

# More trains, faster services right across Sydney

Sydney Rapid Transit delivers a new rapid transit rail line under Sydney Harbour, through the CBD and to Bankstown – instantly providing a massive boost in the number of trains right across Sydney.

It will provide a **60 per cent increase in the number of trains** in the peak and cater for **an extra 100,000 customers per hour** as well as providing faster, more frequent and more reliable services for Sydney and intercity train customers.

This is the next major rail project identified in *Sydney's Rail Future*, a plan released by the NSW Government in 2012 which includes building the \$8.3 billion North West and \$2.1 billion South West Rail Links – both now under construction.

SRT will extend the North West Rail Link under Sydney Harbour, through the CBD and west to Bankstown, with capacity to run up to 30 trains per hour in each direction through the city on the new line.

Combined with enabling works including **investment in infrastructure and signalling for the T1 Western Line**, the benefits of SRT will include:

- The unblocking of a major bottleneck in the city to allow up to 60 per cent more trains every hour across the network, including from **Western Sydney, South West Sydney, southern Sydney and northern Sydney**
- More express trains from **Penrith, Parramatta and Blacktown** to the city that don't get stuck behind all-stops trains
- Three new underground CBD railway stations on the new line, which will ease congestion at existing city stations such as **Wynyard and Town Hall**
- Travel time savings and greater reliability across the network, including for **intercity customers**, because rapid transit will be separate from the rest of the network
- **Modern, safe rapid transit trains which carry more customers per hour** than double-deckers, reduce travel times and have more doors to make it easier to get on and off – providing a turn-up-and-go service.

# Sydney Rapid Transit – the key that unlocks Sydney’s rail capacity

**New SRT**  
30 rapid transit trains an hour each way in the peak

**North West Rail Link**  
More rapid transit trains – up to 20 an hour  
Direct rapid transit to the city, and beyond  
More trains every hour between Epping and Chatswood via Macquarie Park

**Bankstown**  
15 rapid transit trains an hour  
This unlocks City Circle capacity allowing more trains from South Western Sydney and the East Hills line into the CBD

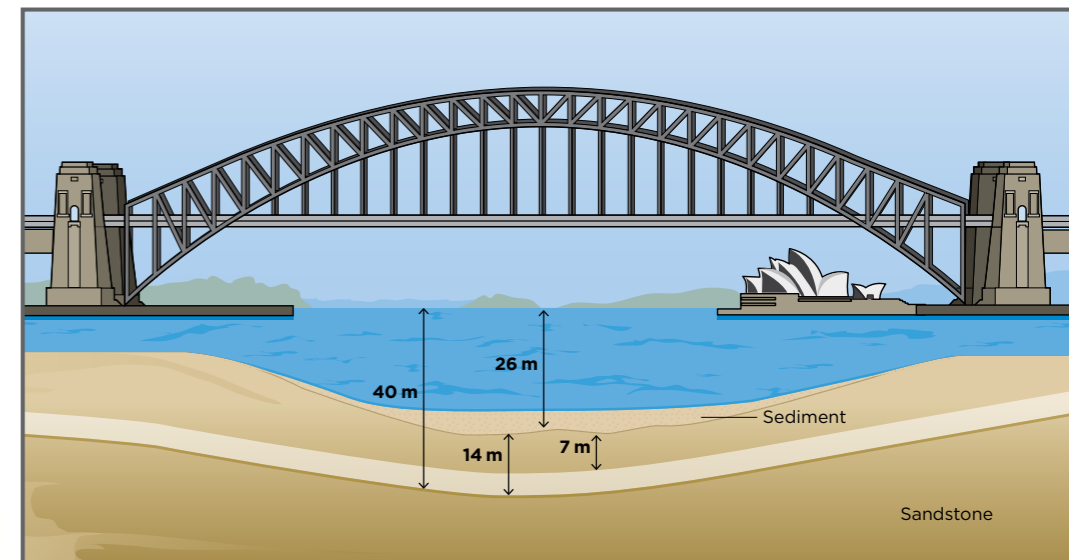
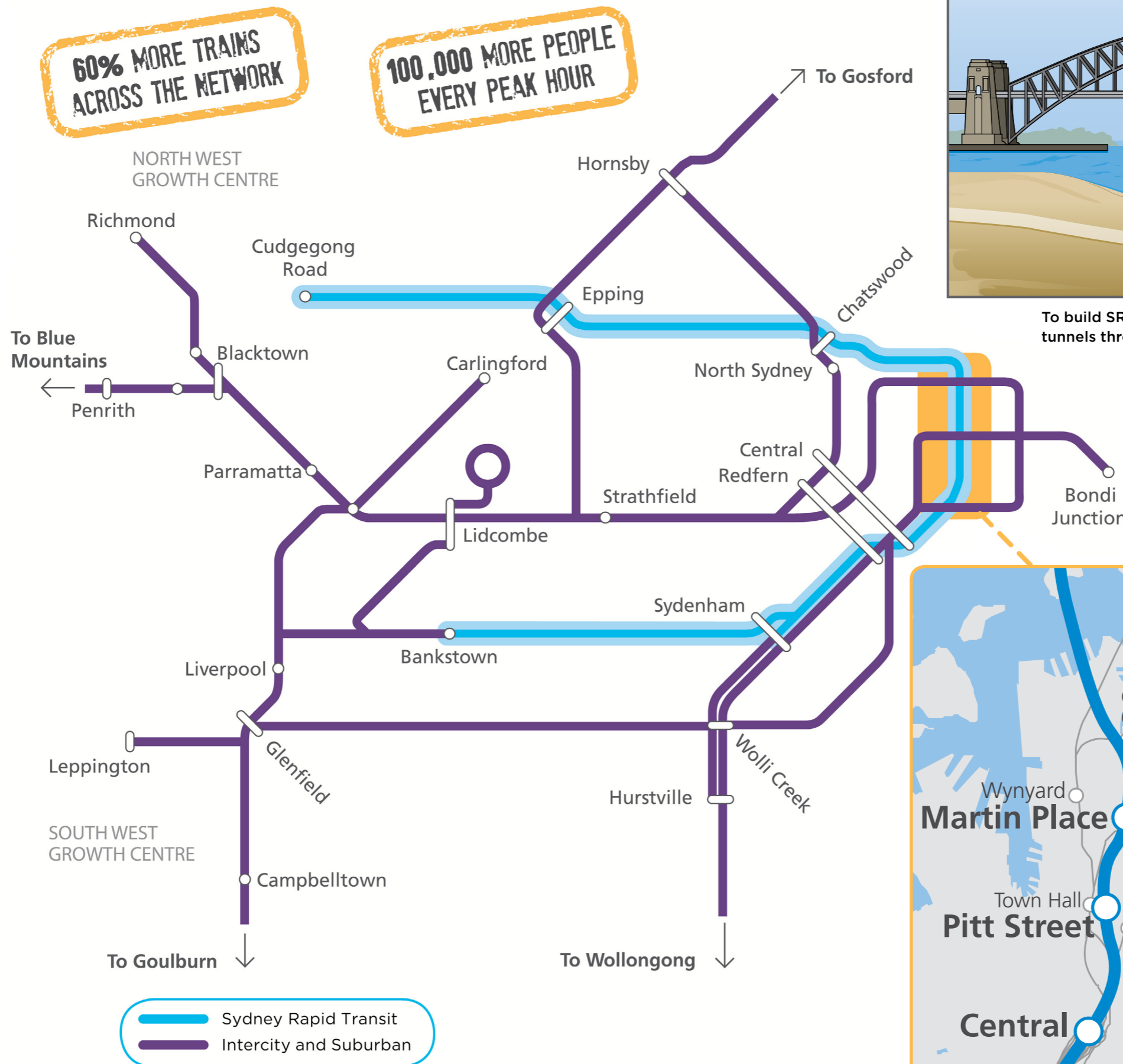
**Penrith**  
Reliable and faster express trains

**Inner West**  
Increases to 20 trains an hour

**Parramatta to City**  
More express trains every hour and more services via Strathfield

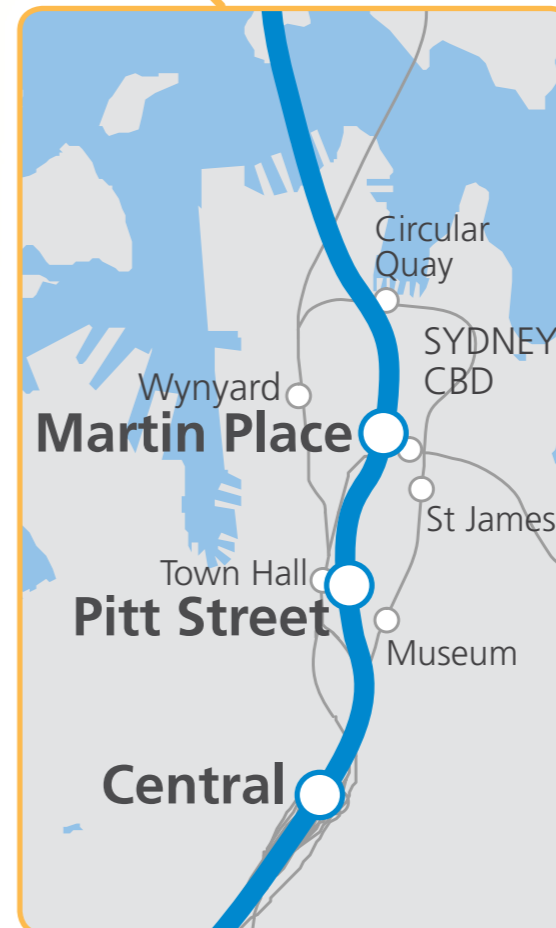
**South West**  
More trains for Campbelltown, East Hills, Airport and South Lines

**City Circle**  
20 trains an hour each way



To build SRT, specialised tunnel boring machines will carve out twin tunnels through sandstone bedrock beneath Sydney Harbour.

**Sydney’s Rail Future**  
SRT was identified in *Sydney’s Rail Future* as the next big rail project for Sydney after the North West Rail Link. It will meet Sydney’s rail capacity demands for generations to come.



## SRT key facts

- A train every two minutes through the heart of the CBD
- Next generation trains
- Five new rapid transit stations at Central, Pitt Street, Martin Place, Victoria Cross and St Leonards/Crows Nest
- 11 existing stations upgraded to rapid transit
- Automated, fast, safe, frequent rapid transit
- Total route: 30 km
  - 3 km extra tracks, Chatswood – St Leonards area
  - 12.5 km twin tunnels
  - 13.4 km Western Extension, Sydenham to Bankstown. Conversion of existing line to rapid transit
- Dedicated line operating independently of the existing rail network, not subject to wider network delays
- Seamless interchanges with Sydney Trains, NSW Trains, busses and light rail
- No timetable – just turn up and go
- Consideration of other station locations such as Barangaroo.

# Rapid transit benefits



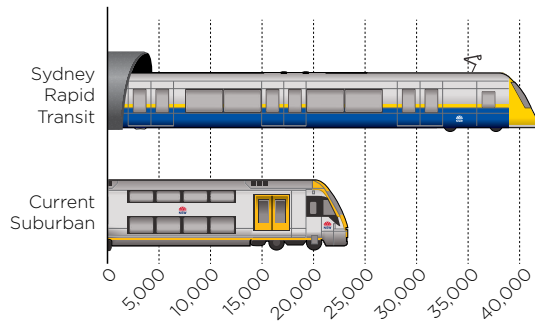
- Fast, frequent, safe
- More trains, more often
- Super reliable – 98% on-time operations
- Faster acceleration – superior performance
- Just turn up and go – no need for timetables
- More doors make it quicker to get on and off – less stopping time at stations
- Minimal gap between platform and train – platform level with train doors
- Safe and secure – ability to see inside the entire length of the train – double deck trains have over 20 separate compartments
- Constant CCTV monitoring on board and at all stations
- Simple stopping patterns
- Platform screen safety doors
- State of the art communications and control systems - automated rapid transit trains can travel more closely together
- Independent of the rest of the network – less chance of flow-on delays for both rapid transit and suburban trains
- Opal ticketing.

## Capacity

The total number of people reliably carried on a train line in an hour is the true measure of rail capacity.

Other global cities around the world have single deck rapid transit trains that reliably carry around 40,000 or more people an hour.

### MAXIMUM SYDNEY TRAIN CUSTOMERS PER HOUR PER LINE



London's new Crossrail is planning for an initial capacity of 36,000 passengers.

Hong Kong's cross-harbour Tsuen Wan line has capacity for up to 60,000 people per hour.

Sydney's rapid transit target of about 40,000 per hour is comparable to the average hourly capacity of rapid transit trains world-wide and will have 98 per cent reliability.

Sydney's current suburban trains can reliably carry 24,000 people an hour per line.

## Sydney Rapid Transit Proposed stations

