiry documents go to:

[www.transportpublicinquiry.com.au/](http://www.transportpublicinquiry.com.au/)

### PUBLIC MEETINGS

**South-west Sydney** Tuesday, September 22, Casual Powerhouse, 1 Casula Road, Casula. 6.30pm-8.30pm. This meeting is hosted by Liverpool City Council.

**Western Sydney corridor** Thursday, September 24, Riverside Theatre, Parramatta. 6.30pm-8.30pm. This meeting is hosted by Parramatta City Council.

**Northern Sydney** Monday, September 28, Macquarie Theatre, Macquarie University, North Ryde. 6.30pm - 8.30pm.

**Central Sydney** Thursday, October 1, City Recital Hall, Angel Place, Sydney. 6.30pm-8.30pm. This meeting is hosted by City of Sydney.

**Two further meetings** are being scheduled for Sydney's south (St George area) and Sydney's north (Chatswood/North Ryde area). Dates will be advertised in the Sydney Morning Herald soon.

# Stumbling into the oil trap

By GAVIN GATENBY

Australia faces another oil price shock, and actual oil shortages, a fact that should focus public attention on the need for a big boost to our electric rail infrastructure.

Because of the world recession, crude oil prices have declined from the peaks of mid 2008, but this should not blind us to the threat from declining world oil production.

The Rudd Government, like others around the world, is frantically attempting to stimulate the economy and there is hopeful talk of a recovery but that hope is dogged by a new and daunting problem: world oil supplies are already tight and production is, as long predicted, declining. A recovery will increase demand and drive the price of oil (and gas) up again. This, in turn, will king-hit the recovery. It's what peak oil experts call 'demand destruction'.

When economists and politicians say the economy is getting back to "normal", you should turn to the business pages and check the price of oil. Every suggestion of an upturn pushes it up again. A few short weeks ago, it was below \$60 a barrel. Now, it's fluctuating around \$70 (especially Tapis, which is the marker price in our region). The price of crude pushes the pump price up, and that puts a dampener on the revival.

The steep oil price rises of the months immediately preceding the onset of the global financial crisis in early '08, struck the first blows in demand destruction. People cut down on discretionary driving. Around the world, traffic volumes dropped and public transport use soared.

After the next price surge, more people will sell the car (copping a loss on a big investment in the process) and never buy another. More businesses reliant on cheap fuel will go to the wall. More people will pack onto public transport.

The best we can hope for is that demand destruction helps the world come down gently from a suicidally unsustainable boom, but in all likelihood, things will be uglier.

Here are the facts: Australia's domestic oil production peaked this year and the decline will be steep. In five years time, our oil production will amount to less than 30 per cent of present day consumption.

The top five countries from which we now import to make up our shortfall: Vietnam, Malaysia, Indonesia the United Arab Emirates and Papua New Guinea – are all in steep decline. We buy most from Vietnam. Their production has been in decline since 2004, and it's now dropping at 8 per cent per annum. Our next biggest suppliers are Malaysia and Indonesia where production is declining at 2 and 4 per cent, respectively. The UAE come next. They're a secretive lot, but best guess is that their exports have been falling since 2006. Papua New Guinea, the last of our top five, is declining at 6 per cent a year.

So what, you might say? We'll just get our oil elsewhere. Think again. Of our top five suppliers, only the UAE is among the world's top five oil exporters (the others are Saudi Arabia, Russia, Norway and Iran). All are in decline apart from Russia, which is almost flatlining. Globally, a few countries with small reserves but growing production are just managing to sustain a production plateau, and only because the GFC – itself triggered by the spiralling oil prices of early 2008 – is suppressing demand. With relentless certainty, all those small time suppliers will soon go into steep decline. No alternative fuels of any potential are on the horizon and if they arrive they'll be very, very, expensive. Our politicians refusal to confront the need to break our oil dependence has led us into a nasty trap.

And here's the scary thing: at a certain point, maybe only months from now, the countries we import oil from will suddenly decide to keep their energy reserves for their own use. Vietnam may be first. They were once a major exporter of coal to China, but a couple of years ago, with an eye to their energy future, they suddenly decided to stop.



## We're making public transport an issue that can't be ignored

Now that you've read *EcoTransit News*, you might be wondering who produced it and where they got the money. EcoTransit Sydney is a not-for-profit public transport advocacy group that campaigns for more sustainable transport solutions. We believe comprehensive public transport and active transport networks – walking and cycling – are vital to the future of Sydney. We're opposed to further urban motorway development.

EcoTransit works entirely on a volunteer basis and we prefer to work with other local resident action groups. On this campaign we're working with groups like the Sutherland Shire Environment Centre, Western Suburbs Public Transport Users Group, Newcastle Save Our Rail and Beecroft and Cheltenham Civic Trust.

Our past successes include bringing forward construction of the Cronulla line duplication, halting the F6 Motorway through Rockdale and Sutherland Shire and resisting the M4 East.

More recently we campaigned for the light rail extension from Lilyfield to Dulwich Hill. That campaign's been a great success. Transport Minister David Campbell recently instructed state agencies to proceed with detailed technical studies – but it took 18 months and three newspapers to get there.

Good communication is at the heart of all good community campaigns and we like to tell everyone what happens when we meet with Ministers and senior bureaucrats. Conventional papers don't do details like we do! In future papers we want to let you know the outcome of our work with groups from across Sydney to improve the CityRail network.

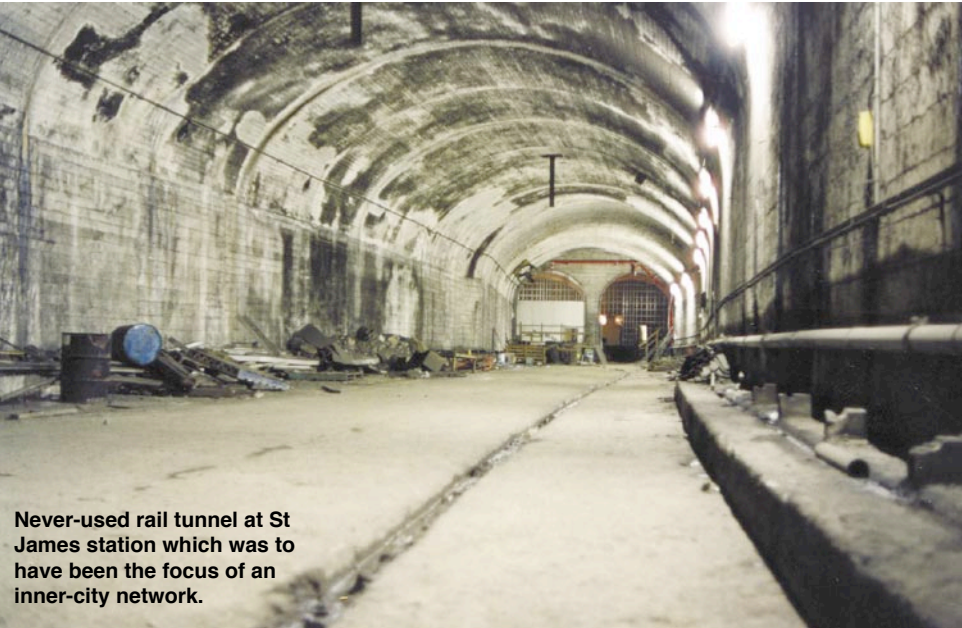
**To succeed, we need your help.** Most importantly, we need you to make a tax deductible donation so we can print another edition of this paper. It has cost us \$10,000 to print 150,000 copies. To do it again, we'll need to raise \$10,000

To donate to the campaign, download our publications, or join, go to

[www.ecotransit.org.au](http://www.ecotransit.org.au)

Email: [contact@ecotransit.org.au](mailto:contact@ecotransit.org.au)

EcoTransit Sydney, PO Box 630, Milsons Point NSW 1565



Never-used rail tunnel at St James station which was to have been the focus of an inner-city network.

# Tunnels of hope

## CityRail's dormant room for expansion

By ROY HOWARTH

The electrification of Sydney's suburban network, the underground and the Sydney Harbour Bridge were all part of the 1915 master plan, of Dr John Bradfield, engineer-In-Chief of the Sydney Harbour Bridge and the City Railway.

Dr Bradfield was a visionary who saw the potential of Sydney becoming a thriving metropolis and believed the construction and electrification of an extensive rail network would prepare Sydney for major population growth beyond 1950.

Bradfield wanted the City Circle to be the nucleus of a wide-reaching network linking Bondi, Coogee, Kingsford, Watson's Bay and the northern peninsula. As the City underground was built, extra tunneling for extensions were put in place.

St James was to form the focus of an inner-city network linking the south-eastern and inner-western suburbs, but today there are only a few empty tunnels to show for it.

The Eastern Suburbs line is remembered for its lengthy construction period. In 1967, stations were planned for Charing Cross, Frenchman's Road, Randwick, NSW University and Kingsford. Ten years later, the government terminated the line at Bondi Junction. An open-air station at Woollahra's was omitted due to local opposition although little work is needed to complete it. Bondi Junction was meant to be a "temporary" terminus until extension work could recommence, and one tunnel heads a short distance south-east towards Kingsford. A proposal by the Macquarie Bank for a privately-funded single track extension to Bondi Beach was little more than an ill-conceived way of doing minimal work for maximum financial gain.

Central has 25 operational platforms, but two more remain unused and forgotten. Platforms 26 and 27 were built in case they could be used for a south-eastern suburbs line. Plans to use them for everything from the Airport line to the defunct Very Fast Train (VFT) proposal have come to nothing. Redfern also has two extra platforms (13 and 14) for the same reason, but only built to a very rudimentary stage.

The sextuplication between Erskineville and

Tempe was one of several post-war projects that became dormant due to lack of funding. Work was abandoned by 1950 after two extra platforms at Sydenham, St Peters and Erskineville were almost finished, and today St Peters and Erskineville remain in an unfinished state.

The northern beaches are still waiting the realization of their long-held dream of a line to Manly and the northern peninsula. Bradfield took into account their needs as part of the construction of the Harbour Bridge, which was built with four rail tracks in line with his vision that it be a "railway bridge", with the roadway a "minor consideration".

An extra tunnel was excavated at North Sydney for the Peninsula Line. It runs above the city-bound tunnels before ending in a wall of rock! The Peninsula line would have used platforms 1 and 2 at Wynyard and Milsons Point, but instead the eastern tracks were dismantled and extra road lanes built.

The demolition of the tramway bridge over the Warringah Expressway, was the last nail in the coffin for Bradfield's Peninsula Line plan. A major obstacle to overcome if bridge lanes 7 and 8 are to be reclaimed for railway use is the RTA's reluctance to give up road space unless additional roads are provided elsewhere. The control the RTA has over transport planning can only be overcome by the government pruning its planning powers.

These examples highlight the extent to which successive Governments have allowed big capital expenditure to go to waste, while pursuing expensive and illogical options. Many of today's public transport problems would never have arisen if successive governments implemented extensions to the network with an eye to the future.

Dr Bradfield's vision may never be realized in total, but the Parramatta to Chatswood line – a latter-day version of Bradfield's Epping to St Leonards's line – even in its truncated form, is a small step in the right direction.

Whilst this incomplete infrastructure remains in place, there is hope that future state governments will take steps towards correcting the errors of the past.

## special event

### NOSTALGIA VS REALITY: ARE TRAMS THE ANSWER?

Is light rail a solution to Sydney's transport woes? Can we learn from Sydney's once vast tramway network? Will light rail ease congestion and pollution and promise a return to pedestrian-focused streets? Or are we being too nostalgic rather than realistic? Come and engage with Professor Peter Newman, a leading authority on sustainability; Dr Michelle Zeibots, a senior research consultant for the Institute for Sustainable Futures; Philip Thalís, an architect with a passion for the link between trams and city form; and Associate Professor Robert Lee from UWS, an expert in Sydney's tram history. Includes afternoon tea and free entry to view the exhibition Shooting Through: Sydney by Tram.

**Museum of Sydney • Friday 25 September • 1.00pm — 5.00pm**

Tickets: \$35 | Conc/Members \$25 | Students \$15

Location: Corner Phillip and Bridge Streets, Sydney, NSW 2000

Book online: [http://www.hht.net.au/whats\\_on/highlights](http://www.hht.net.au/whats_on/highlights)

Contact: 02 8239 2211

[www.hht.net.au](http://www.hht.net.au)

HISTORIC HOUSES TRUST





# How to make a submission to the Environmental Assessment for the CBD Metro proposal

Submissions close  
Monday 12 October

Download the EA from  
the DoP website

<http://www.planning.nsw.gov.au/>  
The exact location of the CBD Metro page is:  
[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=3003](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=3003)

Submitting by email

You can make a submission on an email form at the CBD Metro page.

Type your submission directly into the form and/or attach a submission as a PDF file or a Word document. Use the 'Browse' button to locate your submission on your computer.

The form allows you to take an 'Overall view/position on the project'. We recommend you select 'Object'.

Political donation declaration

New laws *require* persons who make written submissions objecting to, or supporting, a relevant planning application to make a declaration disclosing political donations.

There is a link to a page detailing this requirement on the DoP's email form and you can download the requirements as a PDF document. You should read this section.

Broadly speaking, a 'reportable political donation' is a donation exceeding \$1000 to a party, elected member, group or candidate. However, if separate donations to any one of these, when added up, exceed \$1000 in the same financial year they must also be disclosed. *If in doubt please check the requirements.*

*If your submission is in the form of a Word or other, PDF, attachment, feel free to email it to [EcoTransit](mailto:EcoTransit) and the NSW Liberal/Nationals and Greens transport spokespersons.*

**EcoTransit:**  
[contact@ecotransit.org.au](mailto:contact@ecotransit.org.au)

**NSW Liberal/Nationals:**  
[elissa.bolling@parliament.nsw.gov.au](mailto:elissa.bolling@parliament.nsw.gov.au)

**The Greens:**  
[Susie.gemmell@parliament.nsw.gov.au](mailto:Susie.gemmell@parliament.nsw.gov.au)

Submitting by mail or fax

If you wish to make a submission rejecting the proposal, you can use the form letter on this page. If possible, make a photocopy of it and mail it to EcoTransit, and the NSW Opposition and Greens transport spokespersons.

**Better still, write your own.** It should be clearly headed "CBD Metro EA submission".  
**Important:** at the end of your submission, under a heading 'Political donation disclosure', tell the department whether or not you have made donations exceeding \$1000 (**see above**).

**Mail to:**  
Director, Major Infrastructure Assessments  
Department of Planning  
GPO Box 39  
Sydney NSW 2001

**Or fax to:**  
9228 6355

**Feel free to mail a copy to:**  
Ecotransit Sydney  
PO Box 630  
Milsons Point NSW 1565  
Lee Rhiannon MP  
Parliament House  
Macquarie Street  
NSW 2000  
Gladys Berejiklian MP  
Parliament House  
Macquarie Street  
NSW 2000

Something else you could do

- It would be useful if you emailed or wrote to Gladys Berejiklian MP (Liberal/Nationals Transport Spokesperson) and Lee Rhiannon MP (Greens Transport Spokesperson) urging them to repudiate any construction contract for the CBD Metro project that the government might sign.
- Write to a newspaper.
- Ring talk-back radio.
- Pass this newspaper on to others.

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The EA is on exhibition at:

- Department of Planning Information Centre, 23-33 Bridge Street, Sydney
- Nature Conservation Council of NSW, Level 2, 301 Kent Street, Sydney
- City of Sydney Council, Level 2, 456 Kent Street, Sydney
- Pyrmont Community Centre, Corner of John and Mount Streets, Pyrmont
- Ultimo Community Centre, 40 William Henry Street, Corner Harris Street, Ultimo
- Leichhardt Municipal Council, 7-15 Wetherill Street, Leichhardt
- Leichhardt Library, Piazza Level, Italian Forum, 23 Norton Street, Leichhardt
- Balmain Library, 370 Darling Street, Balmain
- Rozelle Neighbourhood Centre, 665a Darling Street, Rozelle



Director, Major Infrastructure Assessments  
Department of Planning  
GPO Box 39  
Sydney NSW 2001

Fax: 9228 6355

## Submission: CBD Metro Environmental Assessment

I wish to express my strong opposition to the proposal to build a CBD Metro.

- I am concerned that the CBD Metro proposal is not an integral part of a comprehensive and authoritative long-term plan for public transport expansion. A determination allowing it to proceed to construction would be illegitimate in the absence of such a plan being developed, publicly exhibited and widely discussed.
- This proposal would compromise expansion of the CityRail network throughout the Sydney city area and beyond by denying the reserved Pitt Street underground rail corridor from CityRail. This alignment is needed for additional rail lines to support growing demand for CityRail services, and has been set aside specifically for this purpose. By using this corridor to expand CityRail capacity as intended, the short-term increase to CityRail passenger numbers will greatly exceed any long-term increase forecast on any of the metro lines advocated by the government.
- State government funding for this short and impractical line will tie up rail funding for many years to come, making long-promised, and previously announced, projects such as the North West, South West and Epping to Chatswood CityRail links impossible to ever deliver.
- The proposed CBD Metro alignment through the city will also compromise the possibility of future metro-style lines to the south eastern and north eastern suburbs, where they are needed. This would not be the case if future metro lines used the western city alignment, which is suitable for metros, but technically unsuitable for CityRail.

### ADDITIONAL COMMENTS

#### POLITICAL DONATION DECLARATION

As per the requirements set out in legislation (tick box):

- ☐ I HAVE NOT made any donations exceeding \$1000 in the requisite period.  
☐ I HAVE made donations exceeding \$1000 in the requisite period.

#### DETAILS

#### SIGNED

#### NAME

#### DATE

#### ADDRESS

#### POSTCODE

#### EMAIL