

Dear Sir and team,

I am writing to you in regards to the West Metro and CBD Metro. The West Metro options that I've seen from Central to Parramatta are good and cater for new public transport spatial fields, urban consolidation and will help with capacity/ overcrowding problems on the current Cityrail Western Line. I also believe a single line loop from the underground Parramatta Transport Interchange metro platforms stopping at Westmead, Westmead Children's Hospital, Prince Alfred Park and then back to the Parramatta Transport Interchange is a fantastic idea. This will redefine Parramatta as Sydney's second CBD and would see substantial private industry investment. The Sydney Metro Authority could also benefit immensely with prime land around these stations rezoned. I do however believe that the CBD Metro is policy making on the run and doesn't really achieve any real objectives in its current form. I believe, and most planners in Sydney would probably also agree that the second harbour crossing is vital and a better option for the CBD Metro. From Central it could use the current reserved south – north Cityrail corridor with the same proposed stopping patterns as follows:

- * Central
- * Pitt Street (Town Hall)
- * Martin Place
- * Macquarie Place
- * Victoria Cross (North Sydney)

The benefits of this option are:

- * The south – north Cityrail corridor from Central through the CBD to North Sydney is not wasted on an alternative route and serves its intended purpose.
- * People travelling from Western Sydney by metro (If the West Metro is completed) do not have to change at Wynyard to get to North Sydney. A Western Metro with a CBD extension that goes onto Rozelle will create absolute chaos at Wynyard with people changing from metro to Cityrail services that will be already at capacity and unable to cope.
- * People travelling on other Cityrail lines will have an alternative way to get to North Sydney with interchanges at Central, Pitt Street (Town Hall) and Martin Place. This in turn will ease congestion at Central, Town Hall and Wynyard Cityrail stations.
- * Rouse Hill to Epping and Chatswood to Victoria Cross via the existing St Leonards Station could be completed as a heavy rail link with a Metro Interchange at Victoria Cross to get people to/ from the CBD.
- * There are probably numerous other benefits from a costing, running and performance point of view but further work would be needed to show this.

Figure X CBD option

I think the main initial emphasis should be on what I call the Figure X option under the CBD. This includes the West Metro in combination with an altered CBD Metro which includes a second harbour crossing as noted above and a Rozelle to the University of NSW Metro (A combination of the Northwest Metro and the South East Metro) running West - East under the Sydney CBD.

Stopping pattern from Rozelle could be:

- * Rozelle (Supported by a bus interchange/ terminal)
- * White Bay
- * Pyrmont
- * Wynyard
- * Martin Place
- * St James OR a new city centre station on the corner of Market and Castlereagh Streets
- * Taylors Square
- * Moore Park (Supported by a bus interchange/ terminal)
- * University of NSW

The reason I believe this should be the main initial emphasis is that none of the current proposed metros including the West Metro will be built in their entirety. I am sure due to the current economic climate and funding constraints the West Metro will initially only be built to Strathfield. You only need to look at previous Cityrail proposals in Sydney to see that this is a trend. The Illawarra line terminating at Bondi Junction instead of being built to Kingsford, the Chatswood to Parramatta rail link being cut to the Chatswood to Epping rail link and also even more recently the Northwest Metro being terminated at Rozelle. The figure X would lay the foundations under the Sydney CBD for a vast network which will eventually have two metro lines running across the city with line one running from Parramatta to Dee Why via the CBD and line two running from Malabar to Macquarie Park/ Epping or Rouse Hill via the CBD. This would also see the Martin Place Metro Interchange being built as one project thus limiting potential impact on the day to day running of the Sydney CBD in and around this area.

Then after the initial figure X is completed extensions could be built in smaller 5 - 10 km sections as the need/ funds become available without the Sydney CBD being affected. An example would be an initial extension from Victoria Cross to Chatswood or Mosman, Rozelle to Gladesville or University of NSW to Malabar.

Martin Place Metro Interchange

I think it will be a wasted opportunity if the Martin Place Metro Interchange is not completed now with four platforms regardless of which option you look at or if only the CBD Metro is completed at this stage. It is inevitable that the current proposed future East Metro and what I call the Figure X plan will have a station interchange at Martin Place requiring two additional platforms that will run in the same south - north direction. An even better plan would be to have same platform interchanging for quick, fuss free transfer. For example, using the current proposal people travelling from the West on the West Metro/ CBD Metro wanting to go to Victoria Cross (North Sydney) would alight at Martin Place and simply walk across the platform to change metro trains/ lines for the East Metro & vice versa from the other direction. The figure X proposal would be different as the CBD Metro would go onto Victoria Cross but the same principal would apply. The best known example of this same platform interchanging I can think of is what was proposed for St James Cityrail station.

Other metros that do not impact on the Sydney CBD that could be built in conjunction with/ after lines 1 and 2 have been fully completed could include:

- * Epping to Parramatta via the existing Carlingford Line. This line could also be extended into Sydney's southwest through Mays Hill, Merrylands West, Smithfield and beyond eventually reaching Liverpool possibly using some of the same alignment as the current Bus T-Way.
- * Hurstville to Strathfield. The possibility of extending this line to Epping by changing the Northern Line to metro could also be looked at. This would free up more Cityrail space between Strathfield and Central. People boarding the metro between Epping and Strathfield would need to change at either Epping or Strathfield to get to the Sydney CBD. They could use both metro or Cityrail services providing the West Metro is completed to Strathfield and the Northwest Metro to Epping.

And then much later into future:

- * Miranda to the CBD possibly via the F6 corridor, the International Airport, Newtown, Victoria Park (Interchange with the West Metro) and Ultimo/ the Pyrmont Peninsula.

Thankyou for your time. Any feedback, information you can provide to my email address would be greatly appreciated.

Michael Lomas
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