

CROSS CITY TUNNEL EIS SUBMISSION

THE BRADFIELD CITY RAILWAY

25 September 2000

THE BRADFIELD LINE

- The City of Sydney has changed a great deal since 1926 when the city railway first opened. Motor car ownership was limited; the vast bulk of the populace travelled by Tram and Darling Harbour was a very busy port for industry with very large freight rail yards. The trip across the harbour was by ferry; the '*coat hanger*' was under construction.
- The city railway did not become a city circle line until 1956 when the Cahill Expressway and Circular Quay railway station opened. The 1960's saw motor car ownership universal, the Tramway network closed in 1961 and by the 1980's Darling Harbour was an industrial wasteland. Now there is not only a Harbour Bridge but also a Harbour Tunnel and Darling Harbour has been rejuvenated and brought alive.

Has the city outgrown the current city railway?

On the criteria given above, the answer is overwhelmingly yes. On the ability to move volumes of people, the answer is also yes.

Each weekday between 7.30 and 9.00 a.m. 20,000 people arrive at CBD stations in a 15 minute period and each weekday between 4.00 and 6.00 p.m. 16,000 passengers depart in a 15 minute period. On weekdays between peak periods 5,000 passengers arrive and depart CBD stations in 15 minute periods. In comparison only 4,000 vehicles traverse east-west across central Sydney each morning peak hour.

Has the current city circle railway reached capacity?

On the data available, Town Hall and Wynyard carry up to 19 trains per hour in peak period. Normal capacity is 21 trains per hour. To achieve this an extension of platforms and augmentation of entry/exit points would be required.

Based on this information, the current city circle railway has reached capacity.

Is public safety at risk if the current city railway has reached capacity?

The construction of a new city railway will ensure that public safety is not put at risk.

Does a new city railway have to be built if new suburban lines are built?

Yes.

There is still an overwhelmingly city centric focus of the rail network.

Why not build a light rail network throughout the city instead of a railway?

The gradual expansion of the light rail system is appropriate however you would not reduce rail services to the city as you expand the light rail network. The expansion of light rail would not proceed along the same routes as rail and therefore a new railway is required to relieve pressure on the existing city railway and ultimately improve services.

Why not build an east-west road tunnel to ease pressure on the roads or rail network?

In order to solve Metropolitan Sydney's traffic gridlock, Sydney needs a properly planned, expanding rail network.

How much would a new city railway cost?

The cost of a new city railway would be no less than \$300 Million.

The Cross City road tunnel proposal requires completely new tunnel works, would this be the case with a new city railway?

The cost of a new city railway will be considerably less expensive to build than a cross city road tunnel because there are already in place many railway tunnels along the route of the new city railway.

What would be the name of the new City railway?

The new city railway would be named **THE BRADFIELD LINE** in honour of Dr Bradfield who designed and built the Sydney Harbour Bridge, existing city railway and most of the metropolitan rail network.

What Railway stations would be included on the new city railway?

The following railway stations would be included on the new city railway:

- ❖ Central
- ❖ Darling Harbour
- ❖ King Street
- ❖ Bridge Street
- ❖ Parliament
- ❖ St. James
- ❖ Whitlam Square

Additionally the following stations would be required in order to provide a vital cross town route so as to ease congestion further on the current city circle line:

- ❖ Milsons Point
- ❖ Wynyard
- ❖ Market Street
- ❖ Whitlam Square

Why would the second cross town route be required?

The congestion on the current city railway is at Town Hall and Wynyard.

Providing a station at Market Street caters for city shoppers and by diverting trains away from Town Hall eases congestion on the current city lines. The trains proceed south-west utilising existing tunnels with a link at Whitlam Square and back into the current city railway.

When the Parramatta-Chatswood line opens will the current city railway cope with increased demand without a new city railway?

No.

The south bound line across the Harbour Bridge at present has surplus capacity.

When the Parramatta-Chatswood line opens there will be no spare capacity for trains to cross the harbour. The answer is to restore the tracks on what are currently lanes 7 and 8 of the bridge. When the trains cross the harbour bridge on the new lines, they will descend underground into new platforms at Wynyard.

What affect will the conversion of Lanes 7 and 8 to rail traffic have on road traffic conditions on the Bradfield Highway?

The Harbour Tunnel and Cahill Expressway will be able to cope with the changed traffic conditions and commuters will be attracted onto public transport where at present they drive a car.

Would all the railway stations be newly constructed?

No.

At Central Platforms 24 and 25 would be incorporated into the new Bradfield Line.

At St. James the two middle platforms that have never been used would also be incorporated into the Bradfield Line.

At Milsons Point a new island platform would be constructed in a location directly opposite the existing station. Trains from North Sydney station would travel over the Bradfield Highway on a viaduct and proceed across the Harbour Bridge.

At Wynyard the new platforms would be located above the existing platform Nos 3 and 4.

Would the new city railway use any existing tunnelling?

Yes.

At Central the Bradfield Line would commence from the Eastern Suburbs Line from Platforms 24 and 25 and divert off the existing line to head underneath Darling Harbour.

At Parliament the Bradfield Line would utilise the existing tunnels underneath parliament house.

At St. James existing unused tunnelling would be incorporated into the Bradfield Line.

At Whitlam Square existing unused tunnelling would be incorporated into the Bradfield Line.

At Wynyard the Bradfield Line would depart from the old Tram platforms (new platforms 1 & 2) and also as the line heads in a South-Easterly direction utilising existing unused tunnelling.

What is the current passenger activity level of the existing city railway?

Passenger numbers in and out of CBD stations both on a weekday over a 24 hour period and weekday A.M. peak hours:

<u>STATION</u>	<u>IN</u>	<u>OUT</u>	
Central	53,719 5,106	60,267 27,806	weekday 24 Hr weekday AM Peak
Townhall	56,201 3,356	55,825 27,620	weekday 24 Hr weekday AM peak
Wynyard	42,777 2,983	46,144 30,827	weekday 24 Hr weekday AM peak
Circular Quay	11,333 1,292	12,780 5,724	weekday 24 Hr weekday AM peak
Martin Place	13,570 332	15,533 10,106	weekday 24 Hr weekday AM Peak
St. James	6,689 82	7,757 4,545	weekday 24 Hr weekday AM peak
Museum	7,055 269	8,933 5,792	weekday 24 Hr weekday AM peak

What would be the passenger activity level of a new city railway?

Based on the same criteria a new city railway might have the following level of patronage:

<u>STATION</u>	<u>IN</u>	<u>OUT</u>	
Central	60,000 8,000	70,000 40,000	weekday 24 Hr weekday AM peak
Darling Harbour	5,000 1,000	8,000 5,000	weekday 24 Hr weekday AM peak
King Street	10,000 1,000	20,000 10,000	weekday 24 Hr weekday AM peak
Bridge Street	15,000 2,000	25,000 20,000	weekday 24 Hr weekday AM peak
Parliament	15,000 2,000	25,000 20,000	weekday 24 Hr weekday AM peak
St. James	10,000 1,000	15,000 10,000	weekday 24 Hr weekday AM peak
Whitlam Square	10,000 1,000	15,000 10,000	weekday 24 Hr weekday AM peak
Milsons Point	15,000 3,000	30,000 7,000	weekday 24 Hr weekday AM peak
Wynyard	50,000 5,000	60,000 40,000	weekday 24 Hr weekday AM peak
Market Street	10,000 2,000	25,000 20,000	weekday 24 Hr weekday AM peak

What would be the likely affect of passenger activity on existing CBD stations following the opening of a new city railway?

<u>STATION</u>	<u>IN</u>	<u>OUT</u>	
Central	60,000 8,000	70,000 40,000	weekday 24 Hr weekday AM Peak
Townhall	50,000 2,000	45,000 20,000	weekday 24 Hr weekday AM peak
Wynyard	50,000 5,000	60,000 40,000	weekday 24 Hr weekday AM peak
Circular Quay	10,000 1,000	11,000 4,500	weekday 24 Hr weekday AM peak
Martin Place	10,000 200	12,000 10,000	weekday 24 Hr weekday AM Peak
St. James	10,000 1,000	15,000 10,000	weekday 24 Hr weekday AM peak
Museum	7,000 200	8,000 5,000	weekday 24 Hr weekday AM peak

- Events of recent days prove the effectiveness of the ability of City Rail to move large volumes of people and projects such as these provide the long term key to unlocking Sydney's traffic gridlock.

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