

# SUBMISSION COVERSHEET

**Submissions may address any key issues related to the Infrastructure Australia agenda and/or in specific response to the topics raised in the discussion papers.**

Please complete and submit this form with your submission. Where possible, *Infrastructure Australia* requests submissions are submitted electronically. Contact us:

<b>Via email</b> Write 'Submission' in subject field of the email and send to: <a href="mailto:mail@infrastructureaustralia.gov.au">mail@infrastructureaustralia.gov.au</a>	<b>Via post</b> Address your submission to: The Infrastructure Coordinator Infrastructure Australia GPO Box 594 Canberra ACT 2601 AUSTRALIA
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Organisation:

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Submission title: Austrans Public Transport System

Author(s):

No. of pages: 2

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Please indicate if your submission:

contains NO confidential material

Please indicate which of the following your submission covers:

Issues Paper 1 — Australia's Future Infrastructure Requirements

Issues Paper 2 – Public Private Partnerships

AND/OR

General (Includes information on the following areas)

Water Infrastructure

Transport Infrastructure

Climate Change

Public Private Partnerships

Infrastructure Audit

Infrastructure Law

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Telecommunications Infrastructure

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Australia needs to look at small energy efficient public transport systems that

are similar to cars / taxis and use 1/10<sup>th</sup> the power of current public transport systems.

One system is called Austrans driverless people mover, the web site is [www.austrans.com](http://www.austrans.com) it is an Australian invention. Austrans received \$14 million in government funding for research and more than 14 million from Bishop engineering. A test track at Chullora was built and the prototype vehicle passed with flying colours. All that is needed now is Infrastructure Australia to build a working test track.

The Carlingford rail line is now a white elephant due to the NSW Government not building the Epping to Parramatta rail link. Also the trains do not go directly to the city but now terminate at Clyde. The cost of upgrading the rail line will be very high because all the stations need to be extended, the wooden sleepers need to be replaced with concrete sleepers and the overhead wiring and wooden poles that support the wiring need to be replaced. This will be like building a whole new railway line. It will be a dead end at Carlingford and also will not go to Parramatta station, which has a major bus and rail interchange.

The Carlingford rail corridor may be an ideal location to test this concept. Then if it is successful it could be used to solve some of Australia's city transport problems.

The Carlingford line is a perfect location for a track because of the following,

- 1 Has an existing heavy rail corridor with low patronage but with huge potential.
- 2 No land has to be purchased except for siding at Rosehill.
- 3 Ability to go to the Parramatta rail/bus interchange, low cost to build and minimum disruption to the surrounding community.
- 4 Ability to extend to Epping station in the future, low cost to build and minimum disruption to the surrounding community.
- 5 Ability to extend around the Parramatta CBD in the future, low cost to build and minimum disruption to the surrounding community.
- 6 The reinforced concrete foundation of the Austrans light rail system could be easily transformed into a dedicated bus transit way if the project failed. A bus transit way with exits to major roads along route would be much better than the existing heavy rail line.
- 7 A Vacant block of land at Rosehill could be used for a siding to store the vehicles that are not in operation. This would be approximately the centre of the track so that vehicles could be dispatched quickly.
- 8 Points along the route that would benefit having this track installed include, University of Western Sydney, Rosehill racecourse, Rosehill / Camellia industrial area, Telopea / Dundas public housing estate, Westfield Parramatta, Parramatta CBD and also numerous schools

including James Ruse selective high school.

- 9 UWS and Rosehill Car parks could be use for parking for Westfield at Christmas for shopping. At the moment a shuttle bus is used.
- 10 The steep incline to Carlingford shopping centre would be no problem for the Austrans people mover.
- 11 The ability of Austrans to increase frequency with staggered demand very quickly would suit the major points along the line.

The project would be as follows,

- 1 The existing single rail line and stations from Camellia station to Carlingford station would be removed and replaced with the 2 x Austrans light rail tracks.
- 2 The line would turn 360 degrees at Carlingford and return to Parramatta.
- 3 At the sites of the existing stations, small low cost stations would be built.
- 4 The line would pass Rosehill racecourse and have a small station in the vicinity of the existing station.
- 5 The line would then proceed to Parramatta station above ground down Hassal St. One lane of Hassal St may need to be close to accommodate the concrete / steel footings that the line would be supported from.
- 6 The existing power lines could be incorporated into the structure to be aesthetically appealing.
- 7 The existing Rosehill heavy rail station and the goods line to the Camellia industrial area would be kept. The eight-car station at Rosehill would be used when events were scheduled at the racecourse.

If Infrastructure Australia can see that this is the future of public transport in Australia as driverless transport systems are already in use around the world.

Also a test track could be built around Castle Hill and Norwest industrial park.