

**Blue Mountains Commuter & Transport Users Assoc.Onc.**  
**Ref Infrastructure Australia Oct 08**  
**Date 29<sup>th</sup> Oct.08**

To Infrastructure Coordinator  
Canberra ACT 2601  
Email: infrastructureaustralia.gov.au

Copies to.  
The Hon. Bob Debus M.P.  
Minister for Home Affairs  
Federal Member for Macquarie.

Cc The Hon Karyn Paluzzano M.P.  
Member for Penrith

The Hon David Bradbury M.P.  
Member for Lindsay.  
Federal Government

Dear Sir

On behalf of the Association, I wish to submit the following project as part of the National Infrastructure Improvement programme.

**Project to be considered:**

**The expansion of the two railway tracks between Penrith – St Marys and the supporting infrastructure in the Penrith and Emu Plains Area to achieve this.**

**Reason for this project.**

- Allows the increase in the capacity of rail system to cater for increase in freight and passenger services that will be required in the next 30 years.

**Provides the rail infrastructure to service the growth in population**

- The increase in population projected for
  1. Bathurst City Council Area is 50.000.
  2. Lithgow 195756at present projection not know to me at this stage.
  3. Blue Mountains City Council is projected to approx 80.000
  4. Penrith City Council projected population growth is 200.000
- The Blue Mountains Area is represented in the Federal Seat of Macquarie.
- The Blue Mountains Area is in the State Seat of Blue Mountains and the State seat of Penrith

**Provides the transport infrastructure for the development of Penrith and Bathurst Regional Centres.**

The Association believes to improve the quality of life, reduce the carbon footprint, the rail system must be improved to meet the projected reduction of greenhouse emissions and other parameters that must be meet to achieve these goals.

At present the Great Western Highway is being widened to four lanes we firmly believe the rail infrastructure has to be maintained and improved to avoid further widening of the Highway at some distant time **Over 2**

(2).

**The project will have an immediate effect, as there is conflict train movements between Freight, Suburban and Intercity services causing delays to these services.**

#### **Examples of Transport Needs.**

The Association has received information from Communities in the Western Area of the Macquarie Electorate urging an increase of transport services from Bathurst –Orange LGAs to the Sydney CBD as there is no early morning Express services that will allow for access to Hospitals, Social, Commercial Private Business.

The Western Area Community seeks an XPT service an early morning service to the Sydney CBD the same as the XPT to Dubbo in the morning

The changes in the provision of health services where treatment to patients is Provided at different hospitals in Western Area Health i.e Bathurst- Lithgow Katoomba- Penrith is becoming obvious thus, the increase in rail services will be necessary. Now and the future with an aging population, the need to improve rail services will become paramount.

#### **Freight on Rail**

The Association has been interested in Freight Rail for a long period we Submitted to The Hon Carl Scully Minister for Ports in March 1997 support for increase in Freight on Rail and other Inquires into this Area since that date. At present, we are very interested in improving more freight on rail. e.g The Association has been very aware the Sand and gravel extraction will cease in the next few year and hence building products will be extracted from other locations. in the Western Area we are aware there is a proposal for a Quarry at Newnes We have been informed the majority of the product will be on rail.

The Association is also aware of the Intermodal Interchanges at Kelso, Blayney and the use of rail will be an important factor to reduce the pressure on the Great Western Highway  
The Community will be threatened if B Doubles and B Triples are to be the major transport mode for freight movements.

The Association is supportive of the initiative to review the Maldon – Dumbarton line as this line will be an advantage for freight from the West thus avoiding congestion from Granville to Lidcombe and the Long journey through Enfield to Sutherland and Port Kembla

There is an opportunity to introduce Road Railers, Petrol Tankers on rail similar to the Alice Springs Rail Link.

#### **Capacity of the Rail Network over the Blue Mnts**

There is capacity on the existing infrastructure to increase the capacity over The Mountains as indicated ion the Sinclair Knight publication Penrith to Orange Task Force Report 1998 I quote

“Technology upgrades to the rail system such as two way signalling and dual diesel/electric trains to negate interchanges are potential mechanisms to improve rail competitiveness that should be undertaken”

**Over 3**

(3)

**Capacity of the Network contd.**

The quote referred to Electric Locomotives these have been withdrawn but there will be an opportunity in the future to revitalise the Electric overhead to Bathurst and eventually to Port Kembla as using the present configuration of four diesels that are over 20 years old, noisy lack pollution controls to present Standards that apply to trucks..

I therefore seek the support of the Federal Government to include in the Funding of the extra railway tracks at the Penrith- St Marys Sector of the Western Line that is the only direct access across the Blue Mountains.

I hope I have demonstrated the importance of this infrastructure improvement for both passenger and freight movements across the Mountains and through the Penrith LGA.

It is an important step to address the global warming, green gas emissions, traffic congestions and social costs of accidents on road both truck and car I trust you give consideration in your deliberations

I submit this for due consideration

Paul Trevaskis Hon Sect. .