



## **MEDIA RELEASE**

**10 October 2009**

### **HIGH RISE LOW RAIL: SYDNEY'S SUSTAINABILITY SHAM**

Research released today reveals that the State Government has responded to the Ku-ring-gai Planning Panel's proposed 25% to 33% increase in the region's population by reducing weekday train services to the area by 10%.

Action for Public Transport (NSW) and the National Trust of Australia (NSW) analysed the impact of the new October 2009 suburban timetable which comes into effect tomorrow.

The Minister for Planning has previously justified the destruction of 692 Ku-ring-gai family homes of some heritage significance and erosion of the remaining 5% of critically endangered Blue Gum High Forest on the grounds that the high-rise apartments will be located close to rail services. This new data reveals that the proposed strategic plan is quite simply a sustainability shambles.

**Scott Woodcock, Core Programmes Director of The National Trust of New South Wales said:** "The NSW Government is clearly operating in a planning vacuum. Reduced rail services alongside an outrageous increase in development densities, constructed at the expense of Sydney's heritage, demonstrates this Government's preference for stamp duty over sustainability. Today, NSW has one super ministry called Treasury. This is not strategic planning, it is financial planning."

**Jim Donovan of Action for Public Transport (NSW) said that:** "While the worst peak-hour effects will be felt at Lindfield, Roseville and Turramurra, all Ku-ring-gai stations will continue to suffer from an introduced imbalance that actually provides more frequent inbound trains during the late afternoon than during the morning peak. The new timetable means there will be fewer trains going the right way and more trains going the wrong way."

The Minister for Planning was quoted in the North Shore Times on Friday 14 August 2009 as stating that "*The government was identifying places, particularly around rail lines, where increased density and a different housing type could be accommodated.*" CityRail has previously stated that the North Shore Line is at crush loads during peak hours. This will be exacerbated by the reduced services and massively increased densities. Evidently CityRail wasn't informed of the Ku-ring-gai Planning Panel's public transport vision.

The draft Ku-ring-gai Plan will facilitate the creation of between 13,000 and 18,000 new dwellings. Assuming that the majority of new dwellings will be apartments an occupancy rate of approximately two persons per dwelling would apply. Accordingly the Ku-ring-gai population would grow between 26,000 and 36,000 residents. The present population is around 108,000 residents. This would represent between a 25% and 33% increase in population with a coincident 10% decrease in rail services.

The analysis compared the 2005 suburban timetable with the 2009 suburban timetable scheduled to commence on Sunday. For example, the data reveals that Lindfield will suffer from an 18.5% reduction in inbound services. Where the village previously enjoyed 135 weekday inbound trains; from Monday this will be reduced to 110. Similarly, Roseville which also has multiple six storey apartments planned will experience a

17.3% reduction in inbound services when it moves from 133 weekday inbound services to 110 (see attachment 1).

**Mr. Woodcock said** “To significantly increase densities and the population without a requisite investment in public transport infrastructure is commonplace in NSW, with Rouse Hill testament to this indifference. However, to increase a population by a minimum of 25% then reduce services by 10% is a strategic failure of entirely new proportions. The people of Sydney are being sold a sustainability sham.”

**Mr Donovan added** that “Even weekend services suffer under the new timetable. Lindfield, which was identified as a small village in the Sydney Metropolitan Strategy, is projected to receive several five to six storey apartments. In response to these new densities weekend services to Roseville and Lindfield will be reduced with the present six inbound trains per hour falling to four.”

**Mr. Woodcock said** “This is the end of the line for this plan. The National Trust and Action for Public Transport seek an immediate moratorium on all high density development in Ku-ring-gai. The Minister needs to go back to the people and consult on appropriate development that respects Ku-ring-gai’s sense of place as well as the rail service realities. Anything else is completely lacking in credibility.”

ENDS

**Media enquiries – National Trust:**

Hansni Bhagani  
02 9258 0131 or 0416 446 276

**Media enquiries – Action for Public Transport**

Jim Donovan  
0428 609 208

**Notes to Editors:**

**Service Reductions on Upper North Shore including Ku-ring-gai**

The table below compares the 2005 suburban timetable with the 2009 suburban timetable scheduled to commence on Sunday 11 October 2009 as a measure of inbound trains to Sydney CBD per weekday. Although Macquarie line trains will add to services on the lower North Shore, the upper North Shore including Ku-ring-gai will suffer reduced services.

Station	Inbound trains per weekday (2005)	Inbound trains per weekday (2009)	Decrease
Wahroonga	109	101	7.3%
Warrawee	109	101	7.3%
Turramurra	115	108	6.1%
Pymble	110	104	5.4%
Gordon	128	117	8.6%
Killara	118	109	7.6%
Lindfield	135	110	18.5%
Roseville	133	110	17.3%
<b>All Ku-Ring-Gai</b>	<b>957</b>	<b>860</b>	<b>10.1%</b>

Analysis undertaken by Action for Public Transport (NSW)

<http://www.aptnsw.org.au/cityrail2009oct.html>