

About Sydney Metro

Sydney Metro is a new world-class railway for Sydney.

Services start in the city's north west in the second quarter of 2019 with 13 metro stations on Australia's first fully-automated railway.

A new generation of metro trains will run every four minutes in the peak in each direction. Customers won't need a timetable, they'll just turn up and go.

All metro stations will be fully accessible with lifts and level access between platforms and trains, making it easier for more customers to use public transport.

From the north west, metro rail is being extended under Sydney Harbour, through new underground city stations and beyond to the south west.

In 2024, Sydney will have 31 metro railway stations and a 66-kilometre stand-alone metro railway system.

There will be capacity for a metro train every two minutes in each direction under the Sydney city centre.

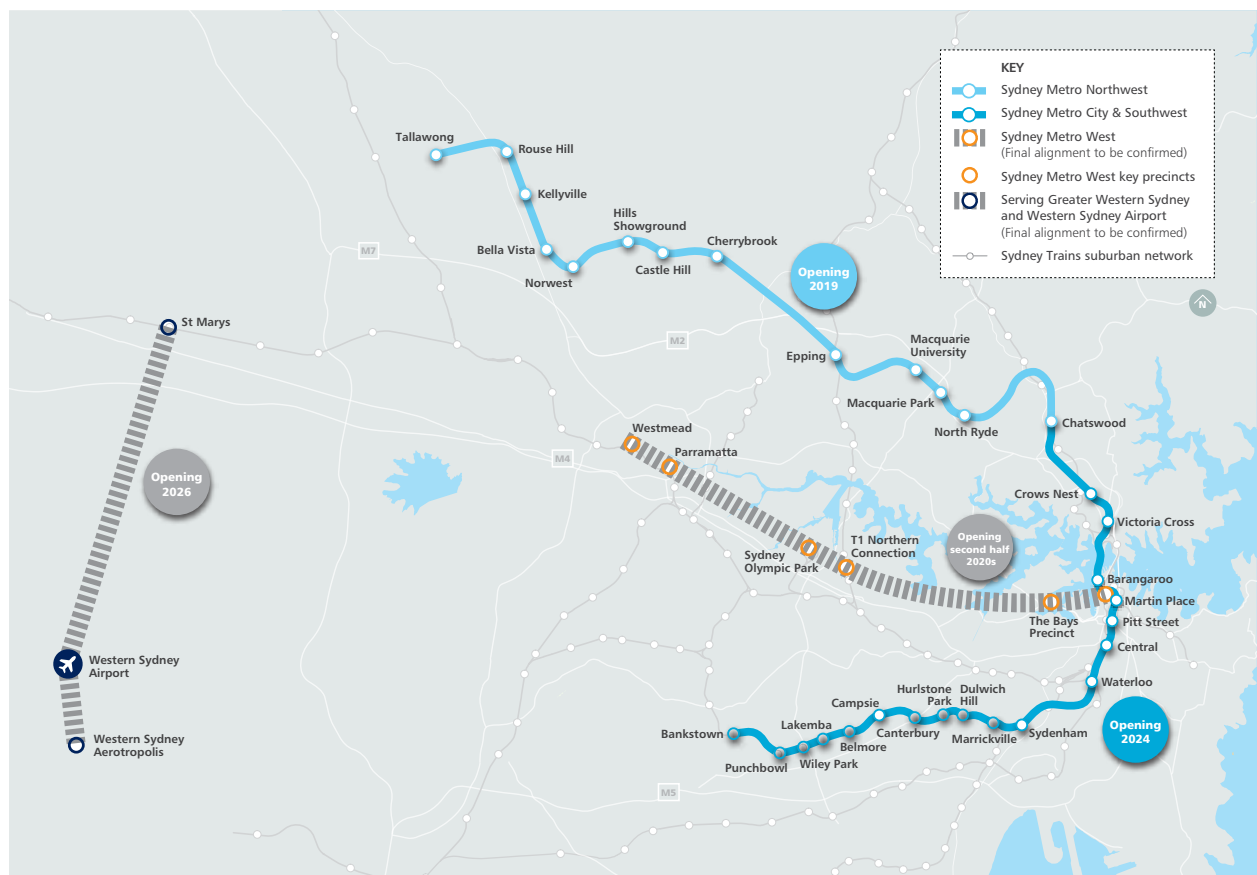


Figure 1: Sydney's new 66-kilometre long high-frequency metro rail system.

Sydney's new metro, together with signalling and infrastructure upgrades across the existing Sydney suburban rail network, will increase the capacity of train services entering the Sydney central business district (CBD) – from about 120 an hour currently to up to 200 services beyond 2024. That's an increase of up to 60 per cent capacity across the network to meet demand.

New metro rail will also link the Sydney CBD to Parramatta and Westmead. The railway servicing the new Western Sydney Airport will be also developed and delivered by Sydney Metro.

Key features

- **More than 66 kilometres** of metro rail from Rouse Hill to Bankstown
- **A new generation** of fast, safe and reliable metro trains
- **No timetable** – just turn up and go
- **Higher frequency** trains during the day and late at night
- **Reduced travel times** for customers across the rail network
- **More trains, more often** in the peak through the CBD
- **Reduced crowding** on the T1 Western Line and on trains from the south west, by creating extra capacity
- **More trains** from Sydney's north west and south west
- **Opal ticketing** and fares the same as the rest of Sydney, providing a seamless journey for customers, making it even easier to move around
- **Fast and easy** to change to trains, buses, ferries and light rail
- **Stand-alone line** operating independently of the existing rail network, not subject to wider suburban delays
- **Connecting** Sydney's economic centres with a boost of activity up to \$5 billion per year
- **New choices** for jobs, education and recreation
- **Faster transport** to employment growth areas

Sydney Metro Northwest

What is Sydney Metro Northwest?

The \$8.3 billion Sydney Metro Northwest project is on track to open to customers in the second quarter of 2019.

Sydney Metro Northwest, formerly the North West Rail Link, is delivering eight new railway stations and 36 kilometres of metro railway to Sydney's growing north west. Trains will run every four minutes in the peak; that's 15 trains an hour. Customers won't need a timetable, they will just turn up and go.

Sydney Metro Northwest will use Opal ticketing, with fares set like the rest of Sydney.

Sydney Metro Northwest will deliver, for the first time, a reliable public transport service to a region which has the highest car ownership levels per household in NSW. Over the coming decades, an extra 200,000 people will move into Sydney's North West region, taking its population above 600,000, or twice the size of Canberra.

Sydney's new generation of fast, safe and reliable metro trains will be rolled out on Sydney Metro first. They will have the highest level of customer safety including constant CCTV monitoring and platform screen doors to improve safety.

The project includes construction of twin 15-kilometre tunnels from Bella Vista to Epping. Four mega tunnel boring machines (TBMs) built the twin tunnels on Sydney Metro Northwest. This was the first time in Australian history four TBMs were used on the one transport infrastructure project.



Figure 2: First look at Cherrybrook Station, February 2019.

Why is Sydney Metro Northwest so important to the North West region?

Sydney's population is projected to grow significantly over the coming years to 5.1 million people by 2021 and 6 million by 2031. To meet the needs of this growing population, the greater Sydney area will require additional housing, more jobs and critical infrastructure projects to satisfy demand.

One of the areas of greatest predicted population growth is Sydney's North West region. More than 200,000 extra people will move into Sydney's North West Growth Centre over the next 40 years – taking the region's population above 600,000, or twice the size of Canberra. At present, many residents in the North West region have limited transport options and rely heavily on cars and bus services to get to where they need to go. Many commute long distances for work or education, and depend primarily on private vehicles. As a result, suburbs in this region have the highest private car ownership in Australia, and some of the lowest percentage of journeys to work by public transport.

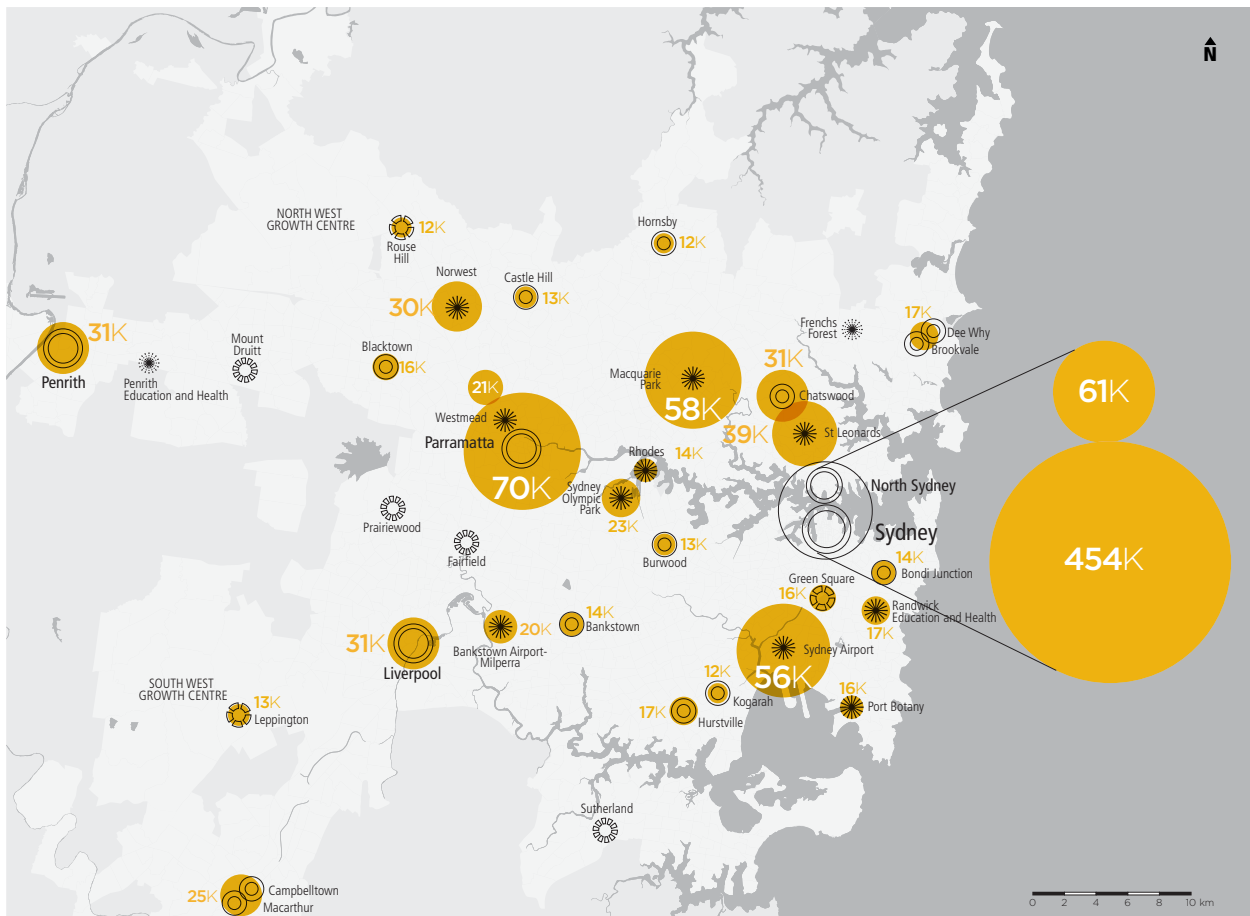


Figure 3: Major employment centres, Sydney 2031.

Source: Sydney's Rail Future, Transport for NSW.

<https://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/sydneys-rail-future.pdf>

Sydney Metro Northwest at a glance

Sydney Metro Northwest will be the first fully-automated metro rail system in Australia.

Sydney Metro Northwest will feature:

- **36 kilometres of track** between Chatswood and Rouse Hill.
- **Fast, safe, reliable single-deck trains which carry about 50 per cent more people per hour than double-deck carriages.** Each carriage will have three doors per side, which will quicken passenger movement in and out of the train. As such, the stop period at each station will be reduced (called 'dwell time').
- **15 kilometres of tunnels** between Bella Vista and Epping. These twin tunnels will be almost six times longer than the Sydney Harbour Tunnel. They will be six metres in diameter, with crossover tunnels every 240 metres.
- **Eight new railway stations.** These include Cherrybrook, Castle Hill, Hills Showground, Norwest, Bella Vista, Kellyville, Rouse Hill and Tallawong. Each will be developed with bus shelters; drop-off, wait and pickup areas (called 'Kiss and ride'); taxi ranks; and cycling facilities.
- **4000 commuter car parking spaces.** This includes 400 parking spaces at Cherrybrook, 600 at Hills Showground, 800 at Bella Vista, 1200 at Kellyville and 1000 at Tallawong.
- **Trains will run every four minutes in the peak travel times.**
- **No timetable, just turn up and go.**
- **16 construction sites.**
- **Four kilometres of 'skytrain' viaduct** from Bella Vista to Rouse Hill to ensure the rail lines do not physically divide local communities. The skytrain viaduct will run beside the major arterial road that serves the growing North West region, alongside and interacting with a T-way bus transit system. It will include major bridge crossings over Memorial Avenue and Samantha Riley Drive, Windsor Road, Sanctuary Drive, White Hart Drive, Rouse Hill Drive and Second Ponds Creek.
- **Four kilometres of bridges and other viaducts and earthworks will be built.** These include road bridges over the rail line at Windsor Road, Cudgegong Road and Tallawong Road, and large earthworks between Balmoral Road and Tallawong Station.
- **Temporary and permanent traffic and transport management works.** People who live in the North West region of Sydney have the highest car ownership level in the country, so facilitating traffic movement during the construction phase is an integral part of the plan.

Current Sydney Metro Northwest features:

- **A major metro train stabling facility** has been established beyond Tallawong Station at Rouse Hill.
- **Road bridges** over the rail line at Windsor Road, Cudgegong Road and Tallawong Road.



Figure 4: Sydney Metro train testing over Windsor Road bridge, July 2018.



Kiss and ride

Figure 5: The team working on the railway station precincts have taken on board community feedback in planning the facilities like commuter car park, kiss and ride, taxi and bus interchange infrastructure, bicycle racks and a further 1000 commuter car parking spaces.

Web links



Sydney Metro Northwest

Sydney Metro Northwest is a priority rail infrastructure project for the NSW Government.

<https://www.sydneymetro.info/northwest/project-overview>

NSW Department of Planning and Environment

<http://www.planning.nsw.gov.au>

Sydney's Future Transport Strategy

<https://future.transport.nsw.gov.au/plans/future-transport-strategy>

Sydney's new metro trains infographic

<https://www.sydneymetro.info/metro-trains>

Sydney Metro Northwest Project Overview June 2014

https://www.sydneymetro.info/sites/default/files/15082-Project-overview-September-2015_web.pdf%3Fext%3D.pdf

Sydney Metro Northwest Project Overview September 2015

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Sydney Metro Northwest Corridor Strategy

The Sydney Metro Northwest *Corridor Strategy* proposes a vision of sustainable, well-connected, liveable communities. Find out the details for each area.

https://www.planning.nsw.gov.au/~/_media/Files/DPE/Reports/north-west-rail-link-corridor-strategy-2013-09.ashx



Train over Windsor Bridge road, January 2019.