



City of Parramatta

Position Paper on Parramatta Light Rail

Adopted by Council on 10 October 2016



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*N.B. Image source for Images 02—10 is '*Tramways À La Française*' by Delphine Désveaux, Thomas Richez, Frédéric Blerot & Vincent Cottet, Richez Associés, archibooks.

01—Purpose

The purpose of this position paper is:

(a) To articulate Council's aspiration for light rail in the City of Parramatta, including objectives, guiding principles and priorities.

(b) To provide strategic direction for Council in consulting with the NSW Government and other stakeholders in planning and delivering the Parramatta Light Rail.

(c) To provide a policy context for more detailed design work to be undertaken in preparing for the Parramatta Light Rail.

02—Background

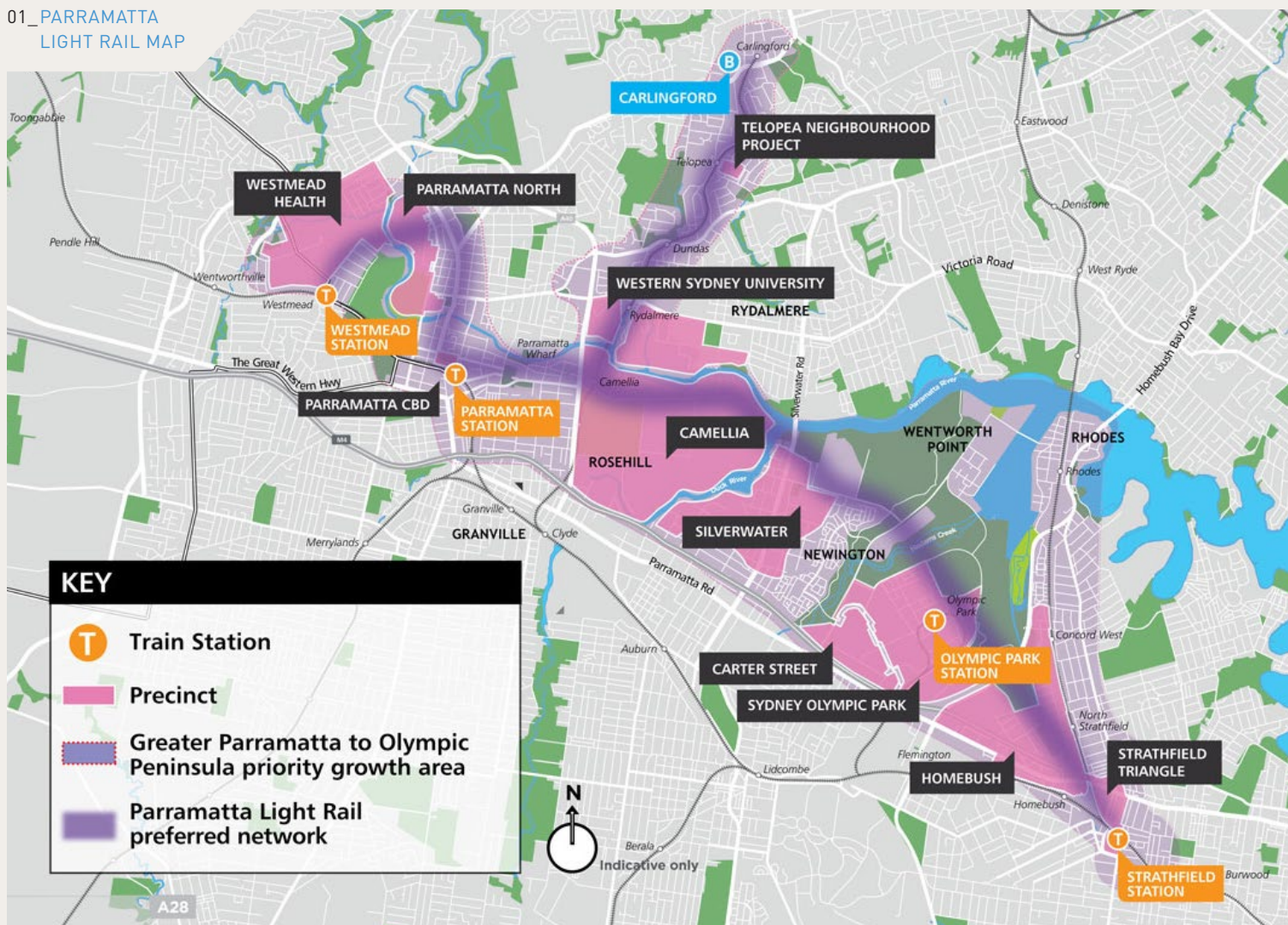
In 2013, the City of Parramatta Council commissioned an initial feasibility study into light rail for Western Sydney. The study cost \$1 million and evaluated a number of potential routes.

In 2014 the NSW Government shortlisted four corridors where light rail could play a key role in improving transport connections and cater for future growth, focused on Parramatta.

In December 2015, the NSW Government announced the preferred route for the first stage of the Parramatta Light Rail network, which runs from Westmead in the west, through to Parramatta North, Parramatta CBD, Camellia, Silverwater, Sydney Olympic Park and Strathfield to the east, with a spur line running north to Carlingford from Camellia, as shown in the diagram below.

The NSW Government's metropolitan strategy, *'A Plan for Growing Sydney'* (2014), provides for Parramatta Light Rail investigations which would expand the network out to Castle Hill, Macquarie Park and Bankstown in the future.

01_PARRAMATTA
LIGHT RAIL MAP



During 2016, Transport for NSW has been working with Government agency stakeholders, including the City of Parramatta, to develop a more detailed route alignment, including where light rail stops might be located. It is expected that an Environmental Impact Statement (EIS) will go on public exhibition in mid-2017. Construction is anticipated to commence in 2018.

The NSW Government has reserved \$1 billion to the project from Restart NSW and Rebuilding NSW funds. The Australian Government has also committed a further \$78 million in the 2016 Federal Budget. The overall project cost will be more than these budget allocations and the NSW Government is exploring a range of funding sources to meet the capital cost of the project, including a Special Infrastructure Contribution (SIC) to share the value uplift along the growth corridor.

Light rail will significantly improve public transport options and connectivity across the City of Parramatta LGA. People will be able to move efficiently from Carlingford to Westmead, Sydney Olympic Park or Strathfield, as well as a spine from Strathfield to Westmead via the Parramatta CBD.

Given that Transport for NSW is actively engaging with Council in planning for this project, this position paper is needed to ensure Council is strategic in its positioning and is able to advocate for a high quality light rail service that will help cement Parramatta as Sydney's dual CBD and Australia's next great city.

Note: The images used in this position paper from various light rail services in France have been carefully selected to help illustrate Council's objectives and guiding principles for light rail, so as to help achieve its aspiration for a high quality service that positively contributes to the public domain and life in the city and surrounding suburbs.

02_PLACE DE-GUALLE,
ORLÉANS, FRANCE



03—Aspiration

Parramatta Light Rail will greatly improve how people move across the local government area and experience the Parramatta CBD and surrounding suburbs. It will be pedestrian focused and promote vibrant, activated streets. It will utilise high quality materials, have a coherent presentation and integrate seamlessly with the public domain. It will connect residents, workers and visitors to jobs, services, education, recreation, major events and the wider transport network.

03_ COURS LANGLET,
REIMS, FRANCE



04—Objectives & Guiding Principles

4.1 Objective: Provide a high quality integrated transport service

4.1A Principles

- (a) Provide high frequency services, seven days a week from early in the morning to late at night and where necessary, 24 hour services.
- (b) Connect and integrate effectively with the wider metropolitan rail, bus, ferry and active transport network, including high quality interchanges.
- (c) Provide significant contribution to support major events at Western Sydney Stadium, Parramatta Park, Parramatta River, Olympic Park and Rosehill Racecourse.
- (d) Ensure that the focus of the light rail network centres on the Parramatta CBD and that there is opportunity for expansion of the network into the future to better connect the Parramatta CBD with the wider region.
- (e) Ensure that stop locations maximise connections with activity nodes and key attractors and facilitate effective and convenient interchange to other modes.
- (f) Provide opportunities for park and ride facilities in the vicinity of key stops in strategic locations, so as to facilitate reduced road congestion. This is to be considered as part of Council's Public Car Parking Strategy.
- (g) Provide an efficient, accessible and desirable alternative transport mode.
- (h) Provide for separated pedestrian and cycling within the light rail corridor and connections to the light rail corridor from the existing walking and cycling network.
- (i) Ensure light rail is provided with Opal card facilities so that it is fully integrated with the wider transport network.
- (j) Support a clear hierarchy of users, with pedestrians, cyclists and public transport users at the top.



04_PLACE DE LA RÉPUBLIQUE
LE MANS, FRANCE

4.2 Objective:

Provide high quality public domain and great places

4.2A Principles

- (a) Deliver an attractive public domain with high quality finishes and streetscape outcomes and ensure stops effectively integrate with existing levels, do not impede on key pedestrian movement paths or disturb key vistas and views.
- (b) Develop light rail with a 'light touch' approach, meaning that it is well landscaped, permeable, seamlessly integrates into the urban fabric, minimises visual impact and facilitates place making.
- (c) Ensure minimal level changes in shared zones with pedestrians.
- (d) Ensure there is overall consistency in infrastructure design, however allow for stops and the surrounding public domain to respond to place, heritage and desired future character.
- (e) Ensure that stops are simple designs, promote accessibility, and are not cluttered with signage, bollards, fences and other street furniture.
- (f) Ensure there is consistency in signage and branding at stops.
- (g) Select high quality materials for the public domain.
- (h) Ensure that light rail design allows for activated and vibrant streets, including outdoor dining.
- (i) Ensure a high quality track bed is utilised for the light rail, including embedded and green tracks (where considered appropriate), so that it integrates well into the public domain and maximises accessibility across the track bed in key centres.
- (j) Avoid the use of catenary overhead wiring in the Parramatta CBD and Parramatta North.
- (k) Ensure that light rail is integrated effectively with Council's significant public domain projects, including Centenary Square, Parramatta Square and the Civic Link.
- (l) Ensure the Government consults with Council as to the extent of the public domain treatment to be designed and constructed by the light rail project.
- (m) Prioritise pedestrians in designing the light rail public domain, including widened footpaths, access and connectivity.
- (n) Ensure that all light rail stops provide access for persons with a disability and comply with relevant standards.
- (o) Ensure that track and stop design considers potential flooding issues and water sensitive urban design.
- (p) Ensure that the City of Parramatta Council has a formal role regarding designs and amendments to designs from the concept design phase through to the detailed design and construction phase.
- (q) Incorporate public art into the light rail infrastructure and/or placed along the light rail route (to serve as place markers).
- (r) Ensure that there is ease of pedestrian navigation and way finding between the light rail stops and the surrounding public domain.
- (s) Ensure that tram design, including size, livery, scale of advertising and styling responds appropriately to both heritage and desired future character.
- (t) Ensure placement of substations and supporting infrastructure is well considered and does not dominate public domain settings.
- (u) Deliver, where possible, coordinated public domain improvements with Government agencies and private developers.



05_ CATENARY FREE AT PLACE
MYRON-HERRICK, REIMS, FRANCE

06_ 'LIGHT TOUCH' APPROACH INCORPORATING SEAMLESS INTEGRATION
WITH THE PUBLIC DOMAIN, RUE DE SIAM, BREST, FRANCE



4.3 Objective:

Facilitate and promote urban renewal and revitalisation

4.3A Principles

- (a) Facilitate and promote opportunities for urban renewal in key precincts adjacent to the light rail line so as to enable increased patronage and higher value land use.
- (b) Ensure that light rail connects with key urban renewal precincts, including Parramatta North, Camellia, Telopea, Sydney Olympic Park and Carter Street.
- (c) Ensure that final route selection activates and revitalises the northern section of the Parramatta CBD.
- (d) Ensure that master planning and design of key urban renewal precincts along the light rail alignment actively integrates with light rail.
- (e) Ensure key development sites which may benefit from improved integration with the delivery of light rail are properly considered by Transport for NSW.
- (f) Maintain vehicular access to existing driveways and enable interim solutions where long term plans for vehicular access may change as a result of urban renewal.
- (g) Promote diverse social mix communities to be established or renewed along the light rail route.
- (h) Consider 'value capture' mechanisms along the light rail corridor to help fund both local and state infrastructure needed to support growing communities.
- (i) Address traffic and parking issues in areas with increasing density, for example at Carlingford, Dundas, Telopea, Newington, North Parramatta and Westmead.
- (j) Make allowances for additional future light rail stops in high growth areas, for example at Camellia.
- (k) On Council land, Council's 'air-space' ownership rights above and underneath the light rail corridor need to be recognised and preserved to allow for future access, activation and development opportunities.

07_ LA STATION SAINT-MARTIN, LE MANS, FRANCE, SHOWING INTERCHANGE WITH BUS NETWORK



4.4 Objective: **Respect Parramatta's unique heritage and character**

4.4A Principles

- (a) Integrate light rail appropriately into heritage character areas with sensitive construction around heritage buildings and sites.
- (b) Avoid any dissection of key heritage parks, including Parramatta Park and Robin Thomas Reserve. Any works on the periphery should be minimised and mitigated.
- (c) Avoid, where possible, demolition of key heritage and community buildings to accommodate light rail.
- (d) Avoid adversely impacting any indigenous Aboriginal sites and archaeology during planning and construction.
- (e) Ensure designs address visual impacts in key heritage areas.
- (f) Avoid the use of catenary overhead wiring in the Parramatta CBD and Parramatta North.
- (g) Undertake careful consideration of the proposed livery of the trams and scale of advertising so as to ensure tram design responds appropriately to heritage character.

08_CATENARY FREE AND HERITAGE COMPATIBLE TRAM
LIVERY AT LA PLACE SAINTE-CROIX, ORLÉANS, FRANCE



4.5 Objective:

Support local businesses and employment

4.5A Principles

- (a) Establish the depot site within a suitable industrial zone in the City of Parramatta LGA to facilitate local jobs and training and enable supportive local businesses to be located nearby.
- (b) Consider any loss of on-street car parking as a part of Council's Public Car Parking Strategy.
- (c) As far as practicable, maintain existing driveway access points for local businesses.
- (d) Design peak hour services so as to facilitate travel for workers to jobs.
- (e) Deliver training and employment opportunities for vulnerable communities in Parramatta by providing guaranteed vocational opportunities for young people, Aboriginal and Torres Strait Islander people and people recently arrived through Humanitarian Settlement Programs through the Parramatta Skills Exchange.
- (f) Support Westmead as a research, educational and health services hub, Parramatta CBD as Sydney's dual CBD and major commercial hub, Western Sydney University at Rydalmere as a major research and educational services facility and Sydney Olympic Park as a major business park and sports precinct.
- (g) Provide opportunities for the establishment of retail and commercial uses at key light rail stops outside of the Parramatta CBD, including Telopea, Carlingford, Camellia, Westmead and Sydney Olympic Park.

4.6 Objective:

Provide high quality environmental outcomes

4.6A Principles

- (a) Ensure that light rail positively contributes to the sustainable transformation of Parramatta and its catchment.
- (b) Ensure the light rail achieves a high standard of environmental, sustainability and resilience outcomes, including exploring opportunities for shared utility services and active transport within the route alignment.
- (c) Ensure that the route responds to the natural environment and provides for green, landscaped corridors and minimises the loss of any substantial trees.
- (d) Consider alternative energy sources to power light rail and stops so as to promote a more environmentally sustainable service.
- (e) Ensure the project complies with all applicable sustainability and environmental targets and guidelines, including the Transport for NSW Sustainability Targets and relevant Federal, State and Local Government targets.
- (f) Minimise noise disturbance in residential areas, dining precincts and other sensitive land uses through careful design and choice of rolling stock, wheel profile and track materials.

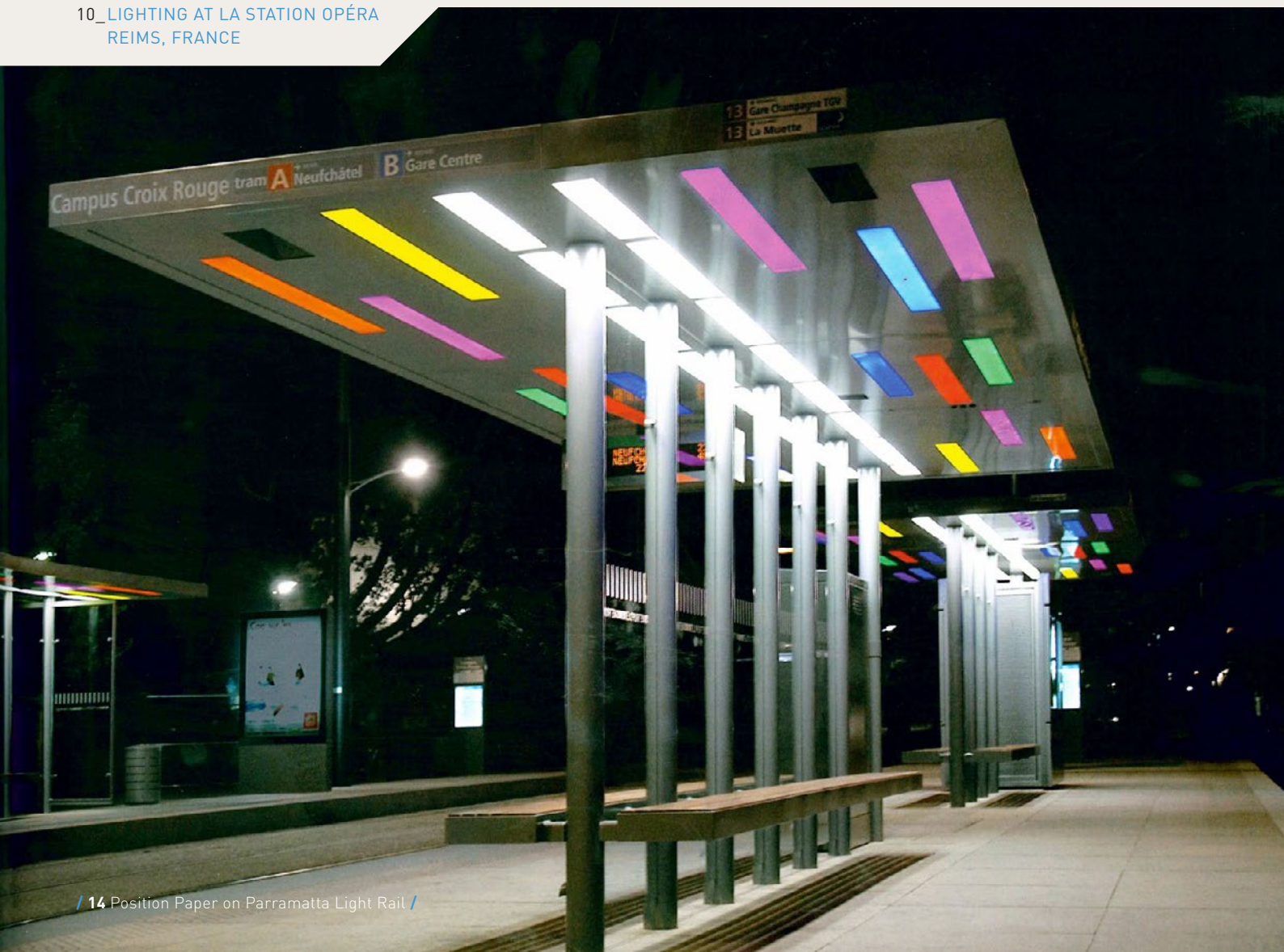


4.7 Objective: Provide high quality safety outcomes

4.7A Principles

- (a) Design the light rail network to support customers to feel safe and secure, through adequate lighting, CCTV and precinct activation to ensure passive surveillance.
- (b) Ensure that the design and location of stops and surrounding precincts actively discourages criminal and anti-social behaviour and activity.
- (c) Incorporate Crime Prevention Through Environmental Design (CPTED) principles in the design of the light rail and stops.
- (d) Locate stops where there is good visibility and activity.
- (e) Ensure lighting design contributes to operational safety and passenger security.
- (f) Incorporate 'Smart City' initiatives, technology and infrastructure into the design of the light rail network.

10_ LIGHTING AT LA STATION OPÉRA
REIMS, FRANCE



4.8 Objective:

Manage construction impacts effectively and efficiently

4.8A Principles

- (a) Support local businesses with events and activities during the construction phase so as to maintain vibrancy and business activity.
- (b) Maintain access points during the construction phase for local businesses and residents.
- (c) Minimise noise impacts during construction, particularly in residential areas, dining precincts and other sensitive land uses.
- (d) Coordinate construction in appropriate locations in consultation with Council and other relevant agencies, so as to minimise the duration of disturbance and coordinate construction with other major projects occurring simultaneously, including the Western Sydney Stadium, Museum of Applied Arts and Sciences, Parramatta Square and other significant residential and office towers.
- (e) Ensure high quality construction processes and materials.
- (f) Manage sensitively any acquisitions, including road widenings, splay corners and property.
- (g) Implement appropriate traffic diversions during construction which minimise impacts on residents, workers and local businesses.
- (h) Ensure that augmentation and replacement of services and utilities within the corridor are considered early in the planning process and coordinated with relevant agencies and authorities, including Council.
- (i) Ensure Government funds and delivers a comprehensive partnership model for communications and engagement on the project prior and during construction.
- (j) Engage actively with businesses and the community in planning for the light rail.
- (k) Ensure that Government consults with Council in locating construction compounds for the project so that they sited in appropriate locations.

05—Priorities for final route alignment selection and staging

Guided by the objectives and principles described above, Council will prioritise the following key directions in working with Government to determine the final route alignment and staging delivery:

- (a) Ensure the final route selection connects the health precinct at Westmead directly to the north of the Parramatta CBD.
- (b) Ensure the final route selection supports major events and activities at Western Sydney Stadium, Parramatta Park, Parramatta River and the Museum of Applied Arts and Sciences.
- (c) Ensure the final route selection is compatible with 'ring road' prioritisation (ie. parking, CBD pedestrianisation, access, etc.).
- (d) Ensure the final route selection connects efficiently with heavy rail stations to allow for effective interchanges with the wider heavy rail network.
- (e) Ensure the final route selection facilitates future light rail network expansion.
- (f) Ensure the final route selection prioritises connections with significant urban renewal precincts at Parramatta North, Parramatta CBD, Camellia, Telopea, Sydney Olympic Park and Carter Street.
- (g) If the light rail project is to be delivered in stages, prioritise the delivery of the Carlingford-Camellia-Parramatta CBD-Westmead section in Stage 1.

06—Next Steps

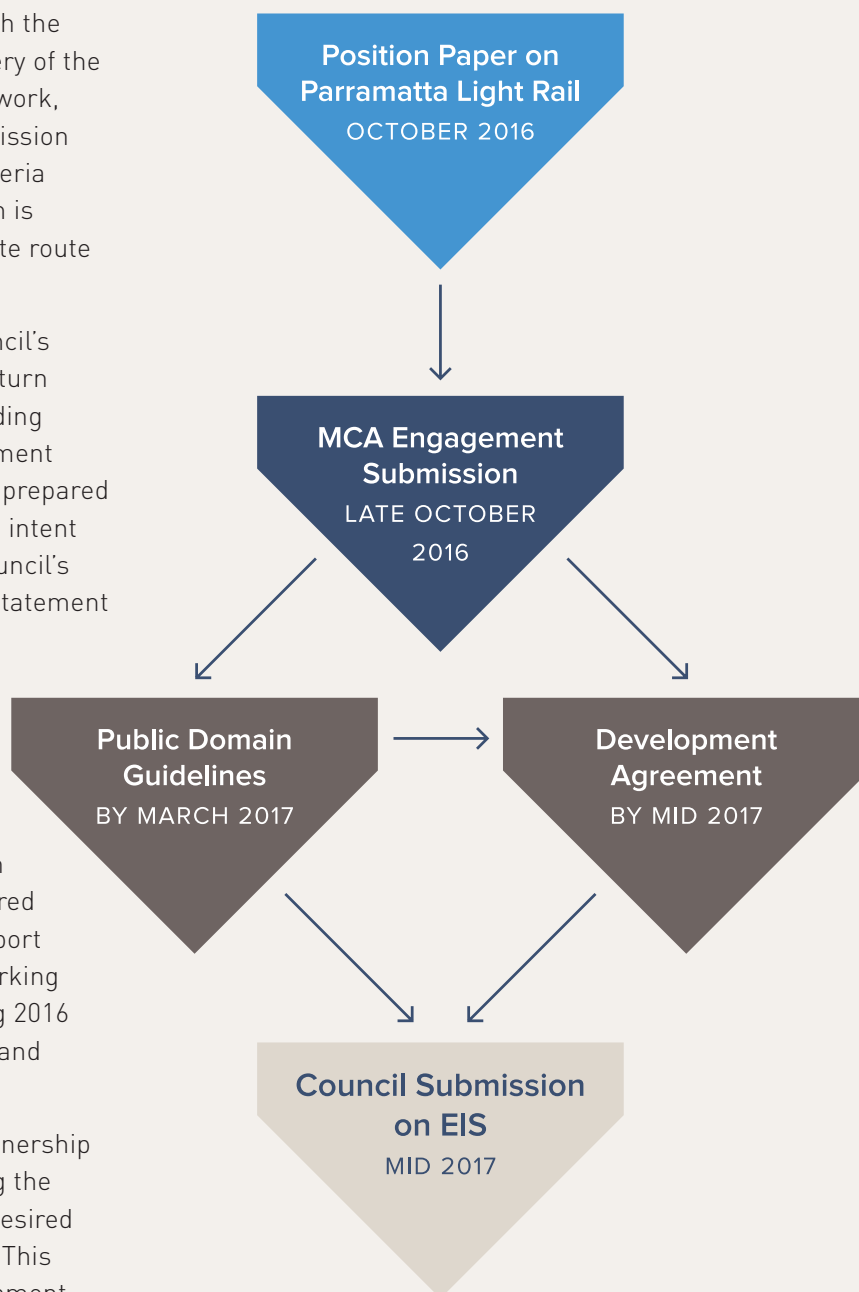
Council will continue to actively engage with the NSW Government in planning for the delivery of the Parramatta Light Rail. To help inform this work, Council will firstly prepare a detailed submission in response to the Government's Multi-Criteria Analysis (MCA) engagement process, which is being undertaken by Government to evaluate route alignment options.

This position paper, together with the Council's MCA engagement submission, will then in turn inform more detailed pieces of work, including 'Public Domain Guidelines' and a 'Development Agreement', which are both intended to be prepared in partnership with Transport for NSW. The intent is that these will both form the basis of Council's submission on the Environmental Impact Statement (EIS) in mid-2017.

A reference diagram is provided below, which explains how these pieces of work interrelate as well as as indicative timeframes.

There are a number of desired outcomes in this position paper where there will be shared responsibilities for delivery between Transport for NSW and Council. Council has been working successfully with Transport for NSW during 2016 in planning for the delivery of the light rail and assisting with its engagement activities.

It is Council's intention to build on this partnership approach with the NSW Government during the implementation phase to help deliver the desired outcomes envisaged in this position paper. This approach will be articulated in the 'Development Agreement' to be drawn up together with the Government.



11_ [WORK PROGRAM WITH RESPECT TO THE PARRAMATTA LIGHT RAIL, INCLUDING INDICATIVE TIMEFRAMES](#)

07—Measures of success

Council will assess the success of the Parramatta Light Rail project using the following key performance indicators:

- (a) The project is both nationally and internationally recognisable as an exemplar of best practice in light rail delivery and design.
- (b) The project experiences strong and growing patronage figures in its first years of operation.
- (c) The Parramatta CBD experiences a mode shift away from the car within the early years of operation of the light rail service.
- (d) The people of the City of Parramatta highly value the light rail and its contribution to city and suburban life, the public domain and sense of community.
- (e) The project successfully delivers training and employment outcomes for local people through the Parramatta Skills Exchange.
- (f) The Government commits to delivery of the next stage of the light rail network for Parramatta, given the success of the initial phase.