Metro

The future of Sydney's transport





The NSW Government is investing in metro – a world class mass transit system which will transform Sydney.

Metro is the appropriate and necessary next step towards creating a liveable, productive and dynamic urban future for Australia's global city.

Global cities around the world are turning to fast, frequent and reliable metro rail systems as the preferred mass transit solution to the challenges of growth and urbanisation.

The NSW Government has established Sydney Metro to lead the design, construction and operation of metro rail systems for Sydney.

Importantly, metro will ensure that in line with the NSW Government's strategic planning objectives, Sydney's population and employment growth will be focused on centres and corridors.

Metro will also bring rail transport to areas of Sydney that currently have to rely on other transport modes, opening up fresh and higher quality public transport options.

CBD Metro – Sydney's first metro



Construction of Sydney's first metro - the seven-kilometre CBD Metro - starts next year.

Detailed planning and an environmental assessment are well advanced. The tendering process for companies to both build and operate the CBD Metro is also underway.

The CBD Metro will be an underground rail system with stations at Central, Town Hall Square, Martin Place, Barangaroo -Wynyard, Pyrmont and Rozelle.

It delivers additional mass transit capacity where it is needed most and is the enabler of the future, broader network of metros for Sydney.

This first enabling line will create the central spine for a larger metro system for Sydney that will expand to meet the needs of a complex, growing city.

Construction of the CBD Metro will commence next year and the first metro trains will be operating in Sydney by 2015.



Towards a metro network for Sydney

Sydney's complex network of road, rail and bus is already at capacity on key points of the network - points which are also experiencing the highest rates of population and employment growth.

To maximise and support growth and sustainability, Sydney must have a comprehensive transport solution for the future.

Metro is an essential addition to Sydney's transport system and over time it will grow to become as significant as the roads, rail and buses that underpin Sydney's communities and economy. Each Metro line could be capable of carrying up to 40,000 passengers per hour, providing a major injection of higher service quality and capacity into a constrained network.

Metro rail has the proven ability to step up and meet the sustainable mass transit challenges of modern, global cities.

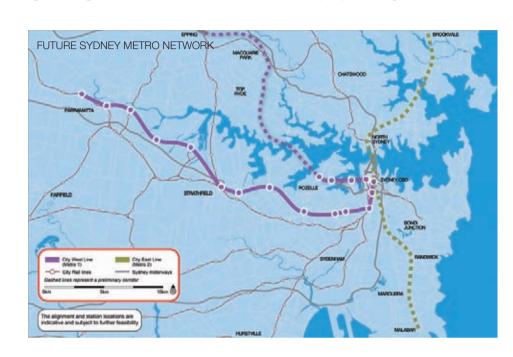
The CBD Metro and its extension to the west are key steps towards a metro network for Sydney.

In the longer term, a broader network of metros is planned, including an extension beyond Rozelle beneath Victoria Road towards the North West.

This metro network targets the major corridors of Parramatta Road, Victoria Road, Anzac Parade and Military Road, as well as targeting significant areas of growing transport congestion around existing major road, bus and rail corridors.

In the very long term, this network could be extended to major cross-regional corridors of demand.

This network strategy for metro will allow complimentary changes to the broader transport network – and soundly links land use planning with transport planning and delivers on the State's strategic objectives for improved urban environments with reliable transport access.



Two major metro lines will form this broader metro network, as follows:

METRO LINE 1 City West line

From Westmead to the CBD and then beyond Rozelle to the North West.

METRO LINE 2 City East line

From Malabar through Maroubra, the Prince of Wales Hospital, the University of NSW and the Moore Park sporting and entertainment complex to the city and beyond to Chatswood and the Northern Beaches.





West Metro – the first extension

The NSW Government is committed to developing a metro network for Sydney to realise the objectives of the 2005 *Metropolitan Strategy* – the over-arching planning

The Government has identified the West Metro as the first priority for an extension of the CBD Metro.

framework for Sydney.

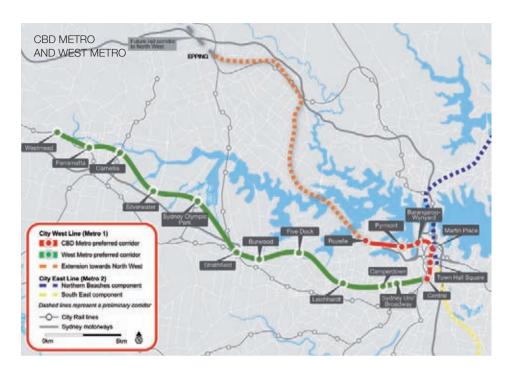
Sydney's busiest transport corridor runs between the city and Parramatta – our second largest CBD and the geographic heart of the metropolitan region.

Experts agree that Parramatta and the inner west will keep growing as employment, retail, entertainment, education, health and residential precincts.

Sydney's growth over the next 30 years will follow a different pattern to the past, with accelerated urban renewal and growth in existing suburbs, such as the inner west.

The West Metro will link directly with the CBD Metro at Central and run via Broadway and the University of Sydney, Camperdown, Leichhardt, Five Dock, Burwood, Strathfield, Sydney Olympic Park, Camellia and then on to Parramatta and Westmead.

A fast, clean, safe, reliable and green metro running every few minutes from Westmead and Parramatta and then through Sydney Olympic Park and



the inner west will reinvigorate public transport where it is needed most.

The West Metro will free up the CityRail network, take buses off city streets and help introduce new, cross-regional bus services.

It will revolutionize travel times across the sector, making it easier and quicker for people to get where they need to be. For example, the trip from Leichhardt to Central will take just five minutes.

The West Metro can break open public transport bottlenecks and breathe fresh connectivity to key centres including the University of Sydney, Broadway, Leichhardt, Burwood, Sydney
Olympic Park, the Parramatta CBD

and the Westmead health and education precincts.

It would also attract and consolidate new land uses for potential development areas including Parramatta East, Rosehill, Camellia and Silverwater.

Following a jointly funded feasibility study, the Australian Government has provided \$91 million for pre-construction activities for the West Metro including a full Environmental Assessment and finalising the alignment and station locations in consultation with the community.

Subject to future funding decisions, construction of the West Metro could commence as early as 2011.

