

Blue Mountains Commuter & Transport Users Assoc.Inc
Ref. Emu Plains Dec 30th
December 30th 2010

The Hon. Stuart Ayres M.P
Member for Penrith

Dear Stuart

I have reviewed the proposed Emu Plains Stabling Yard and I feel unless some one else arrives at a different conclusion or project I cannot see any great disadvantage, but there are questions that I will address later.

**The major advantage this project it is an answer to a 21st Century Problem
it is not a yard that has been modified of the years designed some 100 years ago**

Advantages of the Emu Plains Stabling Yard

- The yard is configured with the minimum of cross movements
- The movement of trains can be carried out simultaneously to platforms 2 & 3 at Emu Plains increasing the through put of services
- The Stabling yard has greater capacity than Penrith (10 trains ?)
- We understand the signalling system between Kingswood and Lapstone will be improved it does show the an holistic approach has been taken.
- The yard will give more services to Emu Plains and as the Lower Mountains community have for a long time driven to Emu Plains for more services this could see an increase in patronage (More Bus Services to Emu Plains may be justified)
- At present the InterCity Services are held up with train movements in the Penrith Yard we do see some relief from this project.
- Freight trains are held up frequently we would like to see this practice alleviated as the yard is installed.

Issues to be considered

- Not all Services are required to service Emu Plains the Track Diagram on page 28 shows only two sidings One Turn Back and one Perway this diagram therefore indicates no stabling at Penrith Is this so ???
- The stabling at Penrith only accounts for the Waratah replacement trains there is no indication of where the Western Express Trains are to be accommodated unless there is to be a mixture of the Waratahs and Western Express if this is son then the stabling of the eight car trains will be a mixture of 8 and 12 car trains tis will reduce the number hence the requirement of having at least some trains stabled at Penrith Emu Plains will
- The Track Diagram does not provide provision for the two extra tracks between Penrith – St Marys plus the fourth platform on North Side.
- I am not disposed to sell the land that may become available at Penrith as the result of this proposal who knows will be looking in the future
- There is a need for a track leaving the UP Line past the Castlereagh Road and joining the Up Line past the station to overcome delays at Penrith Station This track would become part of the extra tracks to St Marys.

Over 2

(2)

- There should be more refuge or holding yards for the ability to store defective trains Intercity or Suburban. (The odd freight wagon appears sometimes)
- Penrith has for along time been a destination for testing trains within the system, this should be retained for stabling purposes...

The item in 17.2.1 Impacts forecasts increase in the patronage this confirms the need to increase the number of services which is rather poignant as the Blue Mountains services had the stopping patterns altered to allow Penrith Commuters to use the trains as the Blue Mnts Services were lightly loaded (Well this was a short term relief as Penrith and Blue Mnts Commuter complain about standing)

Having read the documentation I believe it is very thorough will be a distinct advantage for the future but the Penrith Railway property should not be sold as we are not war of the future of public transport and transport space around the station hub is what make it work.

Yours faithfully

Paul Trevaskis

Note I noted the number of trains terminating at Blacktown according to current timetable there are 10 now they can now be accommodated at Emu Plains i.e 10 extra services to Penrith

<i>Ref</i>	<i>Site Assessment Documentation</i>	<i>ref</i>	<i>Introduction 1 page twelve</i>
“	“	“	<i>ref Penrith – Emu Plains Development Concept</i>
“	“	“	<i>Plan page 28.</i>
“	“	“	<i>ref. Potential Defects & Mitigation Measures pg 61</i>
“	“	“	<i>ref Stabling Facility Diagram pg 31</i>
“	“	“	<i>ref Possible impacts 15.2 pg 119</i>
“	“	“	<i>ref Impacts on public transport Usage 17.2 pg 139</i>
“	“	“	<i>ref Effect of stabling Western Express</i>
			<i>Cumulative Effects of decommissioning</i>
			<i>Penrith etc pg 144</i>