

Further to point 2. of my submission: Transport – necessity for a North-South connector

(referring to the document: Sydney Olympic Park Master Plan 2030 (2016 Review) Traffic and Transport Strategy (2016 Review):
https://majorprojects.affinitylive.com/public/ae76a688bb6e0f67da1f3437296e854f/Traffic%20and%20Transport%20Strategy_3.pdf)

Abstract:

I wish to further emphasise - and I do not think that it is possible to overemphasise this point - the importance of constructing north-south links across the train network IN CONJUNCTION WITH the development of Sydney Olympic park to accommodate 30,000 residential homes. I make the following points.

Argument from the facts:

The Sydney Olympic Park development, combined with increasing density at Hurstville, and the rejuvenation of the Bankstown corridor, will create circa 100,000 new residents in a north-south alignment from one another, as well as additional residents at Homebush/Strathfield. Were those residents from those areas lying on a north-south axis to wish to travel north or south, on the current configuration, I do not believe they will go out of their way to use a train network that only connects at Central, nor a tollway that will go via the Inner West (Westconnex, a project that will do nothing to connect those areas at the local level.) No. I believe they will get in their cars and sit on the A3 and A6. There is absolutely no way that the A3 and A6 (Fairford Road and King George's Roads) will be able to cope with even a tiny fraction of this projected population forecast for these three priority growth areas, with each person sitting in their own separate motor vehicles.

For this reason, there is a clear and pressing need for a north-south line to be built IN CONJUNCTION WITH these developments. It is not enough, as the draft documents on display and cited above suggest, that this is to be left to 'some time after 2030' with a vague shaded arrow. This is not holistic planning, this is really the definition of ad hoc planning, because setting up the infrastructure to meet the transport as well as housing demand that would naturally be expected of residents is the central business of planning. It is not unreasonable to suppose that residents will want to travel. It would be very surprising if they wished solely to stay in the same place the whole time or only travel east or west. It is therefore very reasonable to assume that residents will want to travel north and south as well as east and west. That is the nature of living in 3 dimensional space, and it certainly the nature of living in a city. And yet, under the current plan, as soon as these residents from these three areas want to travel north-south they will be literally forced to travel by car. You cannot bus 100,000 people up and down Fairford Road. This is a recipe for disaster in terms of congestion, and Westconnex will have almost no effect whatsoever on the movement of people north and south.

There are a number of benefits to be derived from building a north-south train line immediately, even before the construction of new apartments in Sydney Olympic Park, Bankstown and Hurstville commences. There are already around 100+ stations on the existing network that would be advantaged by a north south line cutting across 4 parallel and currently disconnected train lines, and effectively connecting together FIVE train lines (Illawarra, East Hills/Airport, Bankstown, Inner West / Western and Northern Lines) and increasing by almost 50% the interconnectivity of the entire network. These are immediate benefits that can be established and

gained now. As an illustration of the immediate benefits to such a line, consider the currently disparate stations that would be connected, shown in the following table:

FIVE LINES CONNECTED:

Illawarra & Cronulla Lines (25)	East Hills / Airport Line (13)	Bankstown Line (22)	Inner West Line & Western Line (32)	Northern Line (15)
Waterfall	Holsworthy	Ersineville	MacDonaltdown	Strathfield
Heathcote	East Hills	St. Peters	Newtown	North Strathfield
Engadine	Panania	Sydenham	Stanmore	Concord West
Loftus	Revesby	Marrickville	Petersham	Rhodes
Cronulla	Padstow	Dulwich Hill	Lewisham	Meadowbank
Woolooware	Riverwood	Hurlstone Park	Summer Hill	West Ryde
Caringbah	Narwee	Canterbury	Ashfield	Denistone
Miranda	Beverly Hills	Campsie	Croydon	Eastwood
Gymea	Kingsgrove	Belmore	Burwood	Epping
Kirrawee	Bexley North	Lakemba	Strathfield	Cheltenham
Sutherland	Bardwell Park	Wiley Park	Homebush	Beecroft
Jannali	Turrella	Punchbowl	Flemington	Pennant Hills
Como	Wolli Creek	Bankstown	Lidcombe	Thornleigh
Oatley		Yagoona	Auburn	Normanhurst
Mortdale		Birrong	Clyde	Hornsby
Penshurst		Regents Park	Granville	
Hurstville		Berala	Harris Park	
Allawah		Sefton	Parramatta	
Carlton		Chester Hill	Westmead	
Kogarah		Leightonfield	Wentworthville	
Rockdale		Villawood	Pendle Hill	
Banksia		Carramar	Toongabbie	
Arncliffe			Seven Hills	
Wolli Creek			Blacktown	
Tempe			Doonside	
			Rooty Hill	
			Mount Druitt	
			St Mary's	
			Werrington	
			Kingswood	
			Penrith	
			Emu Plains	
Hurstville — Strathfield Current journey Time = 1 hour approx. After direct link = 12 minutes				

Figure: already existing but currently disconnected stations connected by a north-south (e.g Hurstville-Strathfield) line.

Multiple north-south connectors needed as population grows:

As suggested in the initial submission, it is my belief that the area in question would benefit from TWO north-south connectors: a long overdue Hurstville-Strathfield, and something slightly further out to make up for the missing space before you arrive at the city's sole north-south stretch of the South Line, perhaps running directly from SOP via the existing north-south stretch of the Bankstown line between Lidcombe and Yagoona, and then proceeding down to connect with Menai and to Sutherland. Having two lines running north to south would be ideal. However at the very least one line – whichever alignment is chosen – needs to be built and construction on this needs to happen very soon.

Financing

I understand the government's reluctance to announce train lines that don't then get built. Hurstville-Strathfield was in fact one of the lines that was announced by the previous Labor government by then Minister for Transport Carl Scully, one of the many that famously never saw the light of day. But I believe such a line is do-able and with little expense to the public purse if it is done in conjunction with value capture. This would mean rezoning along the length of the north-south line for higher density, and asking developers to chip in for the value capture, at a per m2 rate, in exchange for more flexible height freedoms.

The private sector can also be involved. That could mean that a private company for instance would build the line, but they would only be able to pick up a proportion of the Opal fare where the travelling customer changed trains to pass along their route. There would be no 'station access fee', a very blunt and poor instrument for recoup. This would merely be a percentage of the Opal fare, which would be flexible dependent upon time of day and other factors, so that for instance a customer traveling from Revesby to Wiley Park via a north-south connector would have some percentage of their Opal fare go to the private operator. This would be an incentive for the private company to operate trains of high frequency and of good service, so that customers would want to use this line to connect. They would pay no more for their travel however. This is just one model. There may be others. Accessing the c. trillion A\$ of super funds for instance. The issuance of government bonds. Other private sector initiatives.

As already suggested though, much of the cost of these lines can be paid for by value capture, and it may indeed cost very little from the public purse which would keep the whole lot in public hands.

Do nothing?

What if a north-south line is not built? There are many dangers in not having a north-south connector apart from the obvious one of gridlock, and the huge and unnecessary through put of passengers going via Central when this is far away from their desired destination. Given that the locations connected by the entire network are currently all being routed via Central, this is not going to be a tenable solution going forward. It is also a tremendous risk that is being taken, placing the entire transport system at the mercy of ONE SINGLE interconnecting point. This really is the definition of placing all one's eggs in one basket.

Conclusion

I'm not sure why I even have to make this submission. Having lived in many capital cities where metro networks are fully integrated with north-south and east-west lines fully connected, the need for a north-south line in Sydney south of the Parramatta River seems to be entirely and glaringly obvious, and the longer it is avoided the worse the problem of congestion will become, costing the State of NSW the very same billions it thought it had saved by not building a north-south line.

Most people who have visited Paris, London, Shanghai, Tokyo and many many countless other cities are wondering how we are getting public transport so completely wrong in this city. This is not any one's fault in particular, and it is a waste of time blaming administrations for what has been a decadal long and deeply engrained cultural reluctance to build public transport infrastructure. But there is a genuine problem on the horizon, and it needs to be dealt with in the best and most efficient way possible: forthrightly.

Sincerely

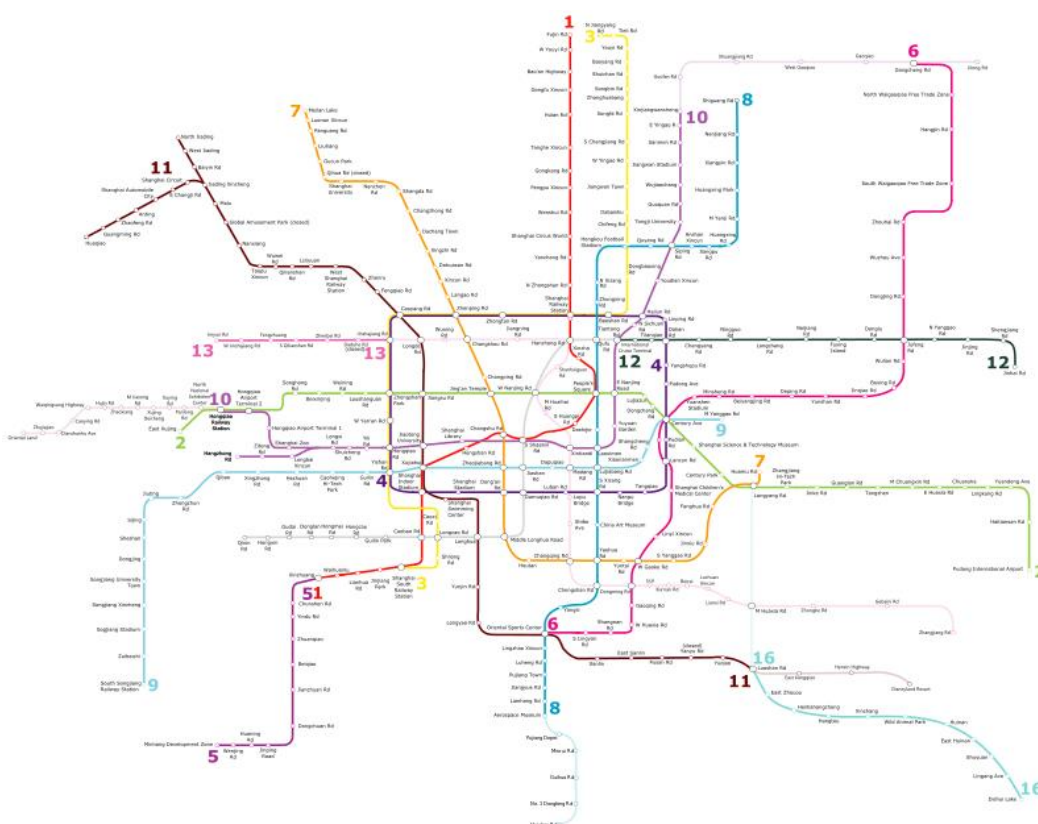
Yanis Garrett

Yanis Garrett

Maps follow.

Maps

Shanghai - One example of a networked grid with interconnecting lines going both north-south and east-west

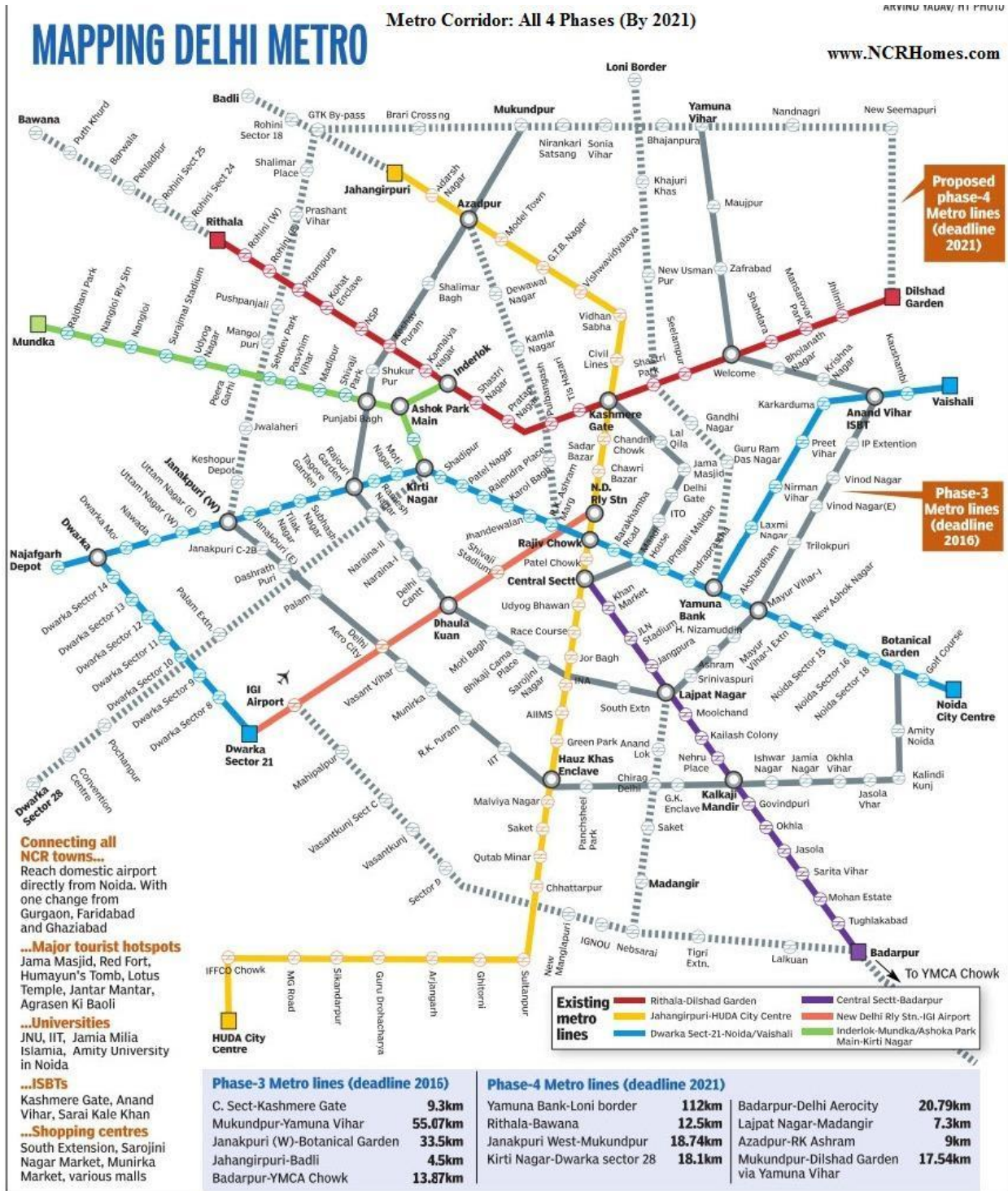


Beijing:



IF THAT'S NOT AN INTERCONNECTED NETWORK I DON'T KNOW WHAT IS

Delhi, India:



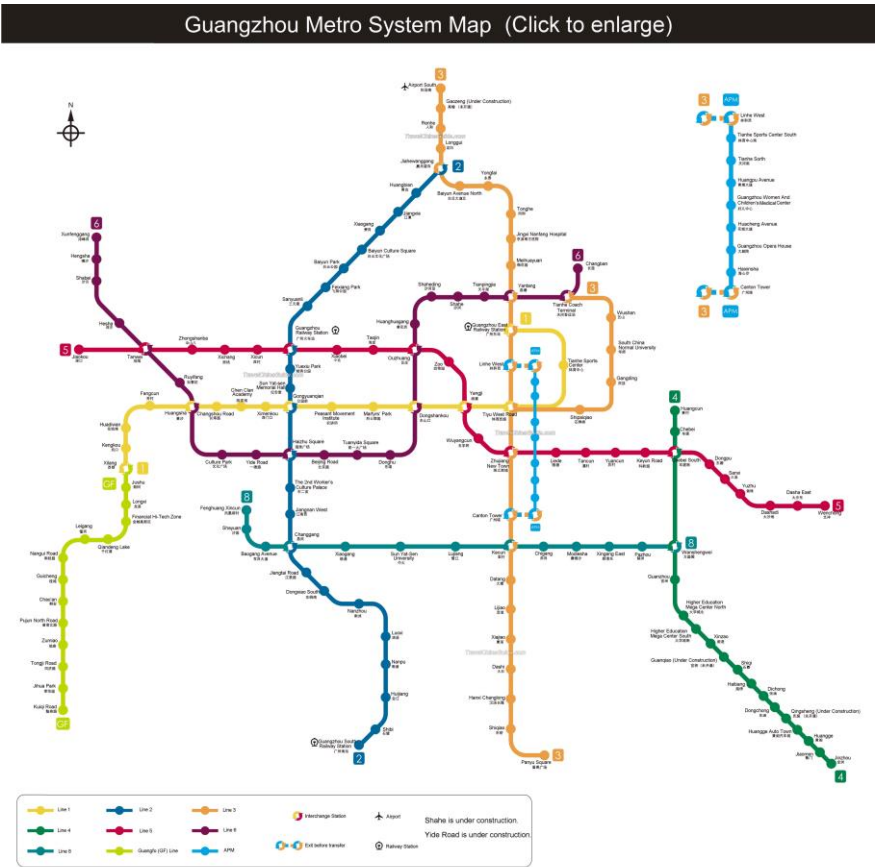
Nicely interconnected.

Barcelona, Spain:



Connected updown and side to side.

Guangzhou, China:



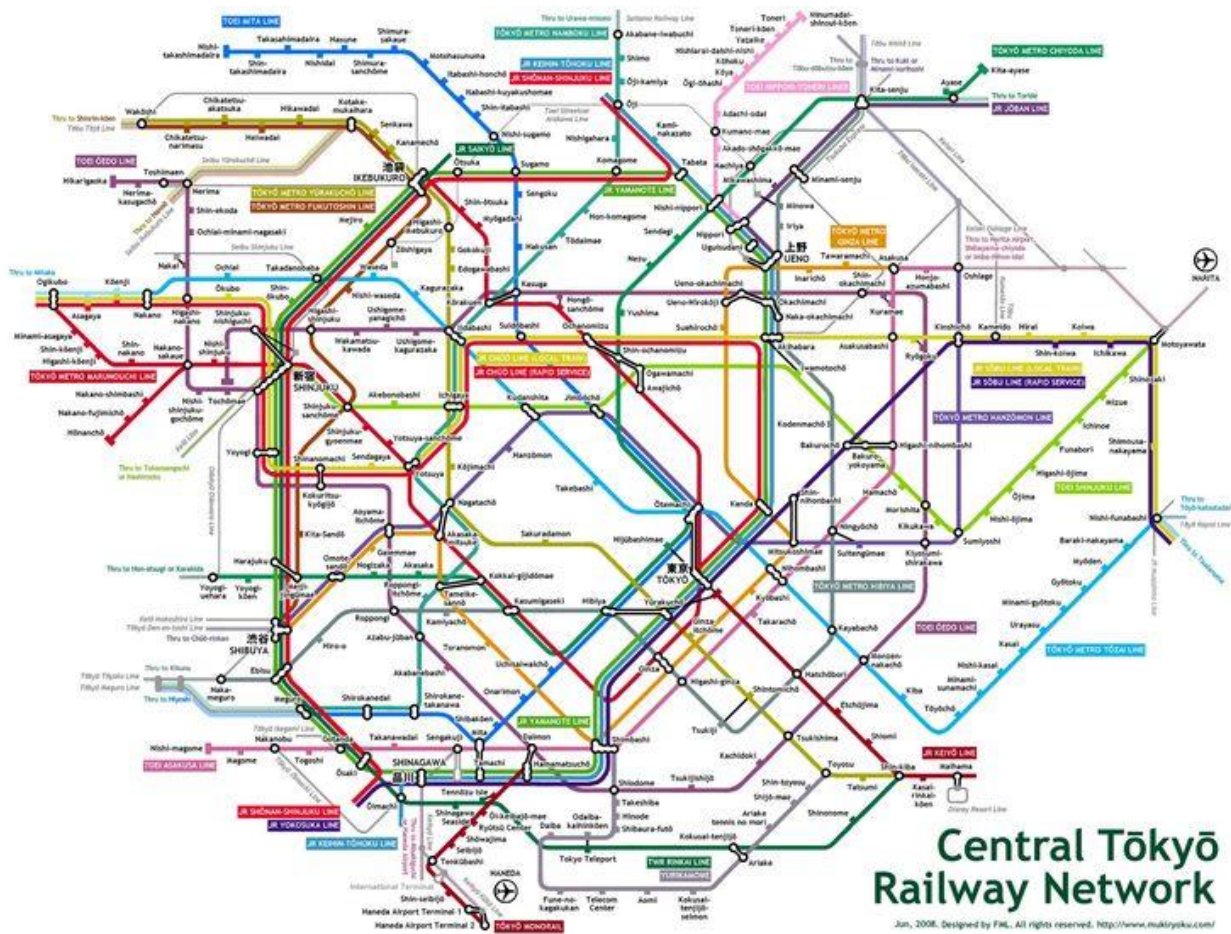
A smaller city, but nicely connected network. Multiple transition points.

London:



Very connected. Crossrail 1 and Crossrail 2 not included, nor is the Croydon tram, nor the interactions with British Rail stations.

Tokyo, Japan:



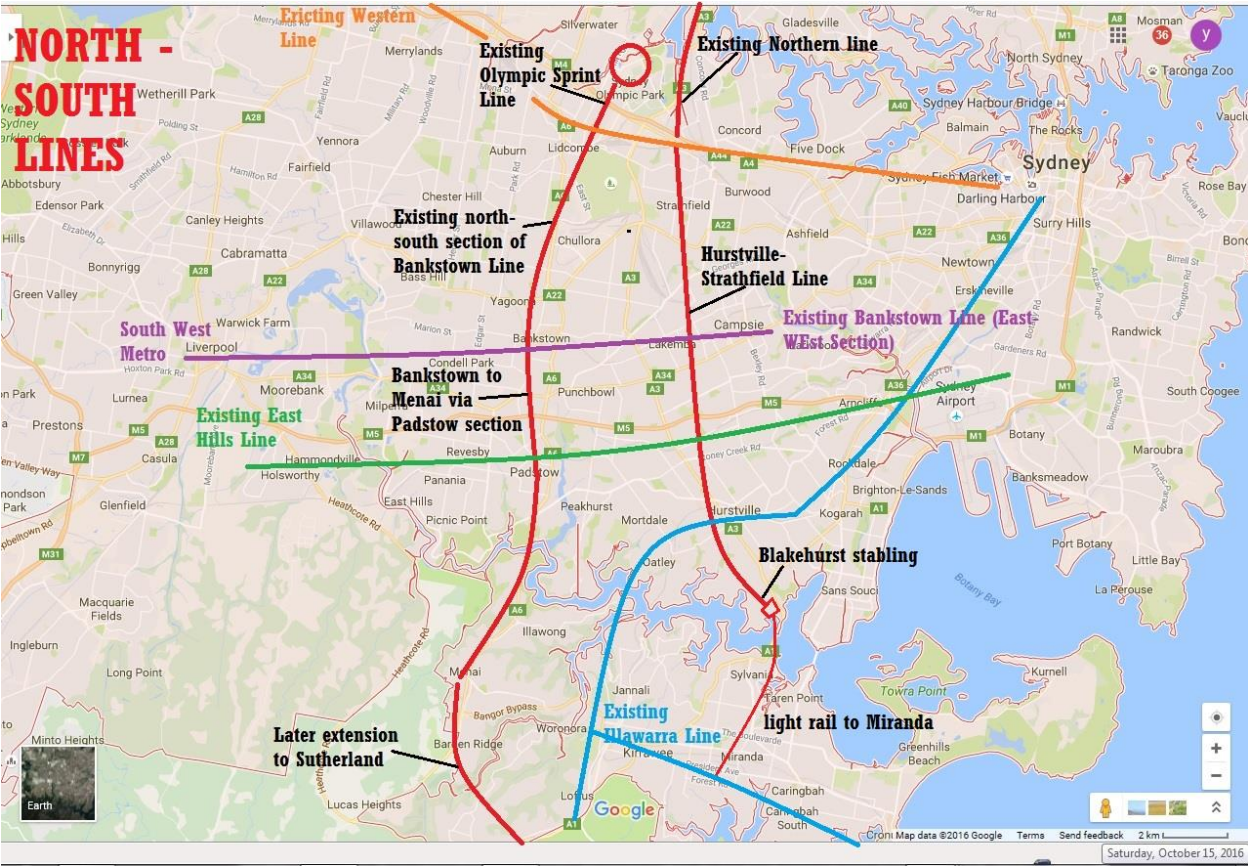
More circular than Beijing's very gridlike structure, but a very effective metro system for 24 million people.

Paris, France:

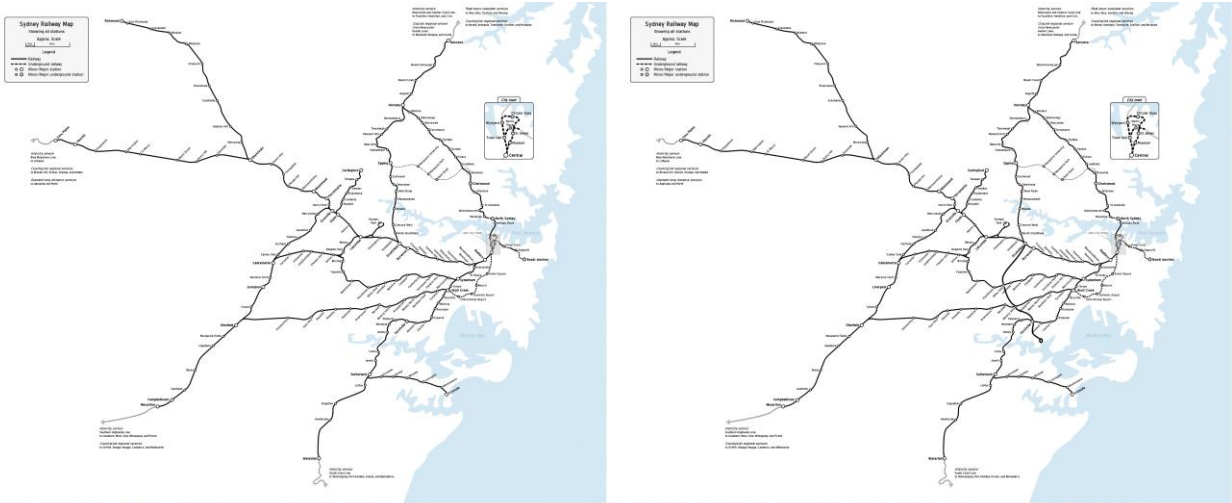


One realisation of the map, showing numerous north-south and east-west connections. Transfer across the city in minutes, not hours as is the case in Sydney.

SYDNEY: Two possible contenders for north-south alignments: Hurstville-Strathfield and SOP-Menai/Sutherland:



Comparison showing increase in connectivity before and after a north-south line is introduced:



Current Sydney Network Physical Configuration

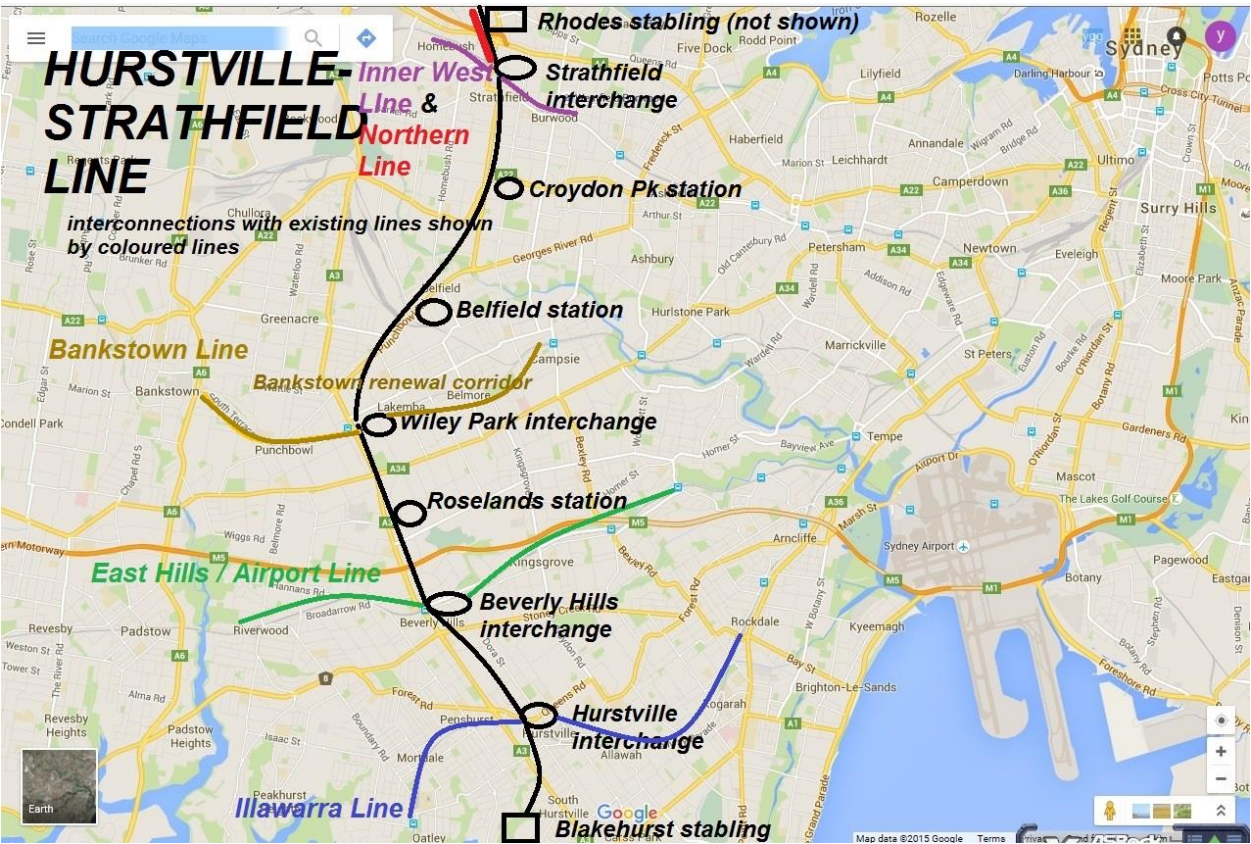
Sydney Network Physical Configuration with Hurstville Strathfield Line

EASTWEST LINES DISCONNECTED

EASTWEST LINES CONSIDERABLY MORE CONNECTED

Still poor by international standards – a second or third north-south line is needed – but definitely a step in the right direction.

Suggested connecting stations, alignment and intermediate stations for a Hurstville-Strathfield northsouth connector (acting as a Northern Line southern extension):



Map illustration of Hurstville-Strathfield integrated into existing network map:



Note the increased connectivity between ALL lines on the network map, not just those around the periphery of Hurstville-Strathfield. It is recommended that the Northern Line be repurposed to become part of the HSL, which would then free up tracks on the Western line between Strathfield and the City, currently close to capacity. This would also deliver passengers from the North/NorthWest intending to head south to Hurstville and the South directly, entirely bypassing the city, relieving congestion.

Hurstville-Strathfield and SOP-Menai/Sutherland are two possible north-south connectors serving SOP, Bankstown line regeneration, Hurstville, as well as 100+ stations on the 5 currently disconnected lines. These are lines that could be built cost-effectively through value capture. No engineering obstacles prevent their construction. Further north-south metro lines and light rail lines between existing stations on existing east-west lines could easily be added, creating ever greater network cohesion going forward.