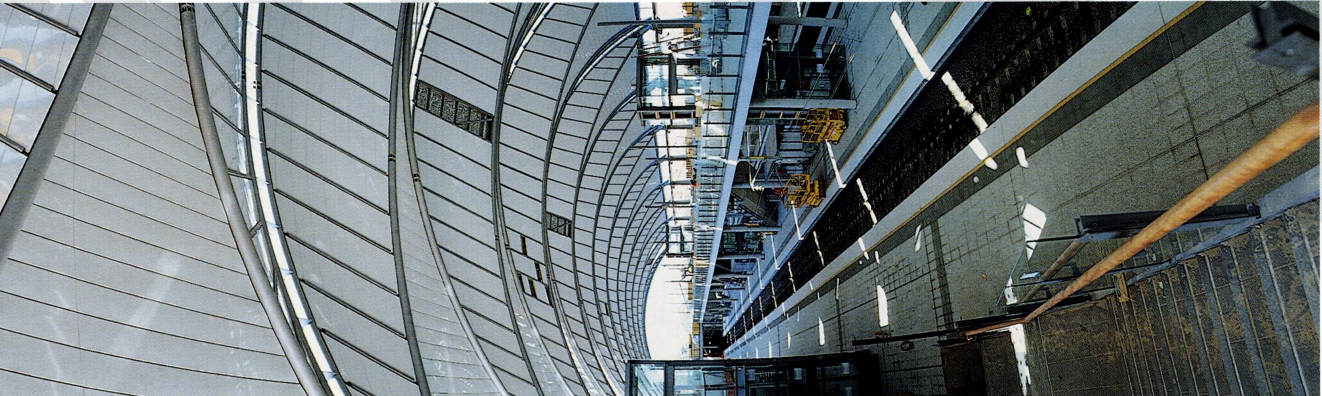


The Way To Go



HOMEBUSH BAY
The new heart of Sydney



The station has two tracks with platforms facing both sides of the trains.

Cover: Cut and cover tunnel on approach side of Olympic Park Station.

Introduction

When it was decided to develop Homebush Bay into Sydney's premier sporting and cultural facility, it was clear that to be a success, it had to be serviced by the best available public transport network.

The New South Wales government decided the key to that network was a heavy rail link right into the heart of the Olympic and Showground facilities.

As a result, the Olympic Co-ordination Authority has overseen the development of the newly opened Olympic Park Station and rail link which opened on March 8, 1998.

The new 5.3 kilometre rail link will transport visitors to within a short walk of all the major facilities at Homebush Bay.

The \$95 million project will move tens of thousands of people an hour to and from Homebush Bay for concerts, exhibitions and sports matches as well as major events such as the Royal Easter Show and the Olympic and Paralympic Games.

It will be an important supplement to Sydney's metropolitan rail service and will provide an easy, fast and comfortable alternative to driving.

Major main line link

The Homebush Bay rail link is designed as an integral part of the Sydney metropolitan rail system. Trains travelling in either direction on the Main Western Line are able to enter and leave the Homebush Bay loop. For major events, the Olympic Park Station will be serviced by eight car double deck suburban trains, which are designed for rapid loading and unloading of passengers. The station's platforms have been built 200m long (instead of 170m required for suburban trains) to



Olympic Park Station is located adjacent to Sydney Showground.

accommodate inter-urban and country trains for special events. The line enters the loop as a single track, splits into two going through the station and merges again on the other side. The line is mostly above ground but goes below for one kilometre allowing people to move freely around areas adjacent to the Olympic Park Station. In places, the link follows the route of the 1910 freight line which serviced the State Abattoir, State Brickworks and Homebush Sales Yards formerly occupying the Homebush Bay site. Construction of the rail link commenced in August, 1996 and track laying began in June, 1997.

Capacity

The Homebush Bay rail link is designed for big crowds. During the Olympic and Paralympic Games, trains will run every two minutes. That's a total of 50,000 people an hour or about three times the hourly throughput of Sydney's busy Town Hall interchange in any morning peak period. To ensure the new station works efficiently, the Olympic Co-ordination Authority used crowd modelling software designed for the London Underground and adapted with data obtained from key Sydney stations.

Design

Olympic Park Station and its surrounding public spaces are designed to reflect the excitement of the Olympic and Paralympic



Driven tunnel on approach to the station.

Games and to capture the atmosphere of the world's great transport terminals. The station's design dramatically achieves this aim. The station is an imposing vaulted building which presents an exciting gateway to Homebush Bay and a natural meeting place. Situated next to the Showground and just 400 metres from the Olympic Stadium, the station features a continuous vaulted 20 metre high steel and glass roof. This soaring structure offers protection from the sun and rain and creates a comfortable light and airy atmosphere for travellers.

The station presents an exciting gateway to Homebush Bay and a meeting place for Olympic Park visitors.

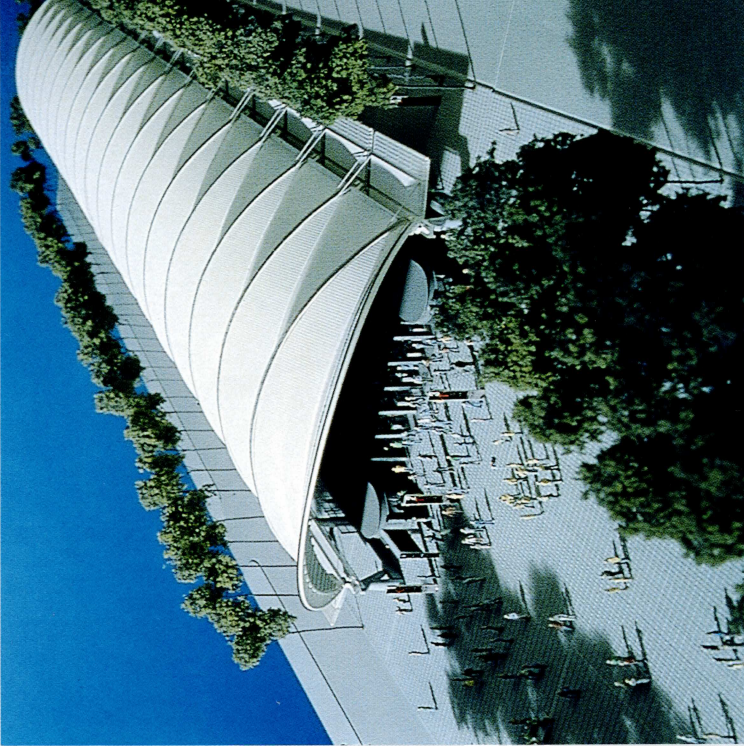
Access

During the design of Olympic Park Station, OCA consulted with groups representing a wide range of people with disabilities and special needs to ensure it would be accessible for everyone, from parents with young children to people in wheelchairs, as well as the hearing and vision impaired. The ground level concourse is connected to the platforms below by a series of lifts, stairs, ramps and escalators which provide easy access into and out of the station for everyone. The station complies with OCA's Access Guidelines for all new Olympic and Paralympic facilities.

Environment

The Homebush Bay rail link is a major environmental feature in its own right. A train load of passengers can remove up to a thousand cars from the roads, helping improve Sydney's air quality. The design maximises natural light and ventilation, lowering energy consumption and reducing NSW's contribution to greenhouse gas emissions.

The huge vaulted roof of the station offers protection from the sun and creates a comfortable light and airy atmosphere for travellers.



Did You Know

OLYMPIC PARK STATION & RAIL LINK

STATION HEIGHT	20 metres
DIMENSIONS	200x35 metres
COMPLETED	March 1998
TOTAL PROJECT COST	\$95 million
TRACK LENGTH	5.3 kilometres
CAPACITY	36,000 per hour
Up to 50,000 in Olympic mode	



Olympic Co-ordination Authority

Governor Macquarie Tower

Level 36, 1 Farrer Place

Sydney NSW 2000

Tel: (02) 9228 3333

Fax: (02) 9228 5551

6 Australia Avenue

Homebush Bay

NSW 2127

Tel: (02) 9735 4800

Fax: (02) 9735 4848

March 1998



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