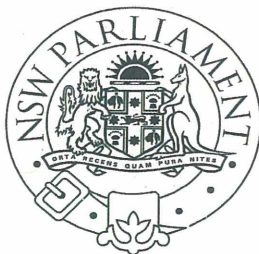


**Submission**

**No 21**

**INQUIRY INTO THE UTILISATION OF RAIL CORRIDORS**

**Name :** Ms Tania Mihailuk MP  
**Position:** Member for Bankstown  
**Date Received:** 28/02/2012



28 February 2012

The Committee Manager  
Committee on Transport and Infrastructure  
Parliament House  
Macquarie St  
Sydney NSW 2000

Dear Committee Manager

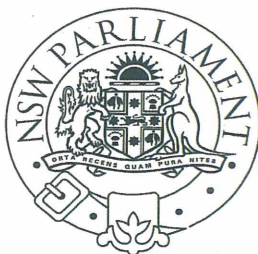
**RE: The utilisation of rail corridors**

I provide this submission in my capacity as Member for Bankstown and as a former Mayor of Bankstown City Council. The Bankstown Area is one of the fastest growing in New South Wales. With our rapidly expanding population and increasing urban density there is real need to invest in Bankstown Railway Station.

One of the key challenges for the utilization of rail corridors is integrating the divisive nature of the rail line itself into design plans. Bankstown train station demonstrates the potential for successful incorporation of train lines into overall design. Bankstown City Council and the former State Government invested \$10 million in the Bankstown bus corridor and interchange. The project included connecting the bus corridor between the northern and southern ends of Bankstown City Plaza via the Bankstown overpass and building a new interchange at the southern side of the City Plaza to offer a coordinated connection point between trains and buses.

A key component of the success of the rail interchange was the construction of the Bankstown underpass. This \$6.5 million project provides a vital connection between the North and South sides of Bankstown train station. Council has also undertaken a number of streetscape improvements in the Bankstown vicinity which complement the Bankstown Interchange. These include improvements to Greenfield & Olympic Parades, North Terrace and Chapel Road South and the launch of "Saigon Place" within the Bankstown City Plaza.

Tania Mihailuk MP  
Member for Bankstown  
Suite 1, Level 3, 402-410 Chapel Road  
Bankstown NSW 2200  
Email: [bankstown@parliament.nsw.gov.au](mailto:bankstown@parliament.nsw.gov.au)



Bankstown Local Government Area is home to almost 190,000 residents, 18,500 of whom live within the Bankstown CBD itself. The Bankstown area is a major source of jobs with more approximately 90,000 jobs located with the Bankstown LGA.

Bankstown is a major transport hub which provides connections to Sydney CBD, Parramatta, Lidcombe, Strathfield, Burwood, Canterbury, Hurstville, Liverpool and Fairfield. The Bankstown train line is one of the busiest in NSW with an average of 15 million passenger journeys each year. The major routes M90 (Liverpool to Burwood), M91 (Parramatta and Hurstville) and M92 (Parramatta and Sutherland) connect to Bankstown.

The central role of Bankstown as a major transport hub in Sydney must be recognised by investment in Bankstown Station. There is exciting potential to make design improvements to Bankstown Train Station and I submit the following proposals for the Committee's consideration.

In 2010 Railcorp held a workshop with stakeholders to discuss potential improvements to Bankstown Station (see *Attachment 1*). As a result of this discussion a series of design issues with Bankstown Station were identified, these include:

- Restricted accessibility
- Overcrowding on the station concourse
- Wayfinding unclear
- No 'front door' to station
- Lack of security and limited casual surveillance
- Poor concourse facilities

RailCorp made a series of recommendations to address these issues which are outlined in Attachment 2.

Both the North and South entrances to Bankstown Station require works to improve accessibility for all commuters and, in particular, disabled commuters. The uneven paving and steep incline at the approach to the Northern Entrance of Bankstown Station make it difficult for disabled and elderly commuters to access the station. This is of significant concern as both North and South entrances to the Station are utilized by commuters travelling to the station by bus.

Overcrowding within the station, particularly on the station platform provides a further challenge for the future of Bankstown Station. It is important that the Government review options to increase standing room at Bankstown Station now to prevent potentially dangerous overcrowding in the future.



Bankstown Station requires greater investment in safety technology and personnel. A number of high profile incidents over the past few years have drawn attention to the need to improve security at train stations throughout Sydney. It is important that further security improvements are made to Bankstown station including improved lighting and more extensive CCTV surveillance to address the ongoing issue of crime on our railways.

In addition to improvements to Bankstown Station, there is great potential to encourage commercial investment in Bankstown Station Airspace. A joint investment by Council and State Government, accompanied by commercial contributions could transform Bankstown Station into a metropolitan centre on par with Chatswood and Parramatta Railway Stations. Bankstown Station is located immediately adjacent to Bankstown Centro, a major shopping centre with more than 300 stores. One improvement is to provide a walkway link to Bankstown Centro via the Compass Centre. This proposal has the added benefit of drawing private sector investment and lessening the financial burden on State Government and Council.

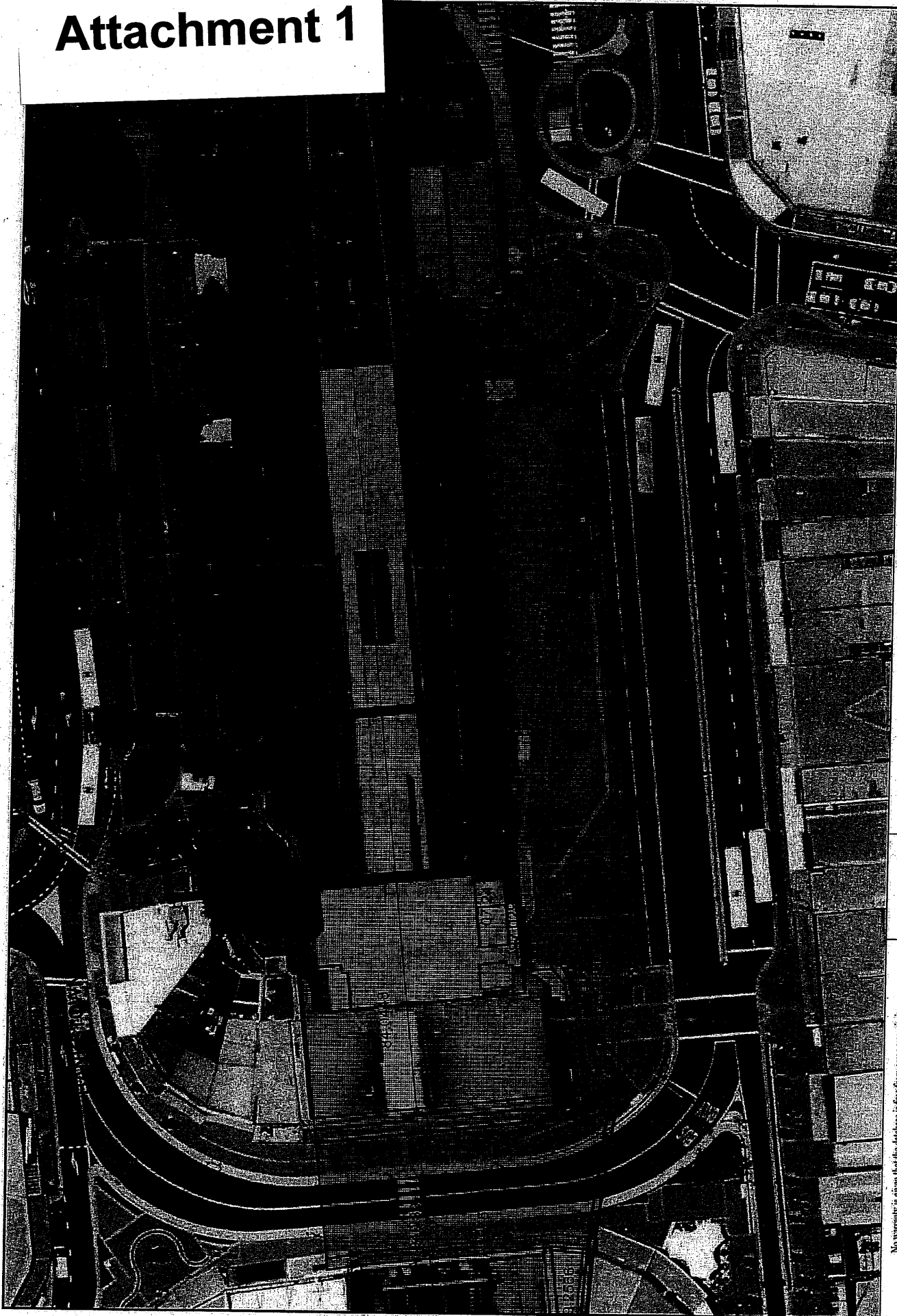
I urge the Committee to recognise the importance of Bankstown Train Station and call for further investment in this central public transport hub.

Yours sincerely

A handwritten signature in blue ink that reads 'Tania Mihailuk'.

**Tania Mihailuk MP**  
**Member for Bankstown**

# Attachment 1



BANKSTOWN AERIAL SHT 2

1:500 @ A3

RailCorp  
Property

No warranty is given that the database is free from error or omission.  
RailCorp disclaims liability from any consequences as a result of  
reliance on the information contained in the database.



PLEASE ASSIST US IN IMPROVING OUR DATABASE. If you discover any errors or omissions or other inaccuracies, please contact us at 1300 631 117.

1300 631 117

# Attachment 2

## Immediate design

Issue	Recommendation
Restricted accessibility	<ul style="list-style-type: none"> <li>▪ new access ramp, fully compliant with disability discrimination standards, to the northern station entry</li> <li>▪ re-configured access ramp at the southern station entry point, to maximise the width of the station entrance and ensure DDA compliance</li> <li>▪ regrading of the paving to the northern station entrance</li> <li>▪ location of accessible parking spaces within 50 m of the northern station entrance (see Figure 7.1)</li> <li>▪ improved bicycle parking facilities on the southern side of the station</li> </ul>
Overcrowding on the station concourse	<ul style="list-style-type: none"> <li>▪ increase the station concourse area by:               <ul style="list-style-type: none"> <li>▸ expanding the paid area of the station to the full station overbridge area to substantially increase capacity within the ticket barriers</li> <li>▸ separation of the ticket barriers to provide barrier access/egress at the northern and southern entrances and an increase in total barriers</li> <li>▸ improved accessibility space in front of the passenger lift</li> <li>▸ pedestrian movements across the railway line re-directed to the adjacent road bridge, rather than via the station concourse</li> </ul> </li> </ul>
Wayfinding unclear	<ul style="list-style-type: none"> <li>▪ provision of new and improved wayfinding signs at critical points around the station precinct</li> </ul>
No 'front door' to station	<ul style="list-style-type: none"> <li>▪ improved paving and landscaping to the northern station forecourt to improve legibility of this entrance</li> </ul>

Issue	Recommendation
Lack of security and limited casual surveillance	<ul style="list-style-type: none"> <li>▪ new and more extensive CCTV surveillance</li> <li>▪ improved lighting</li> <li>▪ improved opportunities for casual surveillance by re-locating the ticket office to the north eastern corner of the station concourse</li> <li>▪ replacement of the current passenger lift to improve platform access</li> </ul>
Poor concourse facilities	<ul style="list-style-type: none"> <li>▪ incorporation of toilet facilities within the station concourse</li> <li>▪ potential to improve retail frontages and visibility/access to passersby.</li> </ul>