

**PORTFOLIO COMMITTEE NO. 6 - TRANSPORT AND CUSTOMER SERVICE**

**SYDENHAM-BANKSTOWN LINE CONVERSION**

**Responses to Supplementary Questions  
Hearing – 7 November 2019**

## **1. Why was no community consultation conducted west of Bankstown for the Environmental Impact Statement [EIS] and the Preferred Infrastructure Report [PIR]?**

### **Response:**

I am advised:

Extensive information on the project, including for the Environmental Impact Statement (EIS) and Submissions and Preferred Infrastructure Report (SPIR), has been available to all members of the public via the Sydney Metro website and the Department of Planning, Industry and Environment website.

Community consultation for the EIS and the SPIR was undertaken in accordance with the requirements of the Department of Planning, Industry and Environment.

The SPIR was placed on public exhibition by the Department of Planning, Industry and Environment for a period of four weeks, from 20 June 2018 to 18 July 2018. The SPIR and associated specialists assessments were made available on the Department of Planning, Industry and Environment's website and on the Sydney Metro project website. Hard copies were also made available at 10 different locations including Bankstown Council Chambers.

The following consultation activities and materials were also developed to support the SPIR exhibition and associated consultation activities:

- stakeholder briefings
- four community information sessions (one held at Bankstown)
- visiting nearby properties
- media releases
- newspaper advertisements
- email alerts to the project mailing list (6,000 registered)
- newsletters (a newsletter translated into seven languages about the SPIR and where to find further information was sent to a total of 82,000 properties and 44,000 of these were in and around the Bankstown area. Suburbs west of Bankstown included in the delivery were parts of Sefton, Regents Park, Bass Hill and Yagoona)
- station handouts
- project website updates
- information boards
- the SPIR overview document

**2. Why did the NSW Government/Department of Planning only respond to concerns raised by Liverpool City Council in the PIR exhibition about west of Bankstown and not specifically address concerns raised by commuters (e.g. from Berala, Regents Park, Chester Hill)?**

**Response:**

I am advised:

The Submissions and Preferred Infrastructure Report (SPIR) was prepared in accordance with the requirements of the Department of Planning, Industry and Environment.

The SPIR summarises and responds to issues raised by government agencies and councils, including Liverpool City Council. Each issue raised by the agencies and councils were identified for each stakeholder and a response provided. For Liverpool City Council, issues raised included the issue of service changes for stations west of Bankstown.

The Submissions Report for Sydenham to Bankstown summarises and responds to new issues raised by the community during the exhibition of the SPIR. Issues raised by the community were combined and categorised by environmental aspect or issue topic. Issues regarding servicing changes to the west of Bankstown were not a new issue raised as it had been previously addressed in the SPIR, in response to issues raised during exhibition of the Environmental Impact Statement.

**3. What assistance has the NSW Government (i.e. Department of Planning, Department of Transport, Minister or Ministers' Office) provided to "Locals for Metro Southwest" and other pro-Metro lobbyists?**

**Response:**

I am advised:

Community groups are welcome to access publicly available project information either on Sydney Metro's website or by contacting Sydney Metro. No special treatment has been provided to the Locals for Metro Southwest. All community groups are offered the same level of access to information.

Sydney Metro has provided information to numerous community groups regarding the Sydney Metro City and Southwest Project, including the Sydenham to Bankstown Alliance (which includes Save Dully Action Group, Hurlstone Park Association, Marrickville Residents' Action Group, Keep Our Area Suburban, Friends of Erskineville, the Cooks River Valley Association, Save Marrickville, Canterbury Residents Action Group, Save the T3 and the Cooks River Eco Volunteers), Locals for Metro Southwest, Save T3 Bankstown Line, Restore Inner West Line, Wolli Creek Preservation Society and Inner West Environment group.

**4. Why has NSW Government implied that all Bankstown Line stations are being converted into Metro by not mentioning Sydenham to Bankstown but instead often using the phrase “upgrade of the Bankstown Line”?**

**Response:**

I am advised:

Statutory planning documents (including the Environmental Impact Statement and Submissions and Preferred Infrastructure Report) and regular communications (including construction notifications, newsletters and website information) specify that the T3 Bankstown Line metro conversion upgrade takes place between Sydenham and Bankstown.

## 5. Why is there no new Business Case after the changes made in the PIR?

### **Response:**

I am advised:

Changes to the Sydney Metro City & Southwest Project between Sydenham and Bankstown were documented in the Submissions and Preferred Infrastructure Report and approved by the NSW Government. A new business case is not required in this case.

**6. Why does the Sydney Rail Future Implementation Plan (Dec 2013) show that the T3 Bankstown Line terminates at Cabramatta in 2036 and buses replacing trains between Chester Hill – Cabramatta (Leightonfield, Villawood, Carramar) from 2026 onwards?**

**Response:**

I am advised:

The matters to which this question relates have been superseded by the *Future Transport 2056* strategy. The *Future Transport 2056* strategy is the NSW Government's strategic vision for integrated land use and transport over the next 40 years to meet demands of predicted population growth. A copy of the Strategy is publicly available on the Transport for NSW website.

*Future Transport 2056* does not include plans to remove Carramar, Villawood, Leightonfield, Chester Hill, Sefton, Birrong, Yagoona from the rail network.

**7. Will west of Bankstown be converted into light rail or trackless trams/guided busways etc?**

**Response:**

I am advised:

No. Customers on the western end of the T3 Bankstown Line will continue to be served by suburban train services once Sydney Metro City and Southwest is introduced in 2024.



**8. Why has Cumberland Council and Canterbury-Bankstown Council, Fairfield Council and Liverpool City Council residents not been informed officially that the direct train to City via Bankstown will be removed due to Metro?**

**Response:**

I am advised:

Information is available to all members of the public on the Sydney Metro website.

Stations west of Bankstown will continue to be serviced by Sydney Trains. Sydney Metro public documents and information reference that customers will be able to transfer between metro and suburban train services at an upgraded Bankstown Station.

**9. Transport for NSW claims that the number of trains entering Sydney CBD will rise from 120 to 200 per hour once Metro is open in 2024, what is the breakdown of trains per line for the 200 trains?**

**Response:**

I am advised:

Transport for NSW has not made that claim as stated. The correct statement made by Transport for NSW is in relation to network-wide capacity benefits of Sydney Metro combined with other upgrade work for the period beyond 2024.

The correct statement is:

*Sydney Metro, together with signalling and infrastructure upgrades across the existing Sydney rail network, will increase the capacity of train services entering the Sydney Central Business District – from about 120 an hour today to up to 200 services beyond 2024. That's an increase of up to 60 per cent capacity across the network to meet demand.*

**10. Will the Inner West Line (City to Liverpool/Bankstown via Regents Park) be restored if Metro Southwest is built?**

**Response:**

I am advised:

Transport for NSW is finalising rail plans for the existing heavy rail network to support the introduction of Sydney Metro City and Southwest services.

Service plans will be publicly communicated at the appropriate time to ensure customers have plenty of time to plan ahead.

**11. When will timetables for T3 Bankstown Line (post-Metro) be open for community consultation?**

**Response:**

I am advised:

Transport for NSW will continue to review customer feedback through Opal data and customer insights to identify train service needs along the T3 Bankstown Line.

**12. Will west of Bankstown have eight carriage trains and what train types (e.g. Waratah/Millennium/Silver Suburban etc) will run west of Bankstown?**

**Response:**

I am advised:

Transport for NSW is finalising rail and fleet plans for the existing heavy rail network to support the introduction of Sydney Metro City & Southwest service.

Transport for NSW will continue to review customer feedback through Opal data and customer insights to identify services required to meet demand on the T3 Bankstown Line.

**13. Which line/s will service St Peters and Erskineville once Metro is open, and will there be direct trains to the City Circle?**

**Response:**

I am advised:

Customers at St Peters and Erskineville will still receive frequent services via other suburban trains on the Sydney Trains network. Direct services to and from the City will be maintained.

**14. Why has the Temporary Transport Plan been released at least one year late? The EIS stated that the Temporary Transport Plan would be released in 2018, but it was only released in September 2019.**

**Response:**

I am advised:

Following community feedback, in June 2018 Sydney Metro announced changes to the project to reduce customer impacts, including reduced closures while the T3 Bankstown Line between Sydenham and Bankstown is upgraded to metro standards. These changes required a revised temporary transport plan to be developed.

**15. Why has no community consultation been undertaken with affected commuters west of Bankstown?**

**Response:**

I am advised:

Extensive information is available to all members of the public via the Sydney Metro website. In addition, many community members from locations west of Bankstown (such as Yagoona, Sefton and Berala) have subscribed to relevant Sydney Metro mailing lists to receive regular project updates and information.

Several community consultation events and pop up information stalls have been held in Bankstown since 2015. Attendees at these events discussed topics including interchanging to metro services at Bankstown and opportunities for a metro extension past Bankstown.



**16. How will Metro Southwest extend from Bankstown to Liverpool, i.e. where will the tunnels begin around Bankstown?**

**Response:**

I am advised:

Transport for NSW is in the early planning stages of potential future metro lines. Further information will be made available to the community at the appropriate time, including the opportunity to provide feedback during any planning approvals stages.

In March 2019 the NSW Government announced early planning to begin on four additional Sydney Metro routes over the next four years. This includes early planning for a Sydney Metro City and Southwest extension from Bankstown to Liverpool. These early planning activities will consider a range of route options and station locations and will be informed by engineering and environmental constraints as well as an assessment of costs and benefits.

These additional Sydney Metro routes announced for early planning form part of a long-term transport vision for Greater Sydney, and build on preliminary investigations undertaken in 2016 and the Western Sydney Rail Needs Study.

The *Future Transport 2056* strategy is the NSW Government's strategic vision for integrated land use and transport over the next 40 years to meet demands of predicted population growth. A copy of the Strategy is publicly available on the Transport for NSW website.

**17. At the Inquiry on Thursday 7 November you (Mr Howard Collins) said that the intention was to have rail servicing west of Bankstown in the short-term future after Metro Southwest opens in 2024. What is “short-term”?**

**Response:**

I am advised:

Customers on the western end of the T3 Bankstown Line will continue to be served by suburban train services once Sydney Metro City & Southwest is introduced in 2024.

The ‘short term’ refers to services being introduced after Sydney Metro City & Southwest opens. Further rail plans may be investigated and developed as part of the *Future Transport 2056* strategy.

**18. Is “short-term” just 2 years given that the Sydney’s Rail Future Implementation Plan shows buses replacing trains (at some stations) west of Bankstown from 2026 onwards?**

**Response:**

I am advised:

I refer you to the responses to supplementary questions 6 and 17.

**19. When did you (Mr Howard Collins) first become aware of the letter from the four former rail executives (Brew, Christie, O 'Loughlin, Day) warning against converting Sydenham to Bankstown into Metro?**

**Response:**

I am advised:

Mr Howard Collins OBE is not in receipt of a letter from former rail employees, John Brew, Ron Christie, John O'Loughlin and Dick Day.

Mr Howard Collins OBE first became aware of the abovementioned former rail employees submission on the NSW Government's *Long-Term Transport Master Plan* (which has been superseded by the *Future Transport 2056* strategy) on 19 December 2017.

**20. What is your (Mr Howard Collins) response to the letter from the four former rail executives?**

**Response:**

I am advised:

Sydney customers need both Sydney Metro and Sydney Trains heavy rail operations, this is not an 'either' 'or' proposition, they are complementary rail systems.

Removing the T3 Bankstown Line from the Sydney Trains network allows our system to operate more efficiently, by relieving pressure on the heavy rail network.

The T3 Bankstown Line creates a bottleneck where it merges with other lines outside the city and this conversion will clear that blockage, allowing us to deliver better services to customers.

The conversion of the T3 Bankstown Line between Sydenham and Bankstown is a critical investment for the State's rail and transport network.

**21. Given that the 2017 timetable demonstrates that there is adequate track capacity between Homebush and Lidcombe, what prevents services on the Inner West Line (Sydney to Liverpool via Regents Park) from being restored immediately?**

**Response:**

I am advised:

Transport for NSW is finalising rail plans for the Sydney Trans heavy rail network to support the introduction of Sydney Metro City & Southwest services. Once these plans have been finalised, customers will be informed.

## 22. Why was the Campsie to Bankstown 3rd Track and Homebush to Granville 6 Track project cancelled?

### Response:

I am advised:

Transport for NSW regularly assesses the feasibility of a range of service and infrastructure strategic options as part of long term transport planning to meet future customer needs. These studies typically consider key constraints and issues but are often undertaken prior to a pre-feasibility investigation or economic analysis. Long term capacity upgrades on the Sydney Trains heavy rail network will be addressed through the delivery of Sydney Metro City & Southwest, Sydney Metro West and the More Trains, More Services program.

The *Future Transport 2056* strategy is the NSW Government's strategic vision for integrated land use and transport over the next 40 years to meet demands of predicted population growth. A copy of the Strategy is publicly available on the Transport for NSW website.

**23. Are you (Mr Howard Collins) aware that the Sydney's Rail Future Implementation Plan states that converting the Sydenham to Bankstown into Metro without constructing the Croydon to Granville tunnel (Western Line), commuters from four southwest stations (Cabramatta, Warwick Farm, Liverpool, Casula) can expect a 17 minute increase in travel times to the City?**

**Response:**

I am advised:

I refer you to the responses to supplementary questions 6, 17 and 18.



**24. Are there any plans for a Cabramatta turnback for T2 Leppington Line or T3 Bankstown Line?**

**Response:**

I am advised:

I refer you to the response to supplementary question 22.

There are currently no plans to deliver a Cabramatta Turnback for T2 Leppington Line or T3 Bankstown Line.

**25. Have you (Mr Tim Parker) ever worked for MTR and what was your role in the Transport Infrastructure Development Corporation (TIDC)? (TIDC is the predecessor to Transport for NSW)?**

**Response:**

I am advised:

Mr Tim Parker has never worked for MTR.

Transport Infrastructure Development Corporation (TIDC) is not the predecessor to Transport for NSW.

Mr Tim Parker held a range of roles whilst employed by TIDC, all of which supported the delivery of transport infrastructure to keep Sydney moving.

**26. What involvement did you (Mr Tim Parker) have with the Metropolitan Rail Expansion Program (MREP)?**

**Response:**

I am advised:

As the Executive Program Director, Mr Tim Parker was responsible for undertaking the initial investigation into the proposed Metropolitan Rail Expansion Program which comprised of three major components, the Northwest Rail Link, the CBD Rail Link and the Southwest Rail Link.

**27. The original designs for the North West Rail Link was to connect it through a Second Harbour Crossing through the City and onto the East Hill Lines to link up with the South West Rail Link, why was this changed?**

**Response:**

I am advised:

Sections 2 and 3 of the NSW Government submission to the Inquiry into Sydenham-Bankstown Line conversion provide the rationale for the development of the Sydney Metro City & Southwest Project.

The *Future Transport 2056* strategy is the NSW Government's strategic vision for integrated land use and transport over the next 40 years to meet demands of predicted population growth. A copy of the Strategy is publicly available on the Transport for NSW website.

**28. Are you (Mr Tim Parker) aware of a “guerrilla group” that lobbied within TIDC against the “Olympic planners”? The “guerrilla group” is the pro-Metro lobby whereas the “Olympic planners” wanted to expand the CityRail network (now Sydney Trains) through MREP.**

**Response:**

I am advised:

No.

**29. Were you (Mr Tim Parker) aware of lobbying within TIDC by Rodd Staples and others to refuse a surface connection for the North West Rail Link between Cheltenham and Epping? The lack of a surface connection increased the likelihood of North West Rail being a Metro, which ultimately resulted in the Epping to Chatswood line being converted into Metro and now extended through to Sydenham and Bankstown.**

**Response:**

I am advised:

No.

**30. Is it true that you (Mr Tim Parker) began lobbying for a single-deck Metro on the North West Rail Link from around 2005 onwards? If so, why?**

**Response:**

I am advised:

No.

**31. What bus routes in the City, Inner West and South West will be changed once Metro City & Southwest opens?**

**Response:**

I am advised:

Bus plans to support the introduction of Metro services in 2024 will be developed using the on the latest origin and destination data from Opal and will consider emerging travel patterns. Once these plans have been developed and finalised, customers will be informed.