

Up to the 1950's

urban area: 800km²

population: 1.69m

stations: 205 (1950)

- totals are cumulative measured from 1950

KURRAJONG

RICHMOND

WINDSOR

ROPES
CREEK

PENRITH

ST MARYS

BLACKTOWN

CASTLE
HILL

HORNSBY

EPPING

CHATSWOOD

PARRAMATTA

CAMELLIA

STRATHFIELD

CENTRAL

ROOKWOOD

BANKSTOWN

WARWICK FARM

LIVERPOOL

HURSTVILLE

CARRINGBAH

ROYAL
NATIONAL
PARK

CAMDEN

CAMPBELLTOWN

Deleted up to 2015

urban area: 800km²

population: 1.69m

stations: 205 (1950)
-44 (-44)
161 (-21%)

- totals are cumulative measured from 1950

Segments removed:

- Sandown Line
- Warwick Farm
- Rookwood Branch
- Richmond to Kurrajong
- St Marys to Ropes Creek
- P'matta to Rogans Hill
- Campbelltown to Camden
- Royal National Park Branch

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CAMDEN

CAMPBELLTOWN

Additions 1950 - 2015

urban area: 2500km² (+215%)

population: 4.55m (+168%)

stations: 205 (1950)
-29 (+15)
176 (-14%)

- totals are cumulative measured from 1950

Segments added:

- 1979 Eastern Suburbs Line
- 1987 East Hills - Glenfield
- 1998 Olympic Park Loop
- 2015 South-West Rail Link

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CAMPBELLTOWN

Underway 2015 - 2030

urban area: 3000km² (+275%)
population: 6.25m (+269%)

stations: 205 (1950)
+11 (+40)
216 (+5%)

- totals are cumulative measured from 1950

North-West & South West Metro

(partial conversion shown
dashed)

**South-West extension to
Western Sydney Airport**
**North-South metro via
Western Sydney Airport**

**West Metro Westmead -
Zetland**

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SYDNEY
AIRPORT

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CENTRAL

BONDI
JUNCTION

Deleted 2015 - 2030

urban area: 3000km² (+275%)

population: 6.25m (+269%)

stations: 205 (1950)

+5 (-6)

210 (+2.4%)

- totals are cumulative measured from 1950

**Carlingford Line
exised from heavy rail
network**

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CARRINGBAH

To do next 2030-2056

urban area: 3,000km² (+25%)

population: 8.0m (+373%)

stations: 205 (1950)

+12 (+7)

217 (+6%)

- totals are cumulative measured from 1950

*A HILL THALIS
CITY-SHAPING PRIORITY*

**Complete the
Eastern Suburbs
Line**

- Connect Bondi
Junction to Sydenham

- Build Woollahra
Station

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ORAN PARK

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CARRINGBAH

To do next 2030-2056

urban area: 3,000km² (+25%)
population: 8.0m (+373%)

stations: 205 (1950)
+39 (+27)
244 (+19%)

- totals are cumulative measured from 1950

*A HILL THALIS
CITY-SHAPING PRIORITY*

**Extend the
North-West &
South West Metro**

- Extend to St Marys
- Extend to Liverpool
- Add Narabeen arm
- Add Carringbah arm

Each armature
@ 4 min headway

= 2 min frequencies
between Waterloo & Victoria
Cross

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ORAN PARK

CAMPBELLTOWN

CARRINGBAH

To do next 2030-2056

urban area: 3,000km² (+25%)

population: 8.0m (+373%)

stations: 205 (1950)
+69 (+30)
274 (+34%)

- totals are cumulative measured from 1950

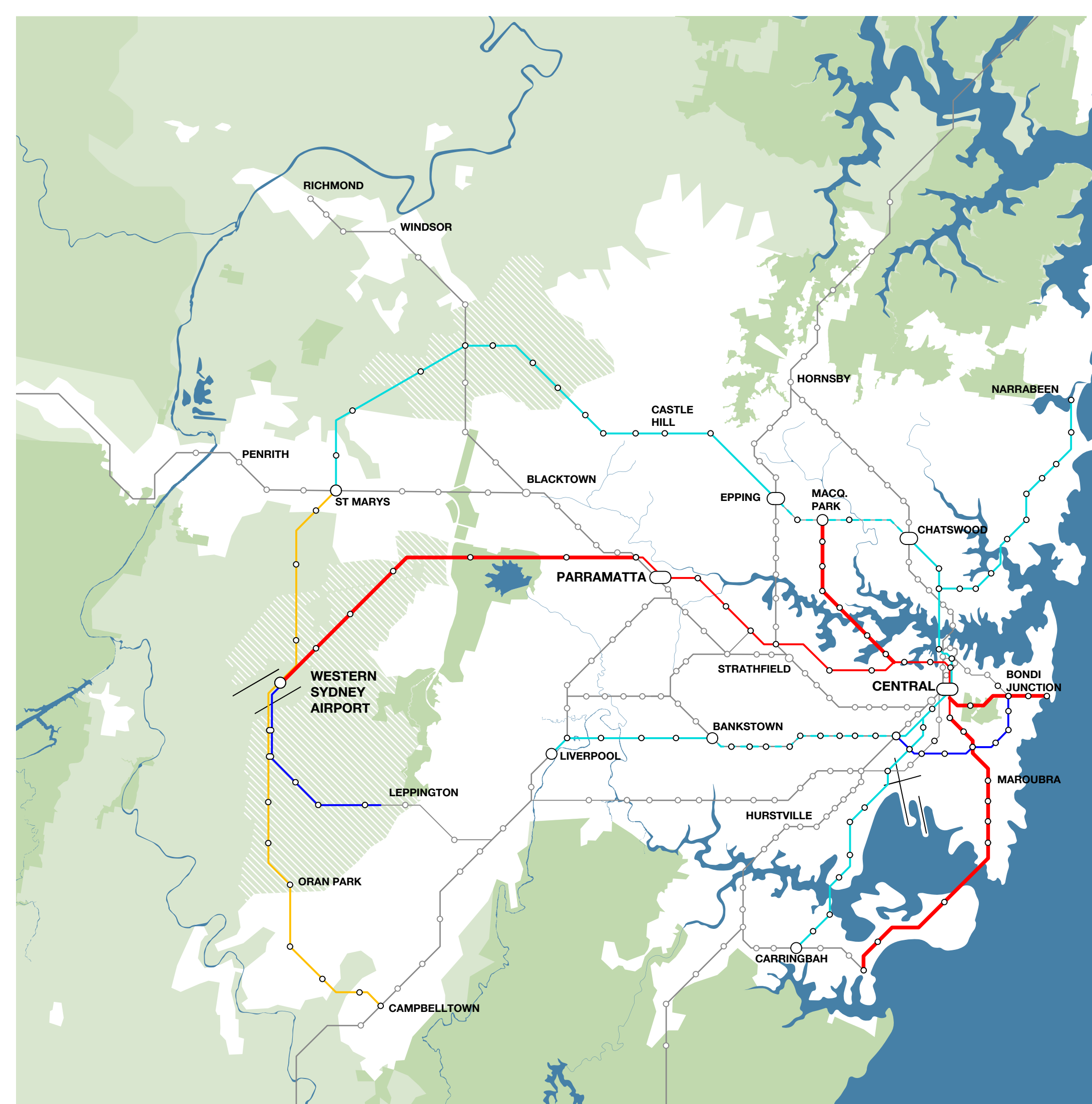
*A HILL THALIS
CITY-SHAPING PRIORITY*

**Extend the
West Metro**

- Extend to WSA
- Extend to Cronulla
- Add Macq Park arm
- Add arm to Bondi Beach

Each armature
@ 4 min headway

= 2 min frequencies
between Central
& The Bays Precinct



To do next 2030-2056

urban area: 3,000km² (+25%)
population: 8.0m (+373%)

stations: 205 (1950)
+93 (+24)
298 (+45%)

- totals are cumulative measured from 1950

*A HILL THALIS
CITY-SHAPING PRIORITY*

**Create a
Parramatta Metro**

- Castle Hill to Liverpool
- Epping to Hurstville
(via Bankstown)

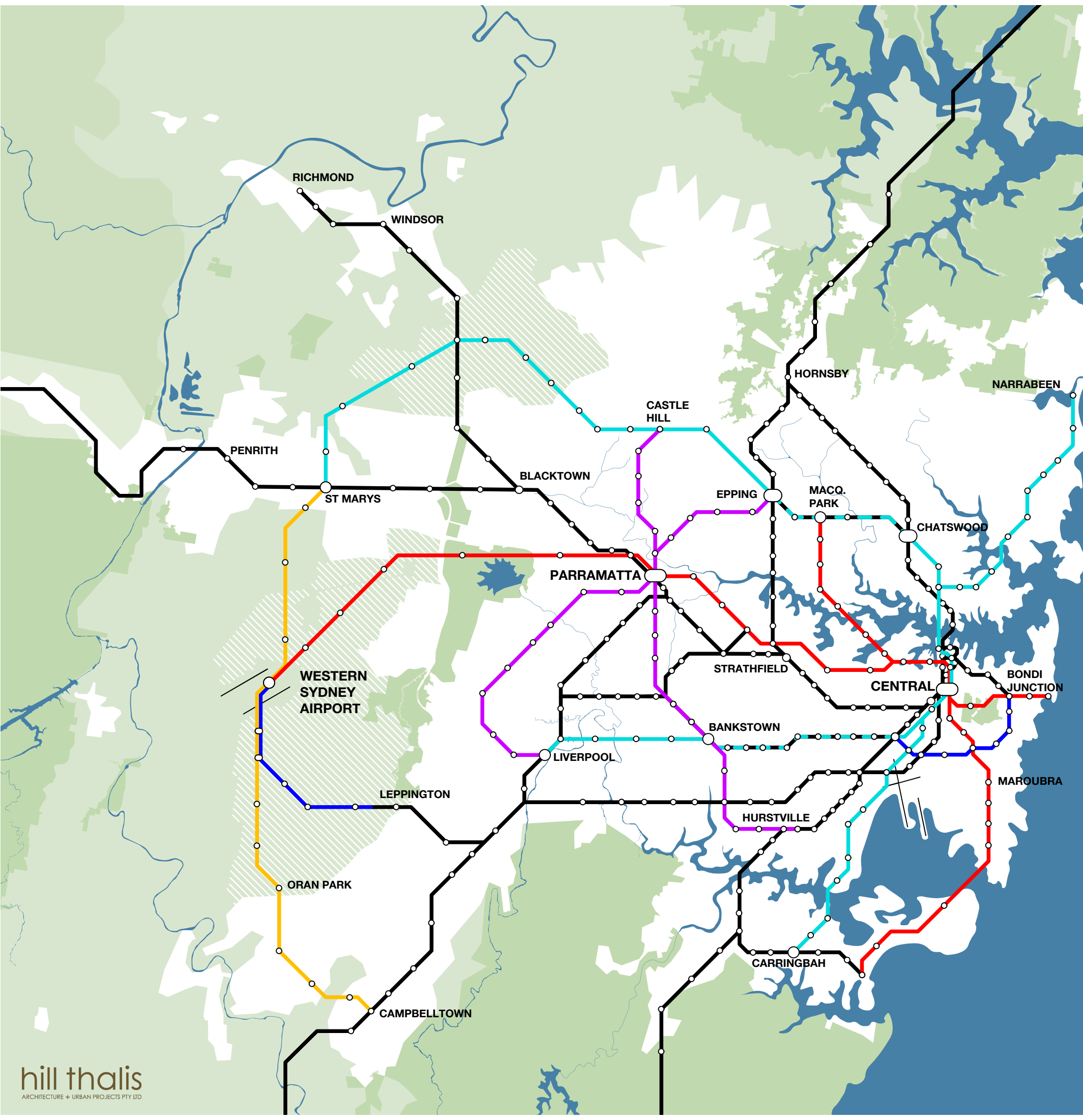
Each branch @ 4 min frequencies

Coordinated arrival and cross
platform interchange for:

- Castle Hill to Hurstville
(via Bankstown)
- Epping to Liverpool

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A world class
public transport
city by 2056



Projected time savings by 2056

Penrith to Epping in 48 min
(-35 min on PT, -1 min driving, 2018)

Liverpool to Castle Hill in 27 min
(-61 min on PT, -15 min driving, 2018)

P'matta to Bondi Beach in 34 min
(-48 min on PT, -19 min driving, 2018)

Blacktown to Hurstville 36 min
(-49 min on PT, -12 min driving, 2018)

all driving times are *outside* of peak

No fuel \$, no toll \$, no congestion.

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Sydney's roads network to 1950

urban area: 800km²

population: 1.69m

Thousands of km's

Topographic

Memorable

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MAROUBRA

CARRINGBAH

CAMPBELLTOWN

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Motorways built 1950 - 2015

urban area: 3000km² (+275%)

population: 6.25m (+269%)

Divisive / dislocating

Inducing sprawl

Loss of foodbowl

Investment loss for other
essential services

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CARRINGBAH

Motorways threatened

urban area: 3,000km² (+25%)
population: 8.0m (+373%)

Accelerated sprawl

Vanishing foodbowl

Investment loss for other
essential services

Reliance on driving

Beholden to private tolls

Loss of family time

Major economic costs of
congestion (>\$20B p/a)

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CAMPBELLTOWN

The positive alternative

Underpinned by local light rail and bus networks

A HILL THALIS CITY-SHAPING PRIORITY

Structuring

Proven

Frequent

Fast

