

NSW Upper House Inquiry into Metro Southwest Sydenham - Bankstown Conversion Submissions close 13 October

The Parliament of NSW has launched an investigation into the downgrading of the T3 Bankstown Line

An inquiry into the "[Sydenham - Bankstown Line conversion](#)" has been established by the NSW Upper House

Submissions are being accepted until Sunday 13 October 2019

Please lodge a submission to stop the downgrading of our trains, stop over-development and Save T3 Bankstown Line

Submission Letter:

Dear Portfolio Committee No. 6 - Transport and Customer Service,

I oppose the downgrading of the T3 Bankstown Line including the Metro Southwest project between Sydenham and Bankstown.

It is important for the Inquiry to be aware that the downgrading of the T3 Bankstown Line has severe consequences on communities from the Inner West to South West Sydney.

Metro Southwest contains a significant number of issues such as:

- The NSW Government's refusal to provide justification for wasting of billions of taxpayer dollars to replace a functional railway and deprive areas without trains access to new rail, along with the failure to release the full business case for the project
- More cost effective and less disruptive alternatives have been ignored including signaling upgrades for the Sydney Trains network that delivers a higher frequency of service (train every 3 minutes) compared to Sydney Metro (train every 4 minutes) for T3 Bankstown Line
- A lack of empirical evidence supporting the need to downgrade the T3 Bankstown Line, especially as the NSW Government's Sydney Rail Future plan states that the "Western and North Shore Line" are the key bottlenecks (not Bankstown)
- Most commuters being forced to stand for long distances with Sydney Metro having 70% less seats compared to the existing comfortable double-deck Sydney Trains service
- The loss of drivers and guards on trains resulting in delays and slower response times to emergency incidents
- The NSW Government's failure to heed warnings from four former rail executives about the loss of the Sydney Trains network "relief valve" and the overall reduction in reliability
- The downgrading of the T3 Bankstown Line in being used as a gateway for privatisation of infrastructure, significant over-development and severe destruction of heritage suburbs
- A serious lack of transparency in planning and delivery of the project with many important documents being held back from public access including the cost of "Sydenham to Bankstown"
- The NSW Government acting against the spirit of the GIPA Act by using freedom of information as a revenue raising mechanism to increase barriers in accessing information
- An inadequate Temporary Transport Plan created without the promised public consultation and released "several years" late, that also fails to guarantee 100% accessible services

Lodge a Submission

Submit

Breaking News

PARLIAMENTARY INQUIRY INTO
METRO SOUTHWEST LAUNCHED

ACCEPTING SUBMISSIONS UNTIL
FRIDAY 4 OCTOBER

NSW UPPER HOUSE
TRANSPORT COMMITTEE



- 100,000 commuters every day being forced onto crowded bus services during the downgrading of the T3 Bankstown Line (construction of Metro)
- Permanent disconnection from the City Circle (Town Hall, Wynyard, Circular Quay, St James, Museum) and the Inner West (St Peters, Erskineville, Redfern [& Sydney University])
- 9 stations west of Bankstown lose all trains to City, forcing 19,000 commuters to interchange twice (Bankstown then Sydenham or Central), having suffered the loss of the Inner West Line (City to Liverpool [& Bankstown loop] via Regents Park
- The lack of detailed information provided generally and the lack of consultation with all communities impacted especially west of Bankstown (e.g. Cumberland LGA)
- The NSW Government's regular attempts to mislead the public and media into believing that the entire T3 Bankstown Line is being converted into Sydney Metro by making referrals to the project as an "upgrade of the Bankstown Line" and also without always specifying "between Sydenham to Bankstown" in an attempt to cover-up the impact on non-Metro stations (i.e. west of Bankstown and east of Sydenham)

I urge the committee to review these concerns and to stop the downgrading of the T3 Bankstown Line in order to protect the surrounding communities from over-development.

Thank you for your attention. I consent to the full publication of this submission.

Yours Sincerely,

Concerned Citizen

[Download Submission Letter to Print](#)

If you wish to include additional material with your submission or have part of your submission kept confidential by the Committee, please lodge a submission via the NSW Parliament [website](#)

Submissions lodged through this website will be sent to the NSW Upper House: Portfolio Committee No. 6 - Transport and Customer Service for the purpose of the "Sydenham - Bankstown Line Conversion" Inquiry, and collected by the Sydenham to Bankstown Alliance and Save T3 Bankstown Line

Please contact us you do not wish for your submission to be published by the Sydenham to Bankstown Alliance or Save T3 Bankstown Line. Personal information will not be published

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For more information about the "Sydenham - Bankstown Line Conversion" Inquiry, please visit the NSW Parliament [website](#). Submissions close 4 October 2019 at 5pm AEST sharp

To find out more about the Sydenham to Bankstown Alliance, please visit sydbankalliance.com

