

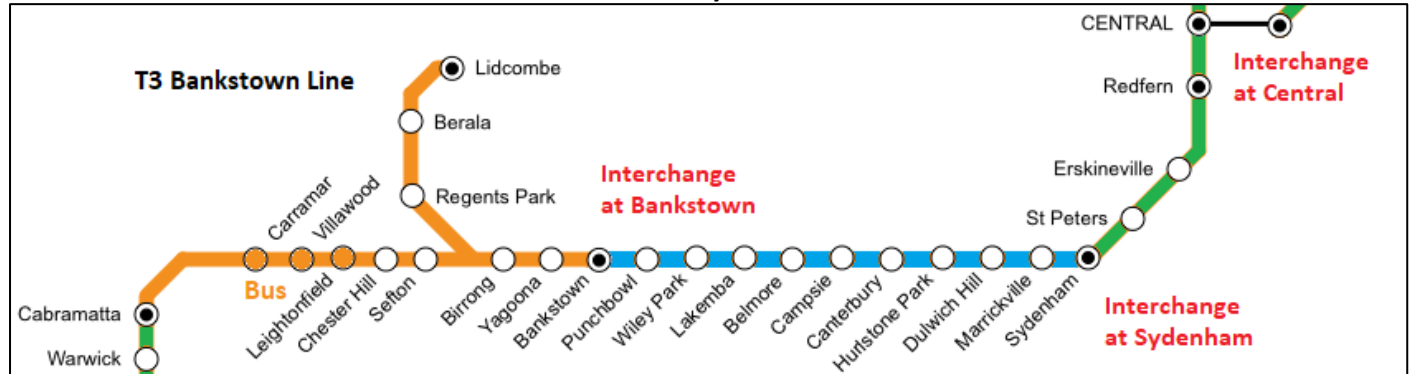
Proforma F - 214 responses

Sydenham – Bankstown Line Conversion Inquiry
Portfolio Committee No. 6 - Transport and Customer Service
Parliament House
Macquarie Street
Sydney NSW 2000



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

As a commuter west of Bankstown, I am seriously concerned that **Sydenham to Bankstown is being downgraded** from existing Sydney Trains (double-deck) to **Sydney Metro (single-deck trains that have 70% less seats)**. The current T3 Bankstown Line is direct from City Circle to Lidcombe/Liverpool via Bankstown, so **Metro means 9 stations west of Bankstown will lose all direct trains to City**



Berala and Regents Park

- **No trains to City Circle** (Town Hall, Wynyard, Circular Quay, St James, Museum), St Peters, Erskineville, Redfern
- T3 Commuters **forced to interchange twice to reach City Circle (at Bankstown then Sydenham or Central)**
- **Increased travel times**

Lidcombe

- Up to **19,000 more commuters changing trains daily at Lidcombe** (after Sydenham-Bankstown Metro)
- **22% increase in commuters at Lidcombe** (in peak hour during the Bankstown Line shutdown)
- **Increased overcrowding on T1 Western Line and T2 Inner West and Leppington Line** trains with additional commuters boarding at Lidcombe
- **Increased traffic congestion and demand for parking** with Berala, Regents Park and other commuters from west of Bankstown driving to Lidcombe to not reduce the number of forced train interchanges

Chester Hill

- Like Berala and Regents Park, **Chester Hill will lose all direct trains to City Circle, St Peters, Erskineville, Redfern**
- **Commuters forced to interchange twice to reach City Circle** (at Bankstown then Sydenham or Central)

91% of all submissions opposed the Sydenham to Bankstown Metro during the Department of Planning's 2018 PIR exhibition, with the most submissions received from Berala and Regents Park residents (despite Cumberland LGA being excluded from the Project Scope). **Despite the major impact on Cumberland, the Department of Planning has NOT consulted with residents and has excluded the LGA from the assessment of the project.**

The full business case for Sydney Metro Southwest: Sydenham to Bankstown has NOT been publicly released. The more cost effective and less disruptive alternative of upgrading signalling (which allows for more trains than Metro) HASN'T been assessed.

The "Bankstown Bottleneck" is a myth drummed up by Gladys Berejiklian to FAKE the case for Sydenham to Bankstown being converted into Metro, as the NSW Government's Sydney Rail Future plan states that the "Western and North Shore lines are the key bottlenecks of the network". The Temporary Transport Plan forcing 100,000 commuters onto buses has been released without the promised community consultation.

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. I also urge the committee to **restore the Inner West Line train service from City to Liverpool via Regents Park and City to Bankstown via Regents Park**.

Signature: _____

First Name: _____

Last Name: _____

Address: _____

Suburb: _____

Postcode: _____

Email: _____

Phone: _____