

Sydney Metro Submissions  
Transport for NSW  
PO Box 9659  
HAYMARKET NSW 1240

#### **SUBMISSION: SYDNEY METRO ALIGNMENT PUBLIC CONSULTATION**

The Tourism & Transport Forum (TTF) welcomes the opportunity to make a submission on the alignment and stations under consideration as part of the Sydney Metro City and South West project.

TTF is a national industry association representing the interests of the tourism, transport and aviation sectors. In transport, TTF is a leading advocate for greater investment in our public transport network to improve the productivity and liveability of our major metropolitan centres.

#### **General**

TTF strongly supports the NSW government's decision to commit to the construction and operation of the Sydney Metro.

Constructing a second harbour rail crossing and new CBD line has been TTF's highest priority transport project for NSW identified in a number of reports and submissions over the last four years. TTF has supported the agenda outlined by the NSW government in the *NSW Transport Master Plan* and *Sydney's Rail Future* which will see this project form the backbone of a metro-style rail network for the city.

TTF recognises the considerable benefits of this project including significant capacity improvements across the rail network, new stations along its route serving major commercial and residential growth centres and the alleviation of overcrowding at Town Hall and Wynyard stations.

Commuters will particularly benefit from what will be a significant step up in customer service levels including faster travel times, more interchange options, modern station facilities and rolling stock and more frequent 'turn up and go' services.

TTF therefore believes that this will be the most important rail project built in Sydney for more than 50 years.

#### **Alignment and stations**

TTF supports the alignment of the proposed Sydney Metro project.

We particularly welcome the government's most recent decision to include a station at Barangaroo. This will ensure that our newest commercial, cultural and residential precinct is better connected to other parts of the CBD and the broader metropolitan area. While the Wynyard Walk will alleviate pedestrian congestion, TTF has been concerned that Wynyard station itself will struggle to cope with increased demand generated by Barangaroo in the absence of alternative mass-transit connections to the precinct.

In addition to serving the commercial precinct of Barangaroo, the station will also provide important access to Barangaroo's cultural and visitor attractions, the Barangaroo Point park and, importantly, the Walsh Bay precinct.

TTF has not formed a view about whether a station is warranted in the Artarmon industrial area or the location of a station or platforms at St Leonards/Crows Nest. Similarly, we have not been able to technically assess the competing arguments for the Waterloo and University of Sydney options.

We would however note that the government's business case analysis of these two options must be wide enough to incorporate broader community benefits, for example, serving the large existing student and academic body at the University which may not be reflected in a standard cost-benefit analysis. A station at the University of Sydney would also support the growth of this major educational precinct including the growth of the international student market which is of importance to the visitor economy.

#### **Broader civic benefits – Town Hall Square**

TTF notes that the current plans locate the Pitt Street station between Park and Bathurst Streets. This provides a unique opportunity for the government to work with the City of Sydney to use the Sydney Metro project as a catalyst for the City's proposed Town Hall Square.

Establishing a major civic square in front of Sydney Town Hall would deliver Sydney a significant new public space and improve the amenity of this part of the city. The square will align well with the pedestrianisation of George Street following the completion of the Sydney Light Rail project.

The square will occupy the northern end of the block bordered by George, Pitt, Park and Bathurst Streets. It provides the potential for a major new civic space for Sydney and the City has been acquiring properties for a number of years. TTF is also aware that there is interest in the redevelopment of neighbouring properties which ideally should be integrated, from a design and use perspective, into plans for the square.

TTF believes that this could be a major win from the construction of the Sydney Metro.

The creation of the square should be timed to facilitate the construction of the Pitt Street station box. This will require the NSW government to work closely with the City of Sydney and neighbouring property owners to bring these exciting plans to fruition. It would be a lost opportunity for Sydney if the Metro project were to be constructed in isolation and not look to include the broader civic benefits that would arise from this opportunity. The square also provides the opportunity to improve the connectivity of Town Hall station with the new Pitt Street station, which is discussed below.

#### **Improving interchanges**

TTF notes that the current proposals for the Sydney Metro include direct rail interchanges with the existing rail network at Chatswood, Martin Place and Central.

Maximising the ease with which commuters can access the Sydney Metro line will be important to maximise patronage and improve convenience for commuters.

TTF recognises that one of the goals of the project is to provide new catchments for commuters along its route and to alleviate commuter congestion at existing stations, particularly in the CBD.

TTF does, however, believe that it is important to ensure ease of commuter access between the Pitt Street and Town Hall stations and the North Sydney and Victoria Cross stations as an essential part of the project.

The development of Town Hall Square has the potential to permit both an expansion of the underground concourse at Town Hall (heading eastward into the area currently occupied by Woolworths) and a direct underground pedestrian link between the Town Hall and Pitt Street stations. TTF recommends that the government explore the feasibility of this link which could be serviced by high-capacity moving walk ways. While not a direct interchange, this would significantly improve options for commuters seeking to transfer between the Metro and existing lines at Town Hall.

Similarly, TTF recommends that the government ensure that there are easy pedestrian links between the North Sydney and Victoria Cross stations. This could be provided underground utilising the existing pedestrian network in the Greenwood shopping complex at North Sydney. Such links could also provide broader civic benefits in North Sydney by providing new pedestrian links from the North Sydney station (via Greenwood) to commercial properties on the north western side of Miller Street.

#### **Future proofing for further growth in the Metro network**

Metro systems operate most effectively as single lines and the Sydney City Metro project will need to be designed to cater for patronage and service growth along the proposed alignment for many decades.

None-the-less, TTF believes that the opportunity to expand the metro system needs to be considered by the government at this stage of the project design.

The government has indicated that it is assessing the inclusion of a stub tunnel which would allow the future addition of a spur line serving the lower north shore, potentially to the Spit Junction. TTF supports this approach. The Military Road corridor is one of the most congested in Sydney for both buses and motor vehicles. Providing a metro rail service to this region would reduce traffic congestion and provide more options to residents on the lower north shore and the Manly-Warringah peninsula (possibly through a bus-metro interchange before the Harbour Bridge).

TTF also believes that the government needs to consider the transport needs of the Bays Precinct. This will be one of Sydney's largest urban renewal projects and will require a multi-modal transport solution to service anticipated commuter demand. While light rail and ferry will be an important part of the mix, higher capacity mass transit options will need to be considered. This will include new rail links. The government should consider the role of metro rail to service the Bays Precinct. In this regard, TTF recommends that the government examine whether such services would be delivered through a new metro line or whether a better alternative would be through a spur line joining the Sydney Metro project. If the latter option is preferred, then planning for the Sydney Metro should take into account the future needs of the Bays Precinct.

#### **The opportunity for a 'value capture' for Sydney Metro**

TTF notes that funding for the Sydney Metro has been largely secured through the government's asset-recycling program.

However, the Sydney Metro project is ideally suited to funding support from a value-capture model. Along its route, the Sydney Metro will deliver considerable new opportunities for transit-oriented development and will also deliver value uplift for property owners and businesses.

The government should actively consider the introduction of value-capture levies for the project. Funds generated from a value-capture model would either meet any funding shortfalls or allow funds to be freed for other public transport projects.

Thank you again for the opportunity to comment on this important project.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Margy Oumond'. The signature is stylized with large loops and a long vertical stroke at the end.

**Margy Oumond**  
CHIEF EXECUTIVE OFFICER