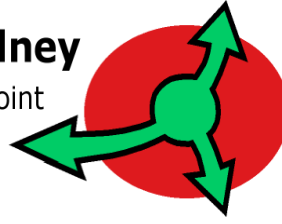


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ILLAWARRA VISION

PUBLIC TRANSPORT IMPROVEMENTS

MAKING THE SOUTH COAST ATTRACTIVE FOR LIVING AND EMPLOYMENT

The Illawarra district on the south coast of New South Wales has very poor public transport. Rail travel from Nowra (Bomaderry) necessitates a noisy, uncomfortable, diesel rail car journey to Kiama where time is wasted changing to an electric train to continue to Wollongong and Sydney.

The journey north from Kiama to Unanderra is single track with several crossing loops and some trains actually wait at a station for up to ten minutes for a southbound train (sometimes a freight) to pass.

If travelling through to Sydney the journey time is at least two hours and forty seven minutes to Central and three hours to Bondi Junction. If joining the train at Wollongong the journey time to Central is at least one hour and thirty one minutes.

As a result of these slow journey times many people drive creating unnecessary road congestion. The current NSW Government seems to think that spending eighteen billion dollars on yet another tollway, destroying either many hectares of the Royal National Park, or over five hundred homes and businesses is the solution.

For less than one third of that a serious upgrade of the Illawarra (South Coast) rail line to reduce journey times which could not be equalled by car will make this region more liveable, encourage business to develop and thus provide local employment.

The upgrades can be phased in over a period of time and the benefits will increase as each stage is completed.

The following is the suggested program of implementation of the improvements:
Phase 1-

1. Obtain and introduce double deck tilt electric trains capable of a maximum speed of 200km/hr.
2. Duplicate the line from Unanderra to Bomaderry and electrify from Kiama to Bomaderry. (*up-grading the track for 200km/hr operation where possible*)
3. Add a third track, bi-directionally signalled, between Hurstville and Waterfall. (*up-grading the track for 200km/hr operation where possible*)
4. Extend the line from Bomaderry across the Shoalhaven River into Nowra.

Immediately (after) the double deck tilt trains are introduced journey time reductions can be (introduced) commenced. When points 2 and 3 are completed it will be possible to introduce a faster, convenient timetable similar to the attached concept example. You will note that the time taken from Bomaderry to Central would reduce to two hours and four minutes; Bomaderry to Bondi Junction to two hours and fifteen minutes.

Travel from Wollongong to Central would reduce to one hour and nine minutes; Wollongong to Bondi Junction to one hour and twenty two minutes. This is without the next phase (*which would*) include (ing) the Thirroul to Waterfall tunnel.

Phase 2-

1. Build the Thirroul to Waterfall tunnel that will be approximately 11km in length. This will eliminate one of the sections of track with the tightest curves and the single track Coal Cliff tunnel.
2. Add low level platforms at Thirroul, Waterfall and all intermediate stations on the existing line to allow Tram-Trains to provide (*a*) local service and (*to*) connect with north and south bound trains at both ends. See photos of tram-trains already operating in Germany, (*where they run on the same main lines used by high-speed express trains.*)
(*Additional stops could be added by building new low level platforms, where required, between the existing stations.*)
3. Complete the Maldon-Dombarton line to take most freight trains off the Illawarra line. This would include a triangle junction at Unanderra to allow freight trains to head south in addition to Port Kembla

Completion of Phase 2 would further reduce journey times and bring the Wollongong to Central journey time down to less than two hours.

Phase 3-

1. Construction of a light rail line to be used by tram-trains from Shellharbour Junction Station to Port Kembla where it would use the existing rail line into Wollongong. As the patronage on the existing Port Kembla line is relatively low except during shift changes at the steel works this would provide a greatly improved and more frequent service; it would also massively improve public transport in the new light rail corridor compared with the existing buses.
2. The light rail line operated by the tram-trains would continue from Wollongong station along the mall to the beach and then by following roads and replacing some of the existing bus services eventually reach Thirroul. After the junction with the new tunnel line the tram trains would then continue as described in phase 2, item 2, to Waterfall.

(There is also scope to extend rail services south of Nowra using Tram-Trains. The cost of an extension to Huskisson and Vincentia could be kept low by constructing it to light rail standards using a single track with passing loops. This extension would provide an invaluable service for the many retirees living in and around these two towns, giving them a rail service to Nowra, Shellharbour, Wollongong and Sydney.)

(Diverting the Metro

Another cost effective alternative to the F6 would be the diversion of the Metro from Sydenham, along the F6 corridor to Miranda. This would not only save the Sydenham to Bankstown corridor from over development and urban destruction but also provide a new rail line linking the Sutherland Shire with the CBD.)

Appendix:

1. <https://en.wikipedia.org/wiki/Tram-train>

2.





ILLAWARRA LINE NECESSARY UPGRADES TO MAKE DRAFT TILT TRAIN TIMETABLE WORK

- ❖ Duplicate and electrify Unanderra to Bomaderry
- ❖ Provision of third bi-directionally signalled track between Hurstville and Waterfall- excluding the Como bridge until a later date when four tracks become necessary.
- ❖ Modification of some signalling where necessary to allow three minute intervals at interchange stations.

3.

STATION										
BONDI JUNCTION	10.00			10.45			11.20			12.15
EDGECLIFF	10.03			10.48			11.33			12.18
KINGS CROSS	10.06			10.51			11.36			12.21
MARTIN PLACE	10.08			10.53			11.38			12.23
TOWN HALL	10.11			10.56			11.41			12.26
CENTRAL	10.14			10.59			11.44			12.29
REDFERN	10.16			11.01			11.46			12.31
SYDENHAM										
WOLLI CREEK	10.24			11.09			11.54			12.39
HURSTVILLE	10.32			11.17			12.02			12.47
SUTHERLAND	10.42			11.27			12.12			12.57
LOFTUS										
ENGADINE										
HEATHCOTE										
WATERFALL	10.51	10.55		11.36	11.40		12.21	12.25		13.06
HELENSBURGH		11.01			11.46			12.31		
OTFORD		11.07			11.52			12.37		
STANWELL PARK		11.11			11.56			12.41		
COALCLIFF		11.15			12.00			12.45		
SCARBOROUGH		11.19			12.04			12.49		
WOMBARRA		11.21			12.06			12.51		
COLEDALE		11.23			12.08			12.53		
AUSTINMER		11.25			12.10			12.55		
THIRROUL	11.10	11.28		11.55	12.13		12.40	12.58		13.25
BULLI		11.31			12.16			13.01		
WOONOONA		11.33			12.18			13.03		
BELLAMBI		11.36			12.21			13.06		
CORRIMAL		11.38			12.23			13.08		
TOWRADGI		11.40			12.25			13.10		
FAIRY MEADOW		11.42			12.27			13.12		
NORTH WOLLONGONG		11.44			12.29			13.14		
WOLLONGONG	11.20	11.46 divide 11.49	11.51	12.05	12.31 DIVIDE 12.34	12.37	12.50	13.16 DIVIDE 13.19	13.22	13.35
CONISTON		11.52	11.54		12.37	12.40		13.22	13.25	
LYSAGHTS		11.55			12.40			13.25		
CRINGILA		11.58			12.43			13.28		
PORT KEMBLA NORTH		12.01			12.46			13.31		
PORT KEMBLA		12.04			12.49			13.34		
UNANDERRA			11.58			12.44			13.29	

KEMBLA GRANGE									
DAPTO			12.04			12.50			13.35
ALBION PARK			12.11			12.57			13.43
OAK FLATS			12.14			13.00			13.46
SHELLHARBOUR JCT			12.18			13.04			13.50
MINNAMURRA			12.22			13.08			13.52
BOMBO			12.27			13.13			13.57
KIAMA	11.51		12.30	12.36		13.16	13.21		14.00
GERRINGONG	11.59			12.44			13.29		14.14
BERRY	12.07			12.52			13.37		14.22
BOMADERRY	12.15			13.00			13.45		14.30

STATION										
BOMADERRY	10.00			10.30			11.20			11.55
BERRY	10.08			10.38			11.28			12.03
GERRINGONG	10.16			10.46			11.36			12.11
KIAMA	10.24	10.27		10.54	11.02		11.44	11.47		12.19
BOMBO		10.30			11.05			11.50		
MINNAMURRA		10.34			11.09			11.54		
SHELLHARBOUR JCT		10.39			11.14			11.59		
OAK FLATS		10.43			11.18			12.03		
ALBION PARK		10.46			11.21			12.06		
DAPTO		10.53			11.28			12.13		
KEMBLA GRANGE										
UNANDERRA		10.59			11.34			12.19		
PORT KEMBLA			10.48			11.23			11.08	
PORT KEMBLA NORTH			10.51			11.26			12.11	
CRINGILA			10.54			11.29			12.14	
LYSAGHTS			10.57			11.32			12.17	
CONISTON		11.03	11.00		11.38	11.35		12.23	12.20	
WOLLONGONG	10.55	11.06 attach -	11.03- 11.08	11.25	11.41 attach	11.38- 11.43	12.15	12.26 attach	12.23 12.28	12.50
NORTH WOLLONGONG			11.10			11.45			12.30	
FAIRY MEADOW			11.12			11.47			12.32	
TOWRADGI			11.14			11.49			12.34	
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BELLAMBI			11.18			11.53			12.38	
WOONOONA			11.21			11.56			12.41	
BULLI			11.23			11.58			12.43	
THIRROUL	11.04		11.26	11.34		12.01	12.24		12.46	12.59
AUSTINMER			11.29			12.04			12.49	
COLEDALE			11.31			12.06			12.51	
WOMBARRA			11.33			12.08			12.53	
SCARBOROUGH			11.35			12.10			12.55	
COALCLIFF			11.39			12.14			12.59	
STANWELL PARK			11.43			12.18			13.03	
OTFORD			11.47			12.22			13.07	
HELENSBURGH	11.21		11.53	12.01		12.28	12.41		13.13	13.16
WATERFALL	11.27		11.59	12.07		12.54	12.57		13.19	13.22
HEATHCOTE										
ENGADINE										
LOFTUS										
SUTHERLAND	11.35			12.15			13.05			13.30



Concept design for better regional rail connectivity across Southern Sydney and the Illawarra by EcoTransit Sydney (2017)

-  Existing Illawarra Heavy Rail
-  New Heavy Rail Tunnel (Waterfall to Thirroul)
-  Existing Heavy Rail converted for Tram-Train operations
-  New on-street Tram Train expansion
-  New Heavy Rail Investment to Nowra (includes new bridge)
-  Major regional Heavy Rail node
-  Possible future Tram Train nodes
-  New Sydenham to Miranda Metro Rail
-  Sydenham to Miranda Metro Rail (alternate routes)
-  Existing Bankstown Heavy Rail (earmarked for Metro conversion)

