

**Supplementary
Submission
No 12a**

SYDNEY METRO WEST PROJECT

Organisation: Restore Inner West Line

Date Received: 26 October 2023

NSW Legislative Assembly Committee on Transport and Infrastructure
Inquiry into Sydney Metro West project
Restore Inner West Line (Roydon Ng)
Supplementary Submission – 26 October 2023

We would like to thank the NSW Legislative Assembly Committee on Transport and Infrastructure for the opportunity to appear at the Inquiry into the Sydney Metro West project.

The time is now for critical changes to Sydney Metro West to ensure its delivery is optimised for the benefit of all residents living and those working along the tunnelling corridor.

Noting that most of the forecasted urban growth will be between Sydney Olympic Park and Parramatta, it is important that additional Metro stations are constructed to service these growing residential, commercial, and industrial areas.

We support well designed and sustainable transit orientated development, and the overwhelming public support for Metro stations at Silverwater and Camelia requires the NSW Government to take urgent action to respond to this growing demand.

The ongoing secrecy surrounding the Sydney Metro West business case is concerning especially for a project currently forecasted at up to \$25 billion dollars, hence we join calls for the NSW Government to authorise the immediate release of the full business case for public scrutiny.

The premise that Greater Parramatta and Olympic Peninsula are well serviced by a 7km gap without any stations at Silverwater and Camelia, while Westmead is designed to be a major interchange ultimately raises many unanswered questions about the effectiveness of Metro West's current design to providing transit and uplift for Western Sydney.

It is time for the NSW Government to abandon the 20 minute Parramatta to Sydney CBD travel time target that has not been justified, and instead focus on expanding access to Metro West through additional stations that will still maintain a complete travel time with Sydney Trains on the T1 Western Line to reduce overcrowding.

Urgent action is needed to ensure that changes to the Sydney Metro West project can be implemented without significant additional cost to the taxpayer.

Evidence tendered to the Parliamentary Inquiry for Sydney Metro West also included internal Transport for NSW documents showing considerations to close the T7 Olympic Park Line and remove the restored T2 Liverpool via Regents Park trains from West of Bankstown stations after Sydney Metro West opened.

We will also continue to support efforts to retain and improve Sydney Trains Network services especially T7 Olympic Park to Lidcombe line, T1 Western Line, T2 Inner West Line: Liverpool via Regents Park, T3 Lidcombe to Bankstown line, and future considerations for north-south lines.

Further response to the question of Chairperson Lynda Voltz MP in regard to north – south rail links:

- A new Strathfield to Hurstville (via Campsie and Kingsgrove) line is supported for investigation.
- A new Parramatta to Kogarah (via Bankstown) line (Georges River Council’s proposed River Rail line) is supported for investigation.
- The T2 Inner West Line: Liverpool to City via Regents Park (including for Sefton Station and referred to as the “Sefton line” by Ms Voltz) partially serves a south – north function on the Sydney Trains Network, and its restoration (at least between 2024 to 2030) is greatly welcomed.
- The T3 Bankstown Line: Bankstown to City via Regents Park which has been excluded from the 2024 timetable would also serve as a direct south – north link between Bankstown and Strathfield.
- Planning for radial transit should move beyond Sydney CBD to not just Parramatta/GPOP and Western Sydney Airport/Bradfield, but also smaller centres such as Strathfield, Bankstown, Liverpool, Blacktown, Penrith etc should also be key destinations.

Further response to the question of Committee Member Warren Kirby MP in regard to Sydney Metro capacity vs Sydney Trains capacity:

- Please refer to article titled **“Single-decker v double-decker trains: Barry O’Farrell’s claim doubtful”**

<https://www.abc.net.au/news/2014-04-11/barry-ofarrell-sydney-trains-claim-doubtful/5371446>

“Improvements to signalling would allow 24 double-deck trains per hour carrying a peak load of 33,000 passengers per hour. Alternately, it would also allow for 26 single deck services an hour, with a peak load of 29,200 passengers.

Double-deck v single-deck train capacity, peak load per hour		
	Existing signalling	Enhanced signalling
Double-deck	20 trains, 28,000 passengers	24 trains, 33,600 passengers
Single-deck	22 trains, 25,000 passengers	26 trains, 29,200 passengers

Source: Douglas Economics

Equally, other improvements foreseen in the new "metro" single deckers can also apply to double-deckers.”

- Please refer to the NSW Legislative Council Inquiry into Sydenham to Bankstown line conversion (2020 report) Recommendation 3 **“That the NSW Government not proceed with the Metro Southwest project, leaving the Sydney Metro to terminate at Sydenham, and that project funds are instead spent on connecting new communities to rail services and improving existing rail services (for example, through digital signalling)”**

https://www.parliament.nsw.gov.au/lcdocs/inquiries/2551/Report%20No%2011_PC%206_Sydenham-Bankstown%20line%20conversion.pdf

- We support improving the existing Sydney Metro West project to include further enhancements such as additional stations including at Silverwater.