

## *Train service assumptions*

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- At a minimum, train services to be considered are those that operate on the Newcastle to Central Coast Line. These would include:
  - Newcastle to Central via Strathfield and vice versa
  - Wyong or Gosford to Central via Chatswood and vice versa
- The base case should be based on the current timetable for passenger train services.
- Relative to the base case, the project case should be based on:
  - A 20% average travel time reduction<sup>1</sup>, and
  - Doubling of train service frequency in both the peak and off-peak.
- The definition of the project case is to be used only for the purposes of developing and undertaking the STEM Leaders project and is not to be taken as a formal or informal determination or confirmation of any government policy or direction.
- While Mt Kuring-Gai and Asquith stations are located on this rail line, they are served by suburban train services that travel to Sydney via Chatswood. For these services, assume no change to travel time or frequency relative to the current timetable. This principle also applies for suburban stations between Hornsby and Epping, and between Epping and Strathfield.

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<sup>1</sup> This is based on the estimate of Faster Rail potential travel times sourced from <https://www.nsw.gov.au/improving-nsw/projects-and-initiatives/a-fast-rail-future-for-nsw/>