

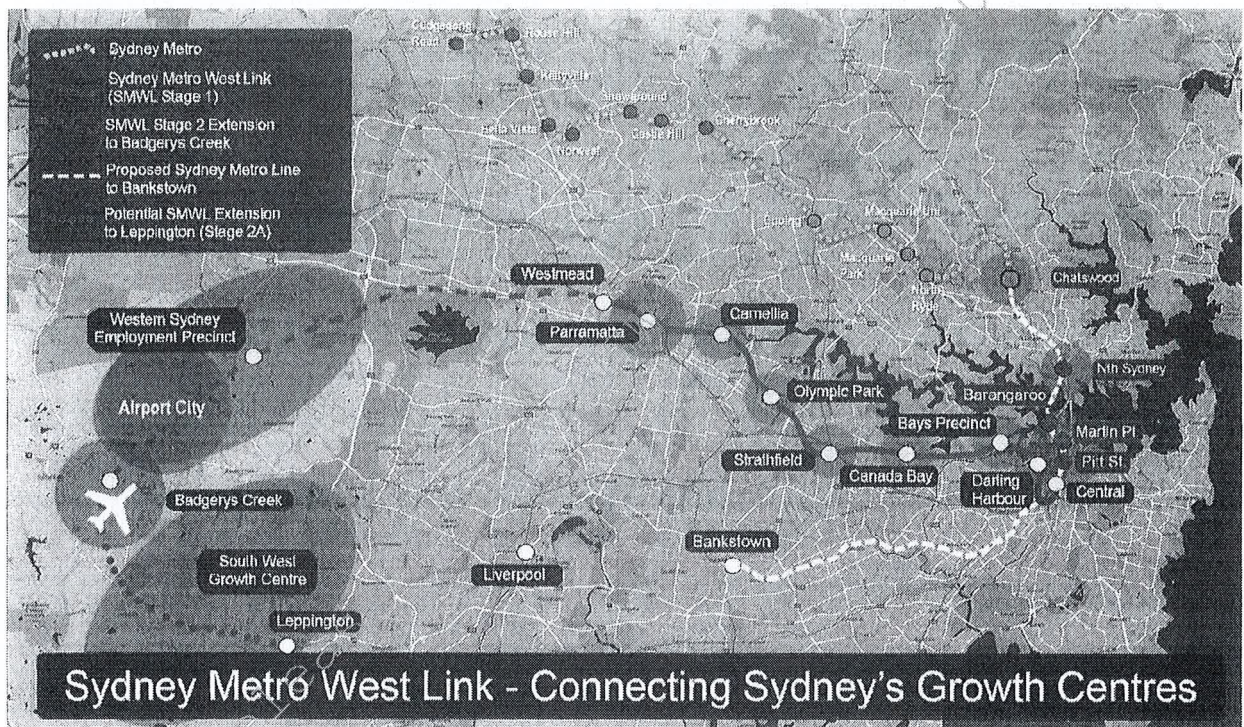
## Inquiry into Current and future public transport needs in Western Sydney – 4 December 2023

### Documents tabled by Roydon Ng (Restore Inner West Line/Save T3 Bankstown Line)

1. Letter from former rail executives John Brew, Ron Christie, Bob O'Loughlin, and Dick Day to Transport for NSW (3 July 2015) about long term transport planning including a warning that the Sydenham to Bankstown Metro will reduce overall reliability on the Sydney Trains Network and impact 19,000 commuters in the West of Bankstown. (Transport for NSW GIPA: Tra-000402)
2. Sydney's Rail Future Implementation Plan (2013) Figure 40 "Expected door to door journey times" (GIPA 19T-0072) created by Transport for NSW showing the impact of Sydney Trains timetable changes from 2013 to 2021; the 2017 Timetable/More Trains More Services – Communications and Stakeholder Engagement Plan Page 27 "Key Customer Impacts" (GIPA TRA-000529) outlining stations most significantly impact which the majority are in Cumberland LGA and the West of Bankstown; and the 2013 Customer Timetable – Stakeholder Engagement Plan Page 8-9 and 18 "Potential Hotspots – Significant Issues" (GIPA TRA-000257) including for the Auburn and Fairfield electorate which are listed as having impacts likely to be felt by the majority of commuters in the peak.
3. NSW TrainLink Timetable for Western NSW (Broken Hill to Central), and the More Trains, More Services announcement published in October 2023 about the 2024 timetable for rail services in the West of Bankstown.
4. Sydney Metro document obtained from GIPA Application 21T-0844 Page 28 showing new considerations to remove restored T2 Liverpool via Regents Park services in the 2030s and also considerations to replace West of Bankstown trains with alternative transport such as bus and/or light rail.
5. Sydney Metro Consistency Assessment - Sydenham to Bankstown – Staging of the Bankstown Station works and extension of the final possession (dated August 2023 and published 1 November 2023) inclusive of Temporary Transport Plan and Traffic Impact Assessments. Lidcombe intersections that lack analysis are: Church St x Olympic Dr, Joseph St x Vaughan St, Tooheys Lane x Joseph St, and Church St x John St
6. ABC News story by Greg Miskelly titled "Grassroots volunteer group Locals for Metro South-West financially backed by Sydney developer" (13 July 2020)
7. CRK Properties Director Michael Katz' LinkedIn profile noting his \$200 million worth in projects in the Southwest corridor. Michael Katz has employed Nicholas Stevens to the Public Relations Consultant for "Locals for Metro Southwest", and Michael Katz also attended the "Locals for Metro Southwest" secret meeting in Premier Gladys Berejiklian's boardroom (Office of Premier GIPA Disclosure Log: Mr Roydon Ng's application of 8 July 2020).
8. Refer to Transport for NSW GIPA 21M-0017, Sydney Metro invitation to "Locals for Metro Southwest" meeting in Campsie on 26 June 2018
9. Refer to letter (dated 6 July 2020) from Office of Transport Minister Andrew Constance to Roydon Ng providing a copy of Minister Constance's video Ministerial for the "Locals for Metro Southwest"
10. Item 7 (Page 2): the "Locals for Metro Southwest" secret meeting in Premier Gladys Berejiklian's boardroom (Office of Premier GIPA Disclosure Log: Mr Roydon Ng's application of 8 July 2020).
11. NSW Register of Third Party Lobbyists – Harry Hughes is the principal of Axis Strategic Advisory which has "Locals for Metro Southwest as a client". Harry Hughes is also Lucy Turnbull's nephew.  
<https://www.crikey.com.au/2023/03/20/bruce-lehrmann-text-messages-explained/>

Document tendered by  
Mr Roydon Ng  
Received by  
Mr Gareth Purkiss  
Date: 4 / 12 / 2023  
Resolved to publish Yes / No

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### Current Sydney Rail System – Key Issues

Sydney double-deck trains currently convey, and will continue to convey up to 2021 and beyond, the vast majority of commuters into / out of the city:

- There are already capacity constraints on the all lines within the Sydney metropolitan network particularly in the areas bounded by Sydenham – Granville and North Sydney.
- The network with its current configuration will NOT be able to cope with government's projected commuter growth beyond 2021
- The outdated station design at Town Hall and Wynyard is the reason both these stations are unable to adequately handle current passenger numbers. As a result the dwell time at these two stations determines city underground track capacity and train headways. Dwell time for double deck trains at all other stations on the network would be no different to that required for metro trains.
- The current passenger congestion problems at Town Hall are exacerbated by its current role as the major interchange point with the Eastern Suburbs line for passengers travelling to North Sydney – St Leonards and Chatswood. Town Hall station was not designed for this use. This will be overcome if the new metro train is routed via Martin Place, thereby relocating the North Shore / ESR interchange to that station instead of Town Hall.

- If the signalling on the existing Double Deck network was upgraded to allow closer headways the double deck trains could also achieve a higher through-put than the current restrictive 20 T/P/H. The Government can hardly claim it is a fair comparison between metro and double deck services when the double deck services are operating on an antiquated signalled network and a track configuration with merging and flat junction conflicts, whilst the metro is operating on a \$17 billion new network with the latest technology free of the impediments double deck trains encounter.
- One can reasonably claim that if the Government had spent \$17 billion on upgrading the existing double deck system by improving signalling and providing track amplification at critical pinch points, it would have got a better overall result by providing improved train throughput per hour and increased network capacity for the total double deck network than it has from building one new metro line single deck rail corridor into the city. The metro could have been built far cheaper with more sensible planning.
- Metro trains, are best suited to highly populated, densely trafficked commuter areas over short journey times, NOT to long, park & ride journeys as is the North West Line from Rouse Hill.
- Any new system needs to add value by adding to existing capacity, NOT by taking away part of the existing network in the name of progress.
- The new metro will do nothing to relieve the network capacity issues between the Western and Northern trains which merge at Strathfield nor address the fact that the six tracks between Strathfield and Sydney Terminal / Central Electric will almost be at saturation by 2021 as will the City Circle, the Eastern Suburbs Railway, and North Shore lines via the Harbour Bridge.

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## Government Plan

The Government has announced the route of the next stage of the Sydney Metro.

It plans to run the line from Chatswood at grade to St Leonards then in a tunnel from St Leonards, under the Harbour, through the CBD to Sydenham then at grade to Bankstown.

The section between Sydenham and Bankstown shall replace the current heavy rail line with a rapid transit system.

### Government's Claims

The Government has announced that the new line shall:

1. Reduce congestion on the rail network by 60%.
2. Increase the number of trains entering the CBD in the morning peak from around 130 to 200 trains per hour.
3. Increase the number of commuters by 100,000 per hour in the morning peak.

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- Released under NSW GIPA Act 2009
- From the scant information in the public domain about the Government's proposed improvements to the double deck network one can only draw the conclusion that such announced proposals can only be viewed as stop gap and short term measures, as they do little to address the long term issues so urgently needed to reconfigure the Sydney train network to meet projected passenger demand for the next 40 / 50 years. One can also only conclude these band-aid measures are a waste of scarce public funds because announced proposals do not add value or resolve the long term network capacity problems

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Released under NSW GIPA Act 2009

### Our Concerns

As former rail executives we are very concerned that:

- A. There is no evidence to support the claims 1. 2.& 3. above.
- B. The plan does not address the major long term issues of the network.
- C. Removal of heavy rail on the Bankstown Line will cause:
  - Major disruption to the efficient operation of the network, resulting in
  - Reduction in network flexibility & reliability
  - 19,000 commuters will have to change trains for the first time since the network was built. Resulting in longer journey times for commuters from the Southern stations between Liverpool/Lidcombe turn-back and in between stations from Carramar, Villawood, Leightonfield, Chester Hill, Sefton (11,000) and Berala, Birrong, Yagoona (8,000) to Bankstown as they will need to change trains into metro services to the city.
  - Services on the Illawarra line will be required to stop at St Peters and Erskineville resulting in increased train journey times and a reduction in line capacity of the Illawarra line.
  - Loss of network flexibility as the Bankstown Line also acts as a relief line for the following lines during times of major disruption for:
    - Western Lines
    - South West Lines
    - South Line

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Whilst delays and congestion would occur under such circumstances it nevertheless reduces the need for transshipping and bussing of thousands of commuters.

Following the takeover of the Bankstown line by the metro train the relief valve for the network is gone and will result in the network having no escape route.

- D. When Bradfield designed the Sydney underground network he built it only after studying other overseas city networks and with the view of commuters NOT having to change trains at the outer rim terminals but instead travel either around the city circle or through the city across the Harbour Bridge. His wise vision has lasted 100 years with subsequent rail managers tweaking the network by adding the ESR Line and operating double deck trains to accommodate the passenger growth.

There is no such luminary vision being shown by Government at this critical juncture which now requires a total review of total network operations to find solutions which will meet the challenges of commuter growth for the next 40/50 years.

The Government plan's lack of vision severely restricts the ability of the heavy rail system to not only cater for growth but also improved service. Nor does it take into consideration commuter growth in the outer interurban areas nor services between the city and the planned Badgerys Creek Airport

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- E. Both metros and heavy rail systems have their place in an integrated transport system and must if their full potential is to be achieved must operate separately and independent of each other.

Past performance and experience indicates the life cycle of the current double deck fleet with refurbishment is in the order of 40 years before the need for replacement.

It is therefore most unlikely Government is going waste public monies before it is necessary. This would indicate that it is most unlikely that the Sydney commuter network will transition to metro operation quickly.

In addition Government has not experienced commuter reaction to the new single deck trains, so the jury is still out. It could easily find a voter backlash which requires it to provide increased seating to overcome adverse public reaction and then find the new service falls far short of its carrying capacity projections.

- F. Merely replacing one rail system with another when there is so much to be done is wasteful of limited resources. In a strategic sense the policy decision should be to consider the use of metros in denser areas not well serviced by heavy rail or another form of public transport.

Metro expansion should supplement heavy rail, not replace it as metro trains are not suited to long distant journeys serviced by the Sydney rail and outer suburban network

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G. In addition, open access will require Government to continue to allow other operators such as freight and historical / tourist access to the Sydney network on all major corridors as well as operate its intercity, interurban country and interstate passenger services so it can never achieve a pure metro network clear of other operators.

H. The Government's Sydney Metro plan, estimated at approximately \$17bn, will:

- Not achieve the required capacity of the network necessary for the long term 40/50 year horizon
- Result in degradation of the robustness and reliability of the existing double deck network
- Ultimately lead to the total network becoming gridlocked and unworkable

**THIS IS A ONE-OFF OPPORTUNITY TO:**

- **APPLY GOOD PLANNING AND VISION**
- **IMPROVE THE NETWORK, BY**
- **REDESIGNING IT TO SERVICE SYDNEY'S RAPID GROWTH OVER THE NEXT 40/50 YEARS**

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Our comments are based on publically available information. We would be pleased to provide the detail behind our position on each of the points we have made and discuss these comments with Government planners and Operations personnel.

|                |  |
|----------------|--|
| John Brew      | former Chief Executive of State Rail                                   |
| Ron Christie   | former Co-ordinator General of Rail, RailCorp                          |
| Bob O'Loughlin | former Director of Rail Safety and Operations, State Rail              |
| Dick Day       | former General Manager of Planning and Timetable Development, RailCorp |

3 July 2015

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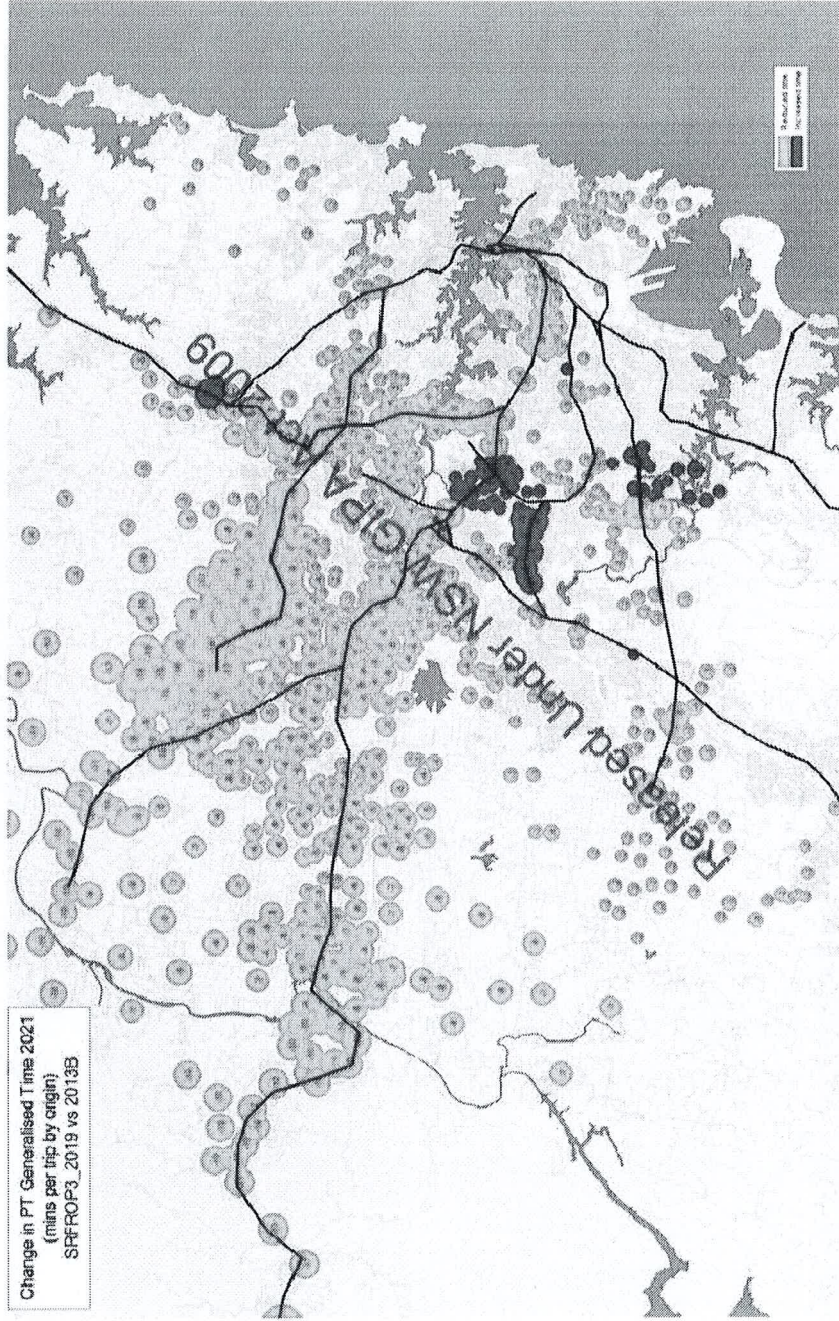


Figure 40- Expected 'door to door' journey time impacts and numbers of customers impacted by SRF in 2021

## Potential Hotspots and Management Strategy

Please refer to Appendix B.

### Significant Issues

The most significant issues caused by the introduction of the 2013 timetable will relate to:

**1. Rockdale and Kogarah stations – removed from some patterns**

Currently both Kogarah and Rockdale stations are included in most Eastern Suburbs and Illawarra Line fast and semi-fast patterns.

In line with the 'three tiered' rail system proposed by *Sydney's Rail Future*, the October 2013 timetable will see these stations removed from fast and semi-fast patterns on the line served only by all stations trains starting at Hurstville.

The new arrangements will generate faster journeys for customers travelling to the city from stations south of Hurstville.

This service change follows a reduction in services to these stations in the 2009 timetable.

**2. Stations in Fairfield and Auburn electorates – increased interchange**

Currently Liverpool to the city services via Regents Park allow customers boarding at stations between Carramar and Berala to take direct Inner West Line services to the city.

The October 2013 timetable will introduce changes to make use of turnbacks at Lidcombe and Homebush, effectively detangling the network around Lidcombe and improving the reliability of services on the Inner West, South and Western lines.

The changes will mean customers at the seven effected stations will now have to interchange once or twice in order to travel to the city without travelling backwards to catch South Line services from Cabramatta.

**3. North Shore Line peak stopping pattern changes**

Changes to peak hour stopping patterns in the October 2013 timetable will see six North Shore Line stations, Killara, Lindfield, Roseville, Pymble, Wahroonga and Warawee, receive fewer peak services than they currently do.

The changes are being made so services better match demand and will improve journey times for customers using the North Shore Line.

It should be noted that these stations are commonly used by school students.

**4. Blue Mountains trains - no longer stop at Westmead**

Currently a number of trains from the Blue Mountains stop at Westmead station. Under the October 2013 timetable, Westmead will be removed from Blue Mountains stopping



patterns. Customers from the Blue Mountains wishing to travel to Westmead Station will need to interchange at Blacktown or Parramatta.

Note Westmead Station is around one kilometre from Westmead Children's Hospital and with frequent direct bus services to the hospital from Parramatta, travelling by train to Westmead Station is not the most direct public transport journey.

#### **5. Other stations removed from some patterns**

A number of other stations have been removed from fast or semi-fast stopping patterns under the October 2013 timetable. While their impact is not likely to be as significant as the removal of Kogarah, Rockdale and the North Shore Line stations, there is likely to be some resistance from customers who use the stations.

Affected stations include:

- Kingsgrove/Beverly Hills
  - Removed from Airport and East Hills Line limited stop services to generate faster journey times for customers travelling longer distances.
- Yagoona/Wiley Park
  - Removed from Bankstown Line limited stop services to generate faster journey times for customers travelling longer distances.
- Summer Hill/Stammore
  - Currently some South Line services stop at these stations. Under the new timetable only Inner West Line services will stop, which are slower than the South Line services.
- Warnervale/Wyee
  - Removed from some Newcastle and Central Coast Line fast patterns to better match services with demand and improve journey times for Newcastle customers.

Strategies to mitigate these issues are summarised in the **Media Issues and Risks** section of this plan

## Appendix B: Individual stations with potential issues

### Note:

A-level impacts = Impact likely to be noticed by the majority of peak period station users.

B-level impacts = Impact likely to be noticed by a small proportion of peak period users or off-peak users only.

### A-level impact: increased interchange

| Station      | Issue   | Previous situation   | 2013 Timetable Situation  | Trade-off  | Electrified | Notes |
|--------------|---|--|---|--|-------------|-------|
| Cammeray     | Increased interchanges for customers travelling to the city via Inner West Line.  | Would receive some direct Liverpool to city via Regents Park services throughout the day.            | No Liverpool via Regents Park services. Inner West Line services to and from Homebush only.           | Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Uccombie turnbacks. Simpler timetable to make journey planning easier. | Fairfield   |       |
| Villawood    | Increased interchanges for customers travelling to Regents Park and further towards the city via Inner West Line.           | Would receive some direct Liverpool to city via Regents Park services throughout the day.            | No Liverpool via Regents Park services. Inner West Line services to and from Homebush only.           | Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Uccombie turnbacks.  | Fairfield   |       |
| Leightfield  | Increased interchanges for customers travelling to Regents Park and further towards the city via Inner West Line.           | Would receive some direct Liverpool to city via Regents Park services throughout the day.            | No Liverpool via Regents Park services. Inner West Line services to and from Homebush only.           | Simpler timetable to make journey planning easier. Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Uccombie turnbacks. | Fairfield   |       |
| Ormeau Hill  | Increased interchanges for customers travelling to Regents Park and further towards the city via Inner West Line.           | Would receive some direct Liverpool to city via Regents Park services throughout the day.            | No Liverpool via Regents Park services. Inner West Line services to and from Homebush only.           | Simpler timetable to make journey planning easier. Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Uccombie turnbacks. | Auburn      |       |
| Sefton       | Increased interchanges for customers travelling to Regents Park and further towards the city via Inner West Line.           | Would receive some direct Liverpool to city via Regents Park services throughout the day.            | No Liverpool via Regents Park services. Inner West Line services to and from Homebush only.           | Simpler timetable to make journey planning easier. Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Uccombie turnbacks. | Auburn      |       |
| Regents Park | Increased interchanges for customers travelling to city via Uccombie and for customers travelling to Cabramatta via Sefton. | Would receive some direct Liverpool to city via Regents Park and return services throughout the day. | No Liverpool via Regents Park services. Inner West Line services to and from Homebush only.           | Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Uccombie turnbacks.  | Auburn      |       |
| Berala       | Increased interchanges for customers travelling to city via Uccombie and for customers travelling to Cabramatta via Sefton. | Would receive some direct Liverpool to city via Regents Park and return services throughout the day. | No Liverpool via Regents Park or return services. Inner West Line services to and from Homebush only. | Simpler timetable to make journey planning easier. Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Uccombie turnbacks. | Auburn      |       |

## 11 Key customer impacts

The most significant issues caused by the introduction of the 2017 timetable will relate to:

- Westmead
- Merrylands to Canley Vale
- Burwood
- Padstow and Riverwood
- Harris Park, Granville and Auburn
- Campbelltown to Macquarie Fields
- Lidcombe and Clyde
- Punchbowl, Belmore and Marrickville
- Marayong to Richmond

A station hot spots report is currently being prepared by Rail Program Delivery. The report will be shared with internal stakeholders and updated in this CSEP once finalised.

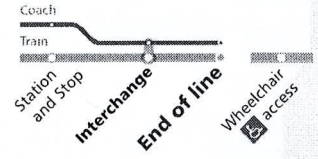
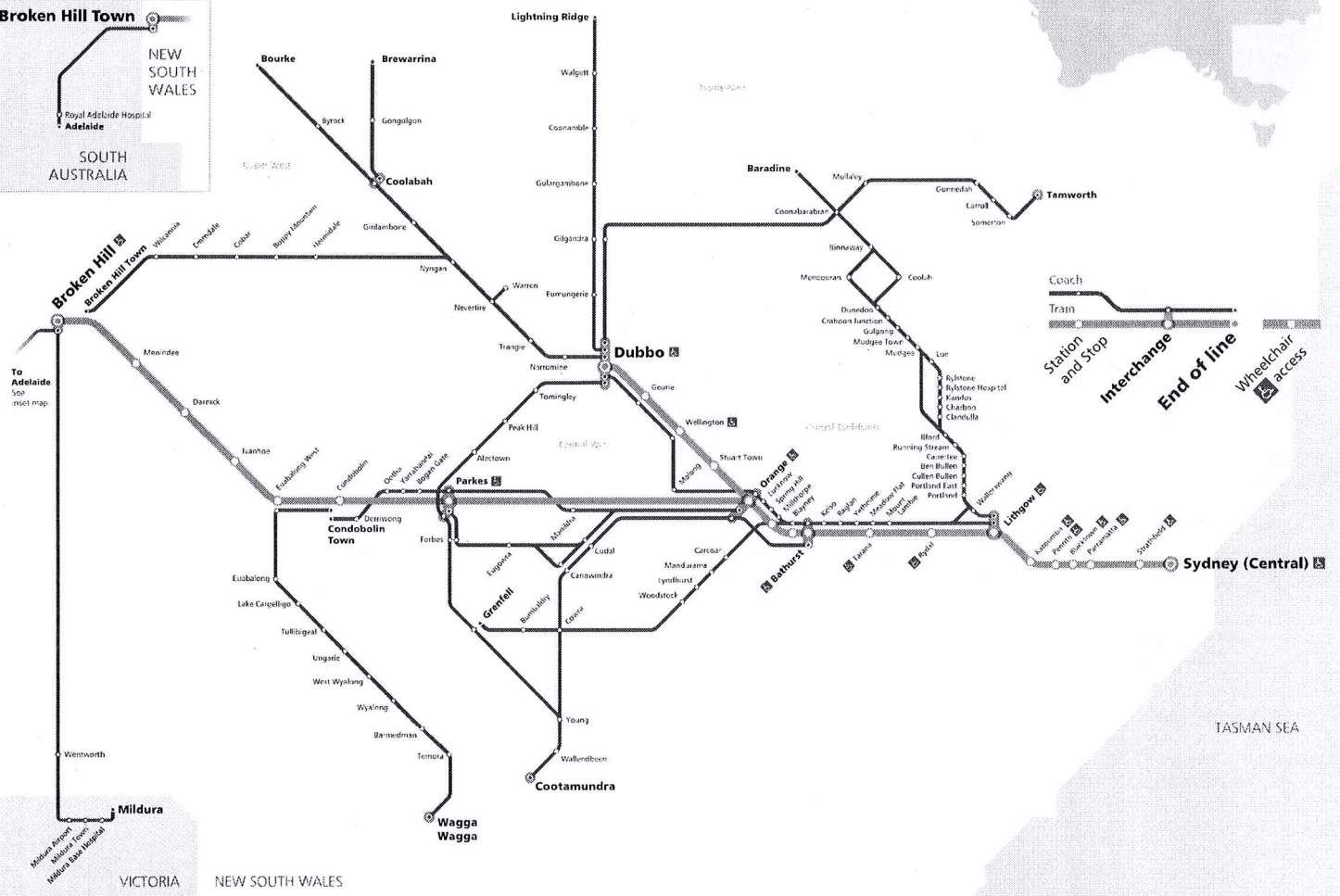
# Western NSW

Go directly to the timetable



**Adelaide inset map**

Broken Hill Town  
NEW SOUTH WALES  
Royal Adelaide Hospital  
Adelaide  
SOUTH AUSTRALIA



2DL\_Western\_RTM\_2306

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**Sydney (Central) – Dubbo – Lightning Ridge –  
Coolabah – Brewarrina – Bourke – Broken Hill**

|                               | <b>T</b>           | <b>T</b>     | <b>C</b>           | <b>C</b>        |
|-------------------------------|--------------------|--------------|--------------------|-----------------|
| <b>Destination</b>            | <b>Broken Hill</b> | <b>Dubbo</b> | <b>Broken Hill</b> | <b>Bourke</b>   |
| Days of Operation             | Mon                | Daily        | Daily              | Tue/Thu/Fri/Sun |
| Service No.                   | 445                | 427          | 589                | 511             |
| <b>Sydney (Central)</b>       | 06:18              | 07:19        |                    |                 |
| Strathfield                   | u06:30             | u07:30       |                    |                 |
| Parramatta                    | u06:42             | u07:42       |                    |                 |
| Blacktown                     | ...                | u07:52       |                    |                 |
| Penrith                       | u07:05             | u08:06       |                    |                 |
| Katoomba                      | u07:59             | u09:00       |                    |                 |
| Lithgow                       | u08:39             | 09:40        |                    |                 |
| Rydal                         | ...                | a10:01       |                    |                 |
| Tarana                        | ...                | a10:18       |                    |                 |
| Bathurst                      | 09:47              | 10:52        |                    |                 |
| Blayney                       | 10:35              | 11:38        |                    |                 |
| Millthorpe                    | ...                | a11:48       |                    |                 |
| Orange                        | 10:59              | 12:02        |                    |                 |
| Parkes                        | 12:48              | ...          |                    |                 |
| Condoblin                     | 14:00              | ...          |                    |                 |
| Stuart Town                   | ...                | 12:42        |                    |                 |
| Wellington                    | ...                | 13:06        |                    |                 |
| Geurie                        | ...                | 13:23        |                    |                 |
| <b>Dubbo</b> ARV              | ...                | 13:45        |                    |                 |
| <b>Connection</b>             |                    |              |                    |                 |
| <b>Dubbo</b> DEP              | ...                |              | 14:15              | 14:16           |
| Eumungerie                    | ...                | ...          | ...                | ...             |
| Gilgandra                     | ...                | ...          | ...                | ...             |
| Gulgargambone                 | ...                | ...          | ...                | ...             |
| Coonamble ARV                 | ...                | ...          | ...                | ...             |
| Coonamble DEP                 | ...                | ...          | ...                | ...             |
| Walgett                       | ...                | ...          | ...                | ...             |
| <b>Lightning Ridge</b>        | ...                | ...          | ...                | ...             |
| Narromine                     | ...                | 14:48        | 14:51              | ...             |
| Trangie                       | ...                | 15:12        | 15:16              | ...             |
| Nevertire                     | ...                | 15:36        | 15:38              | ...             |
| Nyngan                        | ...                | 16:15        | 16:13              | ...             |
| Girilambone                   | ...                | ...          | 16:44              | ...             |
| <b>Coolabah</b> ARV           | ...                | ...          | 17:09              | ...             |
| <b>Connection</b>             |                    |              |                    |                 |
| <b>Coolabah</b> DEP           | ...                | ...          | ...                | 17:24           |
| Gongolgon                     | ...                | ...          | ...                | 18:30           |
| <b>Brewarrina</b>             | ...                | ...          | ...                | 19:00           |
| Byrock                        | ...                | ...          | 17:54              | ...             |
| <b>Bourke</b>                 | ...                | ...          | 18:46              | ...             |
| Euabalong West                | 14:45              | ...          | ...                | 20:13           |
| Ivanhoe                       | 16:31              | ...          | ...                | 21:05           |
| Darnick                       | a17:16             | ...          | ...                | ...             |
| Hermidale                     | ...                | 16:45        | ...                | ...             |
| Boppy Mountain                | ...                | 17:15        | ...                | ...             |
| Cobar ARV                     | ...                | 17:45        | ...                | ...             |
| Cobar DEP                     | ...                | ...          | 18:15              | ...             |
| Emmdale                       | ...                | ...          | 20:05              | ...             |
| Wilcannia                     | ...                | ...          | 20:55              | ...             |
| Menindee                      | 18:22              | ...          | ...                | ...             |
| <b>Broken Hill Town (CST)</b> | ...                | ...          | 22:45              | ...             |
| <b>Broken Hill Town (EST)</b> | ...                | ...          | 23:15              | ...             |
| <b>Broken Hill (CST)</b>      | 19:10              | ...          | ...                | ...             |
| <b>Broken Hill (EST)</b>      | 19:40              | ...          | ...                | ...             |

| <b>C</b>          | <b>C</b>               | <b>C</b>      | <b>C</b>          |
|-------------------|------------------------|---------------|-------------------|
| <b>Brewarrina</b> | <b>Lightning Ridge</b> | <b>Bourke</b> | <b>Brewarrina</b> |
| Tue/Thu/Fri/Sun   | Daily                  | Wed           | Wed               |
| 517               | 513                    | 523           | 525               |

**Broken Hill – Bourke – Brewarrina – Coolabah –  
Lightning Ridge – Dubbo – Sydney (Central)**

|                               | <b>C</b>     | <b>C</b>        | <b>C</b>     | <b>C</b>         | <b>C</b>            |
|-------------------------------|--------------|-----------------|--------------|------------------|---------------------|
| <b>Destination</b>            | <b>Dubbo</b> | <b>Coolabah</b> | <b>Dubbo</b> | <b>Dubbo</b>     | <b>Dubbo</b>        |
| Days of Operation             | Daily        | Thu             | Thu          | Tue/Wed/<br>Thur | Mon/Fri/<br>Sat/Sun |
| Service No.                   | 590          | 526             | 524          | 514              | 582                 |
| <b>Broken Hill (CST)</b>      |              |                 |              |                  |                     |
| <b>Broken Hill (EST)</b>      |              |                 |              |                  |                     |
| <b>Broken Hill Town (CST)</b> | 03:45        |                 |              |                  |                     |
| <b>Broken Hill Town (EST)</b> | 04:15        |                 |              |                  |                     |
| Menindee                      | ...          |                 |              |                  |                     |
| Wilcannia                     | 06:15        |                 |              |                  |                     |
| Emmdale                       | 07:20        |                 |              |                  |                     |
| Cobar                         | ARV 09:25    |                 |              |                  |                     |
| Cobar                         | DEP 09:55    |                 |              |                  |                     |
| Boppy Mountain                | 10:25        |                 |              |                  |                     |
| Hermidale                     | 10:50        |                 |              |                  |                     |
| Darnick                       | ...          |                 |              |                  |                     |
| Ivanhoe                       | ...          |                 |              |                  |                     |
| Euabalong West                | ...          |                 |              |                  |                     |
| Bourke                        | ...          |                 | 05:45        |                  |                     |
| Byrock                        | ...          |                 | 06:37        |                  |                     |
| Brewarrina                    | ...          | 05:30           | ...          |                  |                     |
| Gongolgon                     | ...          | 06:00           | ...          |                  |                     |
| <b>Coolabah</b>               | ARV          | ...             | 07:05        |                  |                     |
| <b>Connection</b>             |              |                 |              |                  |                     |
| <b>Coolabah</b>               | DEP          | ...             | 07:12        |                  |                     |
| Girilambone                   | ...          |                 | 07:37        |                  |                     |
| Nyngan                        | 11:25        |                 | 08:08        |                  |                     |
| Nevertire                     | 12:04        |                 | 08:43        |                  |                     |
| Trangie                       | 12:28        |                 | 09:05        |                  |                     |
| Narromine                     | 12:52        |                 | 09:30        |                  |                     |
| Lightning Ridge               | ...          |                 | ...          | 05:50            | 08:50               |
| Walgett                       | ...          |                 | ...          | 06:40            | 09:40               |
| <b>Coonamble</b>              | ARV          | ...             | ...          | 08:00            | 11:00               |
| <b>Coonamble</b>              | DEP          | ...             | ...          | 08:30            | 11:30               |
| Gulgambone                    | ...          |                 | ...          | 09:00            | 12:00               |
| Gilgandra                     | ...          |                 | ...          | 09:35            | 12:35               |
| Eumungerie                    | ...          |                 | ...          | a09:55           | a12:55              |
| <b>Dubbo</b>                  | ARV          | 13:25           | 10:05        | 10:20            | 13:20               |
| <b>Connection</b>             |              |                 |              |                  |                     |
| <b>Dubbo</b>                  | DEP          | ...             | ...          | ...              | ...                 |
| Geurie                        | ...          |                 |              |                  | 14:15               |
| Wellington                    | ...          |                 |              |                  | 14:32               |
| Stuart Town                   | ...          |                 |              |                  | 14:48               |
| Condobolin                    | 13:41        |                 |              |                  | 15:11               |
| Parkes                        | 14:43        |                 |              |                  | ...                 |
| Orange                        | 16:44        |                 |              |                  | 15:52               |
| Millthorpe                    | ...          |                 |              |                  | a16:11              |
| Blayney                       | 17:16        |                 |              |                  | 16:19               |
| Bathurst                      | 18:02        |                 |              |                  | 17:05               |
| Tarana                        | ...          |                 |              |                  | a17:39              |
| Rydal                         | ...          |                 |              |                  | a17:56              |
| Lithgow                       | d19:21       |                 |              |                  | 18:20               |
| Katoomba                      | d20:03       |                 |              |                  | d19:02              |
| Penrith                       | d20:54       |                 |              |                  | d19:54              |
| Blacktown                     | ...          |                 |              |                  | d20:10              |
| Parramatta                    | d21:15       |                 |              |                  | d20:19              |
| Strathfield                   | d21:25       |                 |              |                  | d20:34              |
| <b>Sydney (Central)</b>       | 21:38        |                 |              |                  | 20:48               |

|                               | <b>T</b>      | <b>C</b>            | <b>C</b>            | <b>T</b>      |
|-------------------------------|---------------|---------------------|---------------------|---------------|
| <b>Destination</b>            | <b>Sydney</b> | <b>Coolabah</b>     | <b>Dubbo</b>        | <b>Sydney</b> |
| Days of Operation             | Tues          | Mon/Wed/<br>Fri/Sat | Mon/Wed/<br>Fri/Sat | Daily         |
| Service No.                   | 446           | 518                 | 512                 | 428           |
| <b>Broken Hill (CST)</b>      | 07:45         |                     |                     |               |
| <b>Broken Hill (EST)</b>      | 08:15         |                     |                     |               |
| <b>Broken Hill Town (CST)</b> | ...           |                     |                     |               |
| <b>Broken Hill Town (EST)</b> | ...           |                     |                     |               |
| Menindee                      | 09:24         |                     |                     |               |
| Wilcannia                     | ...           |                     |                     |               |
| Emmdale                       | ...           |                     |                     |               |
| Cobar                         | ...           |                     |                     |               |
| Cobar                         | ...           |                     |                     |               |
| Boppy Mountain                | ...           |                     |                     |               |
| Hermidale                     | ...           |                     |                     |               |
| Darnick                       | a10:34        |                     |                     |               |
| Ivanhoe                       | 11:07         |                     |                     |               |
| Euabalong West                | 12:57         |                     |                     |               |
| Bourke                        | ...           |                     | 09:00               |               |
| Byrock                        | ...           |                     | 09:52               |               |
| Brewarrina                    | ...           | 08:45               | ...                 |               |
| Gongolgon                     | ...           | 09:15               | ...                 |               |
| <b>Coolabah</b>               | ARV           | ...                 | 10:20               | ...           |
| <b>Connection</b>             |               |                     |                     |               |
| <b>Coolabah</b>               | DEP           | ...                 | 10:37               | ...           |
| Girilambone                   | ...           |                     | 11:02               | ...           |
| Nyngan                        | ...           |                     | 11:33               | ...           |
| Nevertire                     | ...           |                     | 12:08               | ...           |
| Trangie                       | ...           |                     | 12:30               | ...           |
| Narromine                     | ...           |                     | 12:55               | ...           |
| Lightning Ridge               | ...           |                     | ...                 | ...           |
| Walgett                       | ...           |                     | ...                 | ...           |
| <b>Coonamble</b>              | ARV           | ...                 | ...                 | ...           |
| <b>Coonamble</b>              | DEP           | ...                 | ...                 | ...           |
| Gulgambone                    | ...           |                     | ...                 | ...           |
| Gilgandra                     | ...           |                     | ...                 | ...           |
| Eumungerie                    | ...           |                     | ...                 | ...           |
| <b>Dubbo</b>                  | ARV           | 13:25               | 10:05               | 10:20         |
| <b>Connection</b>             |               |                     |                     |               |
| <b>Dubbo</b>                  | DEP           | ...                 | ...                 | ...           |
| Geurie                        | ...           |                     |                     | 14:15         |
| Wellington                    | ...           |                     |                     | 14:32         |
| Stuart Town                   | ...           |                     |                     | 14:48         |
| Condobolin                    | 13:41         |                     |                     | 15:11         |
| Parkes                        | 14:43         |                     |                     | ...           |
| Orange                        | 16:44         |                     |                     | 15:52         |
| Millthorpe                    | ...           |                     |                     | a16:11        |
| Blayney                       | 17:16         |                     |                     | 16:19         |
| Bathurst                      | 18:02         |                     |                     | 17:05         |
| Tarana                        | ...           |                     |                     | a17:39        |
| Rydal                         | ...           |                     |                     | a17:56        |
| Lithgow                       | d19:21        |                     |                     | 18:20         |
| Katoomba                      | d20:03        |                     |                     | d19:02        |
| Penrith                       | d20:54        |                     |                     | d19:54        |
| Blacktown                     | ...           |                     |                     | d20:10        |
| Parramatta                    | d21:15        |                     |                     | d20:19        |
| Strathfield                   | d21:25        |                     |                     | d20:34        |
| <b>Sydney (Central)</b>       | 21:38         |                     |                     | 20:48         |

CST = Central Standard Time



## More Trains, More Services

Reviewed 26 Oct 2023

The More Trains, More Services program is a multi-billion-dollar program designed to simplify and modernise the rail network. Passengers will be able to access more services on a simpler and more reliable network through the delivery of better infrastructure, new trains and extra services.

Delivering the program is essential to integrate Sydney Metro City & Southwest with the heavy rail network in 2024 and the introduction of the Mariyung trains to the South Coast Line.

The program has so far delivered 41 new Waratah Series 2 trains and more than 1700 additional weekly services since 2017.

The 2023–2024 NSW Budget allocated \$681.6 million to continue the implementation of the program.

### Key benefits

- More services for the T8 Airport Line, including an 80 per cent increase at Airport stations
- A 30 per cent increase in peak services on the T4 Illawarra Line, with extra services from Cronulla, Waterfall and Hurstville
- More services on the T2 Inner West Line, with an extra four services in the peak
- More services on the South Coast Line, meaning a service every 15 minutes in the peak and every 30 minutes in the off peak between Wollongong and the Sydney CBD
- New trains are also being delivered as part of the program, including 98 additional Mariyung fleet carriages.

### Project status

#### 2024 Rail Timetable

As part of the Sydney Metro City & Southwest project, the T3 Bankstown Line is being upgraded to metro standards between Sydenham and Bankstown. A new rail timetable will be introduced in mid 2024 to support the closure of the T3 Bankstown Line between Sydenham and Bankstown.

The new timetable will include changes for current T3 Bankstown Line stations not converting to metro, as well as changes for other lines across the network.

For stations west of Bankstown, rail services currently operating between Liverpool and the City Circle via Bankstown will instead run to the Sydney CBD via Regents Park and Lidcombe. A rail service will also operate between Lidcombe and Bankstown, with Regents Park to be the main interchange point for passengers travelling to Bankstown, Liverpool and the Sydney CBD.

Ersleville and St Peters passengers will continue to receive direct services to the Sydney CBD on the Airport & South Line.

# 2026 to 2056

## Desired outcomes:

- Improve 30 minute connections to from the study area to Parramatta CBD
- Transition towards a more legible and simple network (increased sectorisation)
- Right-sizing capacity, fleet and servicing requirements (i.e. avoid over-subscribing services in the absence of matching demand)

## Issues to be explored:

|                                  |  |
|----------------------------------|--|
| SM-CSW Extension to Sefton       | <ul style="list-style-type: none"> <li>• What is the demand profile for a 4 to 6 platform interchange at Sefton?</li> <li>• Could local land use opportunities drive the need for a larger station precinct?</li> </ul>  |
| Parramatta to Kogarah            | <ul style="list-style-type: none"> <li>• Should it use existing T3 track between Sefton and Bankstown as part of its alignment or consist of an entirely new corridor with limited stops?</li> </ul>   |
| T3 (West of Yagoona)             | <ul style="list-style-type: none"> <li>• Determine line function (city-shaping, city-serving or centre-serving)</li> <li>• Is it desirable to retain re-introduced T2 services direct to the Harbour CBD in the 2030s, given SMW and T1 express travel choices?</li> </ul> |
| Bankstown to Liverpool           | <ul style="list-style-type: none"> <li>• Does SM-CSW extension to Sefton to Yagoona preclude an extension to Liverpool?</li> </ul>   |
| Alternative modal considerations | <ul style="list-style-type: none"> <li>• Cabramatta – Lidcombe – SOP – PLR2 (Light Rail)</li> <li>• Bankstown to Liverpool (Bus)</li> </ul>  |





Integrated  
Management  
System

# Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

|  |  |
|--|--|
| <b>Assessment Name:</b>                        | Sydenham to Bankstown – Staging of the Bankstown Station works and extension of the final possession |
| <b>Prepared by:</b>                            | Sydney Metro   |
| <b>Prepared for:</b>                           | Sydney Metro   |
| <b>Assessment number:</b>                      | TfNSW 72   |
| <b>Type of assessment:</b>                     | Assessment under EP&A Act 1979, Division 5.2   |
| <b>Version:</b>                                | Final  |
| <b>Planning approval No. (where relevant):</b> | SSI 8256   |
| <b>Date required:</b>                          | August 2023  |
| <b>iCentral number</b>                         | SM-23-00830375   |

Form information – do not alter

|                        |  |
|------------------------|--|
| <b>Form number</b>     | SM ES-FT-414   |
| <b>Applicable to:</b>  | Sydney Metro   |
| <b>Document Owner:</b> | Associate Director, Planning Approvals                     |
| <b>System Owner:</b>   | Executive Director, Environment, Sustainability & Planning |
| <b>Status:</b>         | Final  |
| <b>Version:</b>        | 3.0  |
| <b>Date of issue:</b>  | AUGUST 2022  |
| <b>Review date:</b>    | As required  |
| © Sydney Metro 2022    |  |

OFFICIAL

### Train replacement bus map

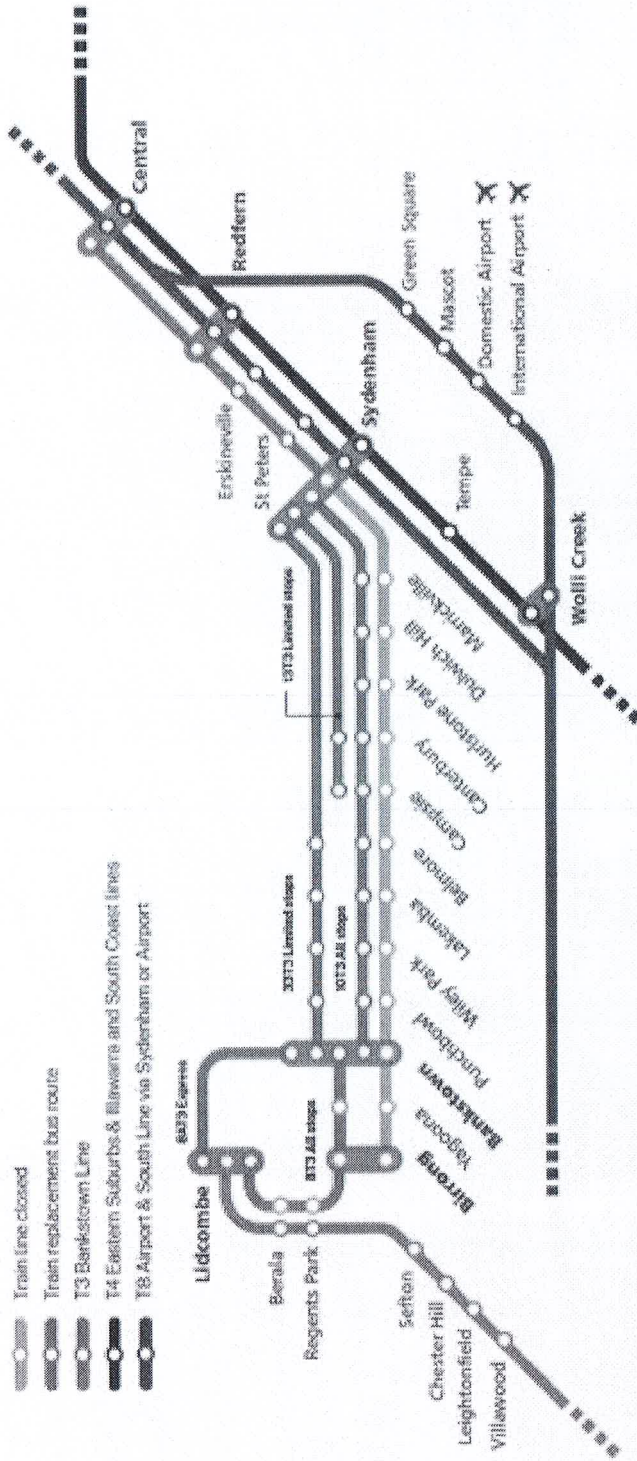


Figure 1 – Train line closure and proposed train replace bus route.

Table 3 outlines the indicative bus frequencies for weekdays by route and direction that would be used during the extended final possession (excluding school holidays). These bus frequency numbers are currently an estimate, and the final frequency and timetable would not be confirmed until closer to the start of the final possession and will be documented in the TTMP in accordance with Condition E48. Low floor accessible buses will also be provided on the majority of services. The detour maps and bus stop locations would also be provided in the TTMP.

Similarly, a separate timetable would be implemented during weekday school holiday periods and on weekends when there is a reduction in patronage demand compared to during the school term. The respective bus volumes for the school holiday possession period and weekends can be seen in Table 4 and Table 5 (subject to detailed planning).

Where events are held (such as the Easter Show and Ramadan Nights Lakemba event in April and the NRL grand final day in October), frequencies would be adjusted as required. This would be incorporated into the TTMP.

Table 3 – Proposed weekday bus frequencies by route and direction for the final possession (subject to detailed planning)

| Weekday - School Day – Bus frequency (number of services per hour) |           | 4:00 AM* | 5:00 AM | 6:00 AM | 7:00 AM | 8:00 AM | 9:00 AM | 10:00 AM | 11:00 AM | 12:00 PM | 1:00 PM | 2:00 PM | 3:00 PM | 4:00 PM | 5:00 PM | 6:00 PM | 7:00 PM | 8:00 PM | 9:00 PM | 10:00 PM | 11:00 PM | 12:00 AM | 1:00 AM* |   |
|--|-----------|----------|---------|---------|---------|---------|---------|----------|----------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|---|
| Route  | Direction |          |         |         |         |         |         |          |          |          |         |         |         |         |         |         |         |         |         |          |          |          |          |   |
| 10T3   | Inbound   | 2        | 5       | 11      | 27      | 27      | 11      | 7        | 7        | 6        | 6       | 7       | 9       | 9       | 9       | 7       | 6       | 6       | 4       | 4        | 4        | 4        | 4        | 4 |
| 10T3   | Outbound  | 2        | 4       | 6       | 7       | 7       | 6       | 6        | 6        | 6        | 6       | 9       | 13      | 13      | 20      | 20      | 10      | 6       | 6       | 4        | 4        | 4        | 4        | 4 |
| 13T3   | Inbound   | 2        | 8       | 11      | 18      | 18      | 10      | 6        | 6        | 6        | 6       | 6       | 6       | 6       | 6       | 6       | 6       | 6       | 4       | 4        | 4        | 4        | 4        | 4 |
| 13T3   | Outbound  | 2        | 4       | 6       | 6       | 6       | 6       | 6        | 6        | 6        | 6       | 6       | 10      | 10      | 15      | 15      | 9       | 6       | 6       | 6        | 6        | 4        | 4        | 4 |
| 33T3   | Inbound   | 3        | 11      | 17      | 32      | 32      | 13      | 8        | 8        | 8        | 8       | 8       | 10      | 10      | 10      | 6       | 6       | 6       | 4       | 4        | 4        | 4        | 4        | 4 |
| 33T3   | Outbound  | 2        | 4       | 6       | 7       | 7       | 6       | 6        | 6        | 6        | 7       | 10      | 16      | 16      | 25      | 25      | 14      | 9       | 6       | 5        | 5        | 4        | 4        | 4 |
| 8AT3   | Inbound   | 2        | 4       | 4       | 4       | 4       | 4       | 4        | 4        | 4        | 4       | 4       | 4       | 5       | 5       | 5       | 4       | 4       | 4       | 4        | 4        | 4        | 4        | 4 |
| 8AT3   | Outbound  | 2        | 4       | 4       | 7       | 4       | 4       | 4        | 4        | 4        | 4       | 4       | 4       | 4       | 4       | 4       | 4       | 4       | 4       | 4        | 4        | 4        | 4        | 4 |
| 8T3  | Inbound   | 2        | 4       | 4       | 6       | 6       | 4       | 4        | 4        | 4        | 4       | 4       | 7       | 7       | 7       | 4       | 4       | 4       | 4       | 4        | 4        | 4        | 4        | 4 |
| 8T3  | Outbound  | 2        | 4       | 4       | 6       | 6       | 4       | 4        | 4        | 4        | 4       | 4       | 7       | 6       | 6       | 4       | 4       | 4       | 4       | 4        | 4        | 4        | 4        | 4 |

\* - The frequencies will be modified based on the first and last train service times.

### 3.13 Lidcombe Station

Two (2) intersections were assessed in the area surrounding Lidcombe Station.

#### 3.13.1 TCS 935 – Olympic Drive / Joseph Street

Table 109 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 109 TCS 935 – Intersection layout

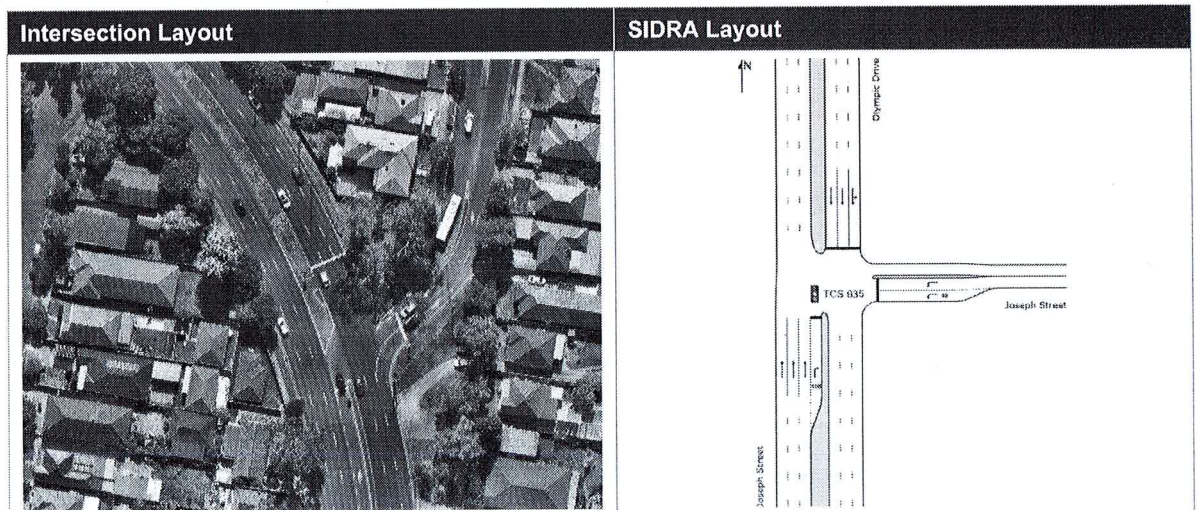


Table 110 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS 'B' or better in all scenarios. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 110 TCS 935 – Intersection assessment summary

| Scenarios                                   | Volume (veh/hr) | Degree of Saturation (Worst Movement) | Average Delay (sec) | LOS (Overall) |
|---|-----------------|---------------------------------------|---------------------|---------------|
| AM Peak                                     |                 |                                       |                     |               |
| Scenario 1 – 2023 Existing                  | 4941            | 0.788                                 | 12                  | A             |
| Scenario 2 – 2024 Base                      | 5011            | 0.833                                 | 15                  | B             |
| Scenario 3 – 2024 Base + TTP + Construction | 5032            | 0.878                                 | 18                  | B             |
| Scenario 4 – 2025 Base                      | 5079            | 0.862                                 | 16                  | B             |
| Scenario 5 – 2025 Base + TTP + Construction | 5100            | 0.909                                 | 21                  | B             |
| PM Peak                                     |                 |                                       |                     |               |
| Scenario 1 – 2023 Existing                  | 4652            | 0.803                                 | 14                  | A             |
| Scenario 2 – 2024 Base                      | 4721            | 0.826                                 | 15                  | B             |
| Scenario 3 – 2024 Base + TTP + Construction | 4744            | 0.846                                 | 16                  | B             |
| Scenario 4 – 2025 Base                      | 4792            | 0.839                                 | 16                  | B             |
| Scenario 5 – 2025 Base + TTP + Construction | 4815            | 0.871                                 | 19                  | B             |

### 3.13.2 TCS 2789 – Joseph Street / Georges Avenue

Table 111 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 111 TCS 2789 – Intersection layout

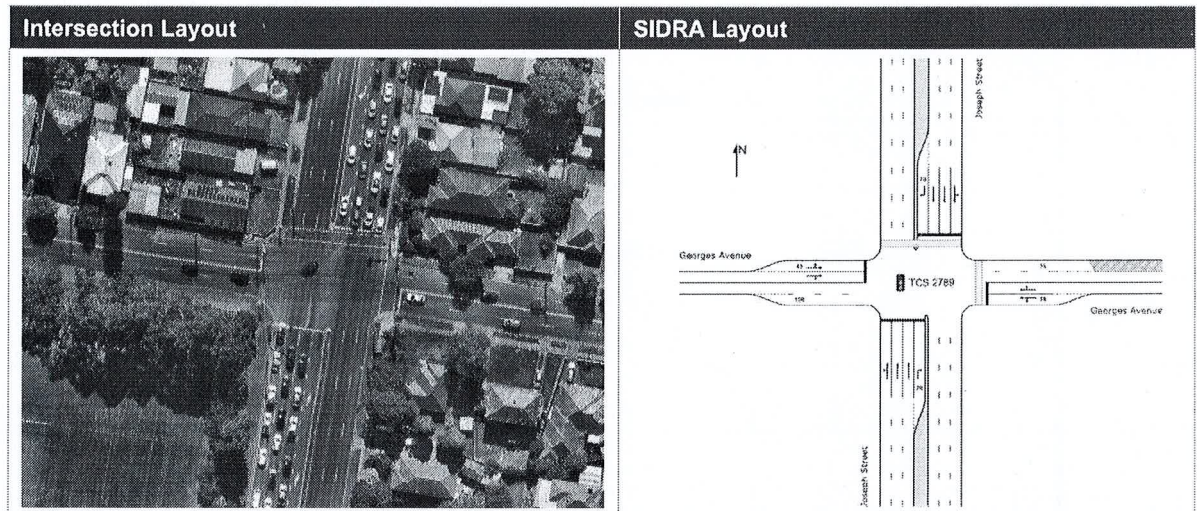
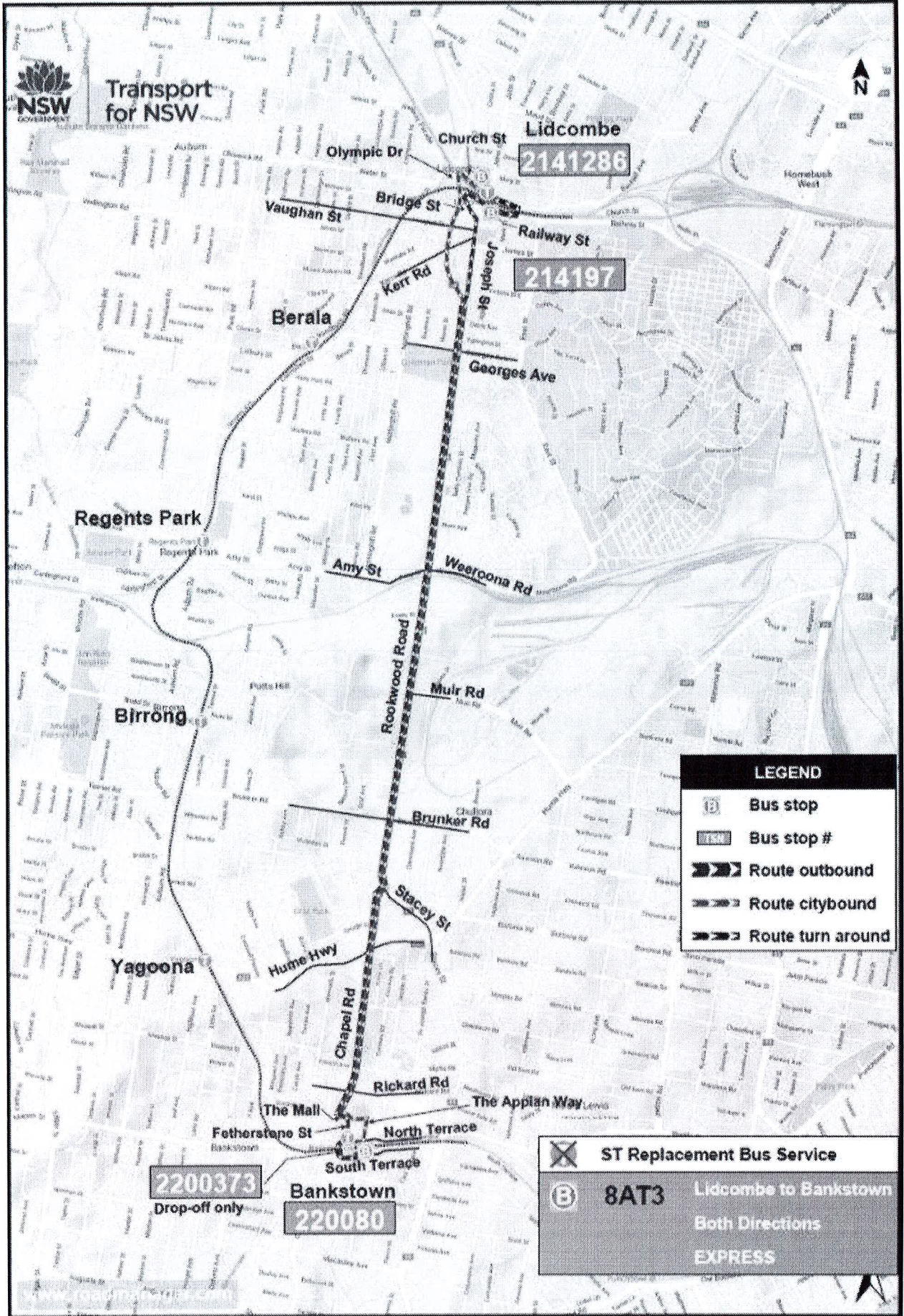
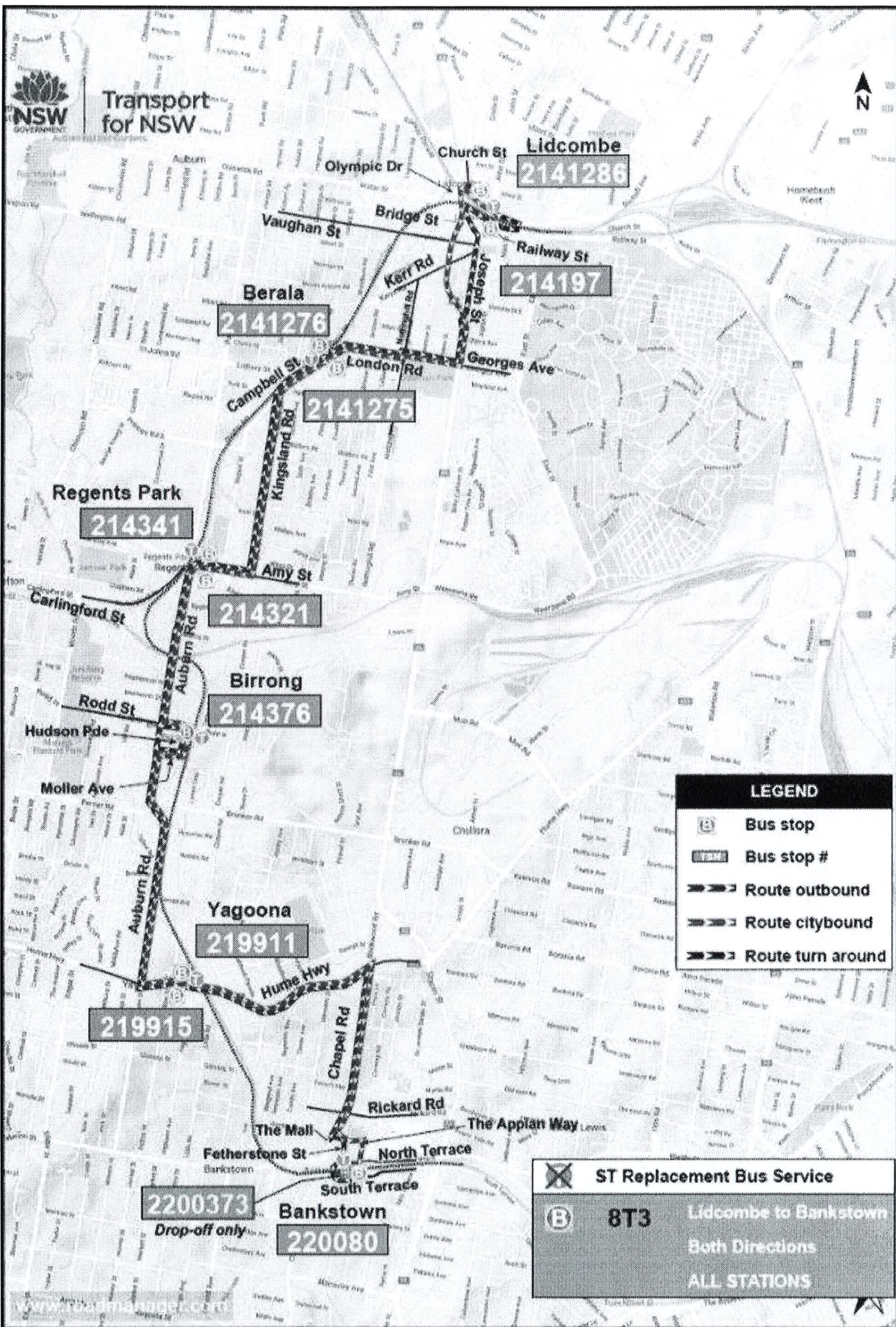


Table 112 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS 'C' or better in all scenarios. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 112 TCS 2789 – Intersection assessment summary

| Scenarios                                   | Volume (veh/hr) | Degree of Saturation (Worst Movement) | Average Delay (sec) | LOS (Overall) |
|---|-----------------|---------------------------------------|---------------------|---------------|
| <b>AM Peak</b>                              |                 |                                       |                     |               |
| Scenario 1 – 2023 Existing                  | 5611            | 0.959                                 | 33                  | C             |
| Scenario 2 – 2024 Base                      | 5689            | 0.978                                 | 33                  | C             |
| Scenario 3 – 2024 Base + TTP + Construction | 5711            | 1.007                                 | 35                  | C             |
| Scenario 4 – 2025 Base                      | 5767            | 1.006                                 | 35                  | C             |
| Scenario 5 – 2025 Base + TTP + Construction | 5788            | 1.023                                 | 40                  | C             |
| <b>PM Peak</b>                              |                 |                                       |                     |               |
| Scenario 1 – 2023 Existing                  | 5580            | 0.855                                 | 25                  | B             |
| Scenario 2 – 2024 Base                      | 5663            | 0.867                                 | 26                  | B             |
| Scenario 3 – 2024 Base + TTP + Construction | 5686            | 0.917                                 | 29                  | C             |
| Scenario 4 – 2025 Base                      | 5748            | 0.883                                 | 27                  | B             |
| Scenario 5 – 2025 Base + TTP + Construction | 5772            | 0.920                                 | 31                  | C             |

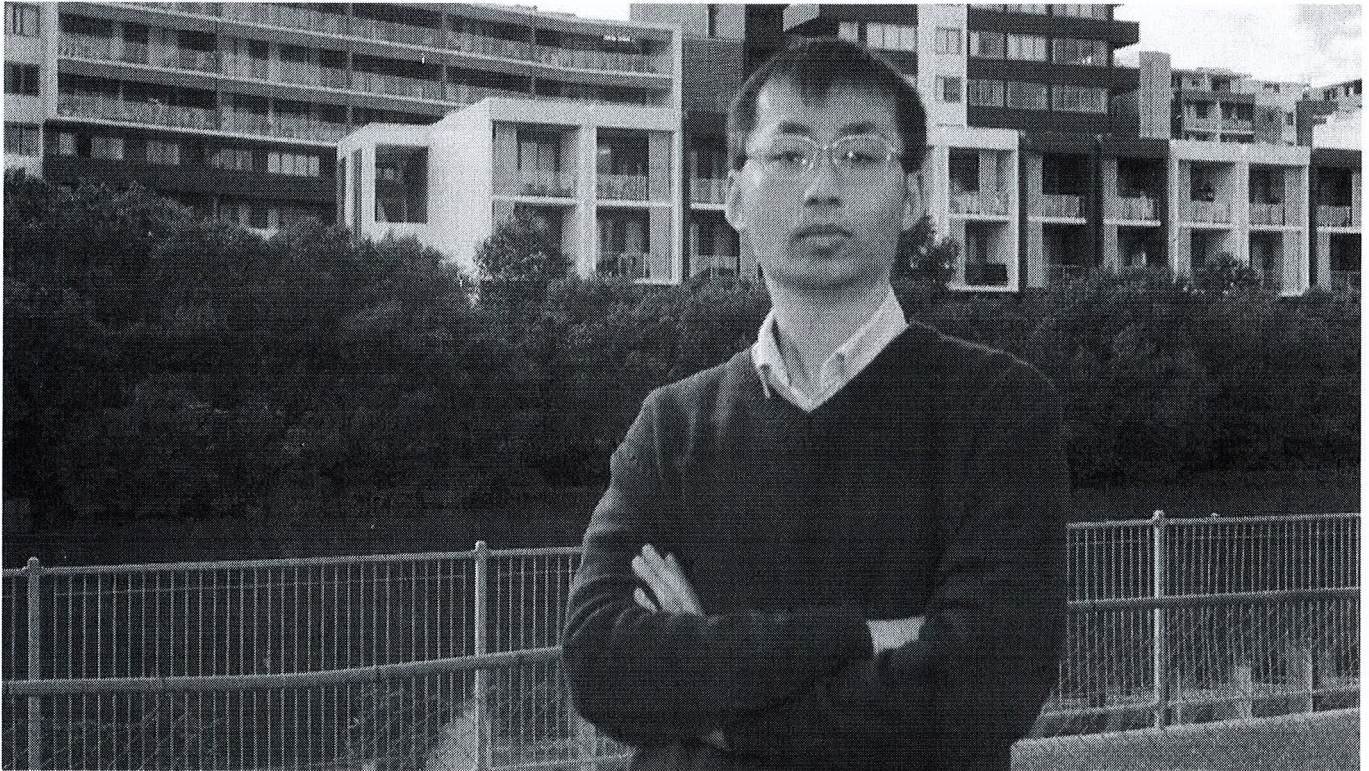




# Grassroots volunteer group Locals for Metro South-West financially backed by Sydney developer

By Greg Miskelly

Posted Mon 13 Jul 2020 at 5:11am



Roydon Ng uncovered documents linking CKR Properties to LMS. (ABC News: Greg Miskelly)

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[abc.net.au/news/volunteer-group-lm...](https://abc.net.au/news/volunteer-group-lm...)

 COPY LINK

 SHARE

It's styled as a grassroots volunteer group of south-west Sydney residents presenting a "united voice to government", campaigning for parklands, better amenities and safer suburbs.

But Locals for Metro South-West (LMS) is also lobbying to fast-track high-rise rezonings in the area and has financial backing from a

## Key points:



developer based in Sydney's leafy eastern suburbs.

As its name suggests, LMS is keen to see the NSW Government's \$20 billion Metro project between Chatswood and Bankstown finished as quickly as possible.

The project, due to be finished by 2024, will see 11 new stations built in south-west Sydney, converting a traditional rail line to a rapid Metro service.

Documents seen by the ABC suggest LMS was set up by Double Bay-based developer CRK Properties, which owns property worth \$12 million near two proposed Metro stations in Belmore and Canterbury.

The State Government has declared a target of 126,000 new homes in the area — to house 325,000 extra residents by 2030, and consultation on new local planning controls is underway.

Local public transport advocate Roydon Ng said he was surprised to discover that the LMS group was backed by an eastern suburbs developer.

"I think it's quite disappointing it's come down to property developers using their employees to run supposedly grassroots organisations" he said.

He believes CRK Properties' involvement in the group isn't widely known to the community.

"The public should have a right to know what the commercial stakeholders in any project is, especially when it comes to such a significant rezoning of south-west Sydney," Mr Ng said.

The LMS website makes no mention of CRK Properties' involvement in the group — and neither organisation responded to questions from the ABC.

However, the LinkedIn page of CRK Properties' contractor Nicholas Stevens reveals how the Sydney University student was hired to run the "operation and development" of the LMS group in 2018.

The ABC has confirmed his paid work included co-ordinating town hall events, organising a petition "with over 6,500 signatures", and fundraising \$15,000 from local landholders to finance activities.

CRK Properties' declined to comment on its relationship with LMS.

CRK Properties owns property worth \$12 million near two proposed Metro stations

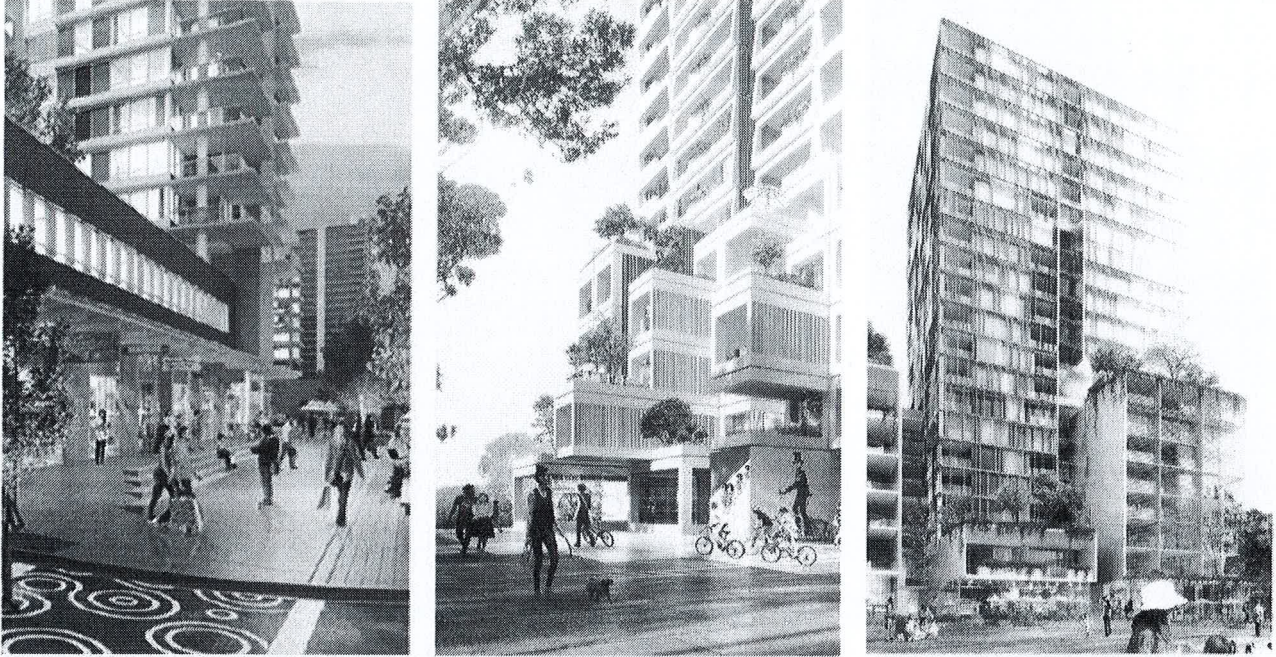
Roydon Ng says CRK Properties' involvement in LMS isn't widely known

Sydney University student was hired to coordinate town hall events



CRK's Michael Katz, and residents in favour of the Metro and urban renewal protested outside Canterbury Hotel and posted a video on YouTube. (Supplied)

It's director, Michael Katz wrote on LinkedIn that CRK's "current projects" in the south-west are worth "\$200 million in social and economic value".



An artists impression commissioned by CRK for a high-rise development at a proposed site on Leylands Parade, Belmore.

Title deeds reveal CRK Properties paid an eye-watering \$3,000,000 for a single-story house on Leylands Parade, Belmore in a proposed high-rise zone.

The 531 square metre block previously traded in 2002 — for just \$183,500.

Some locals say the idea of a developer-led group seems "spooky" and are shocked to learn of CRK's involvement.

The big offers being made to some local owners are creating rifts between those hoping to sell and those desperate to stay.

A social media video posted by LMS late in 2018 records Mr Katz speaking at a public meeting of local residents at Canterbury Hotel.

"The community wants renewal! The community wants the Metro! The community wants change!" he roars as the crowd applauds.

Mr Katz did not respond to requests for comment.



Barbara Coorey is a former Canterbury Deputy Mayor who works as a solicitor. *(ABC News: Greg Miskelly)*

Lawyer Barbara Coorey attended the LMS meeting and is a former Deputy Mayor of Canterbury.

She says she's strongly opposed to any developers participating in community debate.

"I was quite shocked when I heard of CRK's involvement," she said.

"We believe it's about 50,000 units that are going in on this corridor, and the monetary value is in excess of billions of dollars.

"And the development we are talking about will transform these areas into Hong-Kong style suburbs."

Posted 13 Jul 2020

**Michael Katz**  
Property Development & Urban Renewal

...see more

**Strategy (Australia)**  
WipeHero · Part-time  
May 2019 – Present · 1 yr 1 mo  
Sydney, New South Wales, Australia

Providing and executing business and regulatory advice to the commercial and executive team as required, including capital markets, corporate strategy, sales strategy and reporting to the Board.

**Director**  
CRK PROPERTIES LTD.  
Jan 2014 – Present · 6 yrs 5 mos  
Sydney, Australia

CRK Properties is a property development company that operates on urban renewal projects and industrial re-positioning in the middle ring of Sydney. CRK Properties current projects include precinct level renewal projects along the south-west corridor. These projects have an estimated combined value in both social and economic terms in excess of \$200 million.

CRK Properties partners include listed companies on the ASX and NYSE. Australia's leading architectural and town planning consultants and deep connection with the communities in which they operate.

- As a principal and director:
- Identify and process property development and urban renewal opportunities.
  - Engage with stakeholders including local and state government, architects, town planners and

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A

**Andrew Fattal**

---

**Subject:** Meeting confirmed with Locals for Metro Southwest  
**Location:** 52MP Premier Boardroom  
**Start:** Fri 28/06/2019 2:30 PM  
**End:** Fri 28/06/2019 3:00 PM  
**Recurrence:** (none)  
**Meeting Status:** Accepted  
**Organizer:** Jeremy Vine  
**Required Attendees:** Andrew Fattal

- Harry Hughes – Axis Strategy Advisory
- Chris Tsioulos
- Chris Evans
- Eran Rimmer
- Michael Katz
- Aris Dimos

**Nicholas Stevens**  
 Project Officer at The University of Sydney

**Purchasing Consultant**  
 CRK Solar  
 Mar 2018 – Present · 2 yrs 3 mos  
 Sydney, Australia

- In charge of discovering, evaluating and purchasing Australian farmland with potential for development of 5MW solar panel projects.
- Based on my analysis of Sixmaps, GoogleEarthPro and inputs of grid network capacities from Essential Energy, CRK Solar approached six sites (over 2,000 Hectares) to purchase for CO ...see more

**Public Relations Consultant**  
 CRK PROPERTIES LTD.  
 Mar 2018 – Present · 2 yrs 3 mos  
 Sydney, Australia

- Project Manager in charge of community engagement and key stakeholder relations at a private property development firm. My role has and continues to shift public perception in favour of Metro Southwest, which enables CRK Properties to complete the urban renewal of the Canterbury and Belmore CBD with political and social certainty.
- Key achievements include: the operation and development of community group, Locals for Metro Southwest (LMS), the creation and organisation of a physical and online petition with over 6,500 signatures, the organisation of community events with over 500 attendees and finally a capital raise of over \$15,000 from local landowners to develop a town centre planning proposal.
- This project developed my understanding of cultural, political and community factors that can deter and- if managed- enable property development. Consequently, I gained an extensive understanding of stakeholder management.

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8

**From:** Tiffany O'Neill  
**Sent:** Monday, 30 November 2020 3:10 PM  
**To:** Kristina Cimino  
**Subject:** FW: CIC Opening - EDM template design



## City & Southwest

Good morning Locals for Metro Southwest,

We are pleased to advise that the new Sydney Metro Community Information Centre (CIC) is now open and we would like to offer your group a personalised tour and project briefing.

The CIC is a one-stop-shop for the community to ask questions and learn about Sydney's new metro system. Come along and visit the CIC to:

- speak face-to-face with metro staff
- receive information about the project
- take part in interactive activities such as virtual reality tours, an interactive tunnelling exhibit and 3D station and train models.

The CIC is located at 243 Beamish Street, Campsie – approximately 150 metres from Campsie Station and is open on Mondays (10am-6pm), Wednesdays (10am-6pm), Thursdays (10am-6pm) and the last Saturday of each month (9am-1pm).

Released under NSW Government Information (Public Access) Act 2009



Released under NSW Government Information (Public Access) Act 2009

If your group would like to receive a personalised tour and project briefing, please respond to this email.

We look forward to seeing you at the Campsie CIC. For more information about the project, please visit [Sydney Metro](#).

**From:** Tiffany O'neill  
**Sent:** Monday, 30 November 2020 3:01 PM  
**To:** Kristina Cimino <[Kristina.Cimino@transport.nsw.gov.au](mailto:Kristina.Cimino@transport.nsw.gov.au)>  
**Subject:** CIC Opening - EDM template design



## City & Southwest

Good morning {#r.NameFirst#},

We are pleased to advise that the new Sydney Metro Community Information Centre (CIC) is now open and we would like to offer your group a personalised tour and project briefing.

The CIC is a one-stop-shop for the community to ask questions and learn about Sydney's new metro system. Come along and visit the CIC to:

- speak face-to-face with metro staff
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The CIC is located at 243 Beamish Street, Campsie – approximately 150 metres from Campsie Station and is open on Mondays (10am-6pm), Wednesdays (10am-6pm), Thursdays (10am-6pm) and the last Saturday of each month (9am-1pm).

3

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If your group would like to receive a personalised tour and project briefing, please respond to this email.

4

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Page 4 of 29



We look forward to seeing you at the Campsie CIC. For more information about the project, please visit [Sydney Metro](#).

Regards,

**Translating and Interpreting Service**

If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call Sydney Metro on 1800 171 386. The interpreter will then assist you with translation.

Se avete bisogno dell'aiuto di un interprete, vi preghiamo di contattare il Servizio di Traduzione ed Interpretariato al numero 131 450 e chiedere di chiamare Sydney Metro al numero 1800 171 386. L'interprete vi assisterà nella traduzione.

Nếu quý vị cần dịch vụ thông dịch văn bản hoặc Dịch vụ Thông Phiên Dịch (Translating and Interpreting) ở số 131 450 và yêu cầu gọi Sydney Metro ở số 1800 171 386. Sẽ có thông dịch viên giúp quý vị dịch thông dịch.

အကယ်၍ ခင်တို့သည် အဘိဓာန်ပြန်ဆိုမှုနှင့် အဘိဓာန်ပြန်ဆိုမှု (Translating and Interpreting) အဖွဲ့ကို ခေါ်ဆိုပါက ၁၃၁ ၄၅၀ နှင့် ဆက်သွယ်ပြီး Sydney Metro ကို ၁၈၀၀ ၁၇၁ ၃၈၆ နှင့် ဆက်သွယ်ပါ။ အဘိဓာန်ပြန်ဆိုမှုနှင့် အဘိဓာန်ပြန်ဆိုမှု (Translating and Interpreting) အဖွဲ့သည် ခင်တို့အား အကူအညီပေးပါမည်။

Если вам необходимо помощь переводчика, пожалуйста, позвоните в службу перевода и интерпретации по номеру 131 450 и попросите их позвонить в Sydney Metro по номеру 1800 171 386. Служба переводов будет вам помогать с переводом.

如果您需要翻译服务，请致电131 450 翻译及口译服务，让他们的员工1800 171 386联系悉尼地铁，翻译及口译服务将为您提供帮助。

如果您需要口译或笔译服务，请拨打131 450 翻译及口译服务，让他们的员工1800 171 386联系悉尼地铁 (Sydney Metro) 的翻译及口译服务为您提供帮助。

إذا كنتم بحاجة إلى خدمات الترجمة الفورية، الترجمة المكتوبة والشفهية على الرقم 131 450 أو الترجمة المكتوبة على الرقم 1800 171 386. سيتم مساعدتكم في الترجمة.

සමහර අයට පරිවර්තන සේවාවක් (සඳහා පමණක්) අවශ්‍ය වන විට 131 450 දුරකථන අංකයෙන් සම්පූර්ණ සේවාවක් ලබා ගත හැක. එසේම 1800 171 386 දුරකථන අංකයෙන් Sydney Metro සේවාවට දුරකථන ඇමතුමක් ලබා දීමට ද ඔබට හැකි වේ.

Если вам необходимо помощь переводчика, пожалуйста, позвоните в службу перевода и интерпретации по номеру 131 450 и попросите их позвонить в Sydney Metro по номеру 1800 171 386. Служба переводов будет вам помогать с переводом.

Click [here](#) if you no longer wish to receive these emails.

Tiffany O'Neill  
(Mon, Tues, Thurs and Fri)  
Communications Officer  
Sydney Metro City & Southwest

M: [redacted]  
E: [Tiffany.O'Neill@transport.nsw.gov.au](mailto:Tiffany.O'Neill@transport.nsw.gov.au)

[sydnymetro.info](http://sydnymetro.info)  
Level 43, 680 George Street, SYDNEY NSW 2000  
PO Box K659, Haymarket NSW 2000

**From:** Kristina Cimino  
**Sent:** Wednesday, 27 February 2019 10:50 AM  
**To:** [redacted]  
**Cc:** Kelly, Phillip  
**Subject:** RE: Southwest metro Community Information Centre presentation and tour

Hi [redacted]

It was great to host your group last night. Please don't hesitate to reach out if you have any further questions or need further information.

Regards,

Kristina

Kristina Cimino  
Senior Communications Manager – Sydenham to Bankstown  
Sydney Metro City & Southwest

M: [redacted]  
E: [kristina.cimino@transport.nsw.gov.au](mailto:kristina.cimino@transport.nsw.gov.au)  
Level 43, 680 George Street, SYDNEY 2000  
PO Box K659, HAYMARKET, NSW 1240



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**From:** [REDACTED]  
**Sent:** Wednesday, 27 February 2019 10:20 AM  
**To:** Cimino, Kristina  
**Cc:** Kelly, Phillip  
**Subject:** RE: Southwest metro Community Information Centre presentation and tour

Hi Kristina,

I just wanted to again say thank you for organising last night.

It means a lot to our group that the Metro Authority cares enough to give their time and energy to update the community.

Let's touch base again after the election!

Best regards,  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, 26 February 2019 9:46 AM  
**To:** 'Cimino, Kristina' <Kristina.Cimino@transport.nsw.gov.au>  
**Cc:** 'Kelly, Phillip' <Phillip.Kelly@transport.nsw.gov.au>  
**Subject:** RE: Southwest metro Community Information Centre presentation and tour

Hi Kristina,

Sorry, slightly amended list below.



Best regards,  
[REDACTED]

**From:** Cimino, Kristina <Kristina.Cimino@transport.nsw.gov.au>  
**Sent:** Friday, 22 February 2019 9:02 AM  
**To:** [REDACTED]  
**Cc:** Kelly, Phillip <Phillip.Kelly@transport.nsw.gov.au>  
**Subject:** Re: Southwest metro Community Information Centre presentation and tour

No worries [REDACTED] will ensure we have some information for these questions

Kristina

On 21 Feb 2019, at 6:54 pm, [REDACTED] wrote:

Hi Kristina,

Can we please add one more question:

5. Is the Chatswood>Sydenham line opening the same time as Sydenham>Bankstown, and are they inextricable linked?

See you next week!

---

**From:** [REDACTED]  
**Sent:** Friday, 15 February 2019 12:00 PM  
**To:** 'Cimino, Kristina' <Kristina.Cimino@transport.nsw.gov.au>  
**Cc:** Kelly, Phillip <Phillip.Kelly@transport.nsw.gov.au>  
**Subject:** RE: Southwest metro Community Information Centre presentation and tour

Hi Kristina,

Many thanks for this, looking forward to the event.

Please see below some questions, and I'll send through anything further that arises.

1. Is completion still scheduled for 2024?
2. What is the scheduled timing of works?
3. Are there any further changes that could occur to the planned metro stations (eg positioning of Canterbury entry, tunnel connections etc)
4. How could the 23 March state election impact the Metro Southwest and the answers to 1-3 above?

Thanks again.

---

**From:** Cimino, Kristina <Kristina.Cimino@transport.nsw.gov.au>  
**Sent:** Thursday, 14 February 2019 4:30 PM  
**To:** [REDACTED]  
**Cc:** Kelly, Phillip <Phillip.Kelly@transport.nsw.gov.au>  
**Subject:** Southwest metro Community Information Centre presentation and tour

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Hi [REDACTED]

Thanks for your time on the phone earlier. As discussed, below are some details about the project presentation and tour of the Community Information Centre (CIC):

|                      |  |
|----------------------|--|
| <b>Date</b>          | Tuesday 26 February  |
| <b>Time</b>          | 6:30pm for a 7pm start   |
| <b>Location</b>      | Sydney Metro Community Information Centre<br>243 Beamish Street, Campsie |
| <b>Guest numbers</b> | Max. 30  |
| <b>Format</b>        | 20 minute presentation followed by 10 minute Q&A                         |
| <b>Presenter</b>     | Hugh Lawson (Sydney Metro City & Southwest Project Director)             |

If there are specific questions you will be raising please let me know and I can ensure we have the right information for you, otherwise general Q&A is fine.

Can you please ensure the guest numbers are kept to 30 people?

In case you need information about the CIC for interested parties, below is an overview:

*The CIC is a one-stop-shop for the community to ask questions and learn about Sydney's new metro system. Members of the public can visit the CIC to:*

- speak face-to-face with metro staff
- receive information about the project
- take part in interactive activities such as virtual reality tours, an interactive tunnelling exhibit and 3D station and train models.

*The CIC is located at 243 Beamish Street, Campsie – approximately 150 metres from Campsie Station and is open on Mondays (10am-6pm), Wednesdays (10am-6pm), Thursdays (10am-6pm) and the last Saturday of each month (9am-1pm).*

<image001.jpg>

I'll be in touch closer to the event but please don't hesitate to give me a call if you have any questions.

Thanks

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Kristina

Kristina Cimino  
Senior Communications Manager – Sydenham to Bankstown  
Sydney Metro City & Southwest

M: [REDACTED]  
E: [kristina.cimino@transport.nsw.gov.au](mailto:kristina.cimino@transport.nsw.gov.au)  
Level 43, 680 George Street, SYDNEY 2000  
PO Box K559, HAYMARKET, NSW 1240

<image002.jpg>

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Stakeholder Presentation - Locals for City Southwest - Meeting

FILE MEETING INSERT FORMAT TEXT REVIEW

Save & Delete Close Forward Appointment Scheduling Assistant Meeting Notes Accept Tentative Decline Propose New Respond Show As Busy Remind None Recurrence Time Zones Categoriz Tags

100%

|   | 7:00 | 8:00 | 9:00 | 10:00 | 11:00 | 12:00 | 1:00 | 2:00 | 3:00 | 4:00 | 5:00 | 6:00 | 7:00 | 8:00 | 9:00 | 10:00 | 11:00 |
|---|------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|-------|-------|
| All Attendees                                       |      |      |      |       |       |       |      |      |      |      |      |      |      |      |      |       |       |
| Brown, Anita  |      |      |      |       |       |       |      |      |      |      |      |      |      |      |      |       |       |
| Lawson, Hugh <Hugh.Lawson@transport.nsw.gov.au>     |      |      |      |       |       |       |      |      |      |      |      |      |      |      |      |       |       |
| Avila, Teresa <Teresa.Avila@transport.nsw.gov.au>   |      |      |      |       |       |       |      |      |      |      |      |      |      |      |      |       |       |
| Kelly, Phillip <Phillip.Kelly@transport.nsw.gov.au> |      |      |      |       |       |       |      |      |      |      |      |      |      |      |      |       |       |
| Cimino, Kristina                                    |      |      |      |       |       |       |      |      |      |      |      |      |      |      |      |       |       |
| Campsie Community Info                              |      |      |      |       |       |       |      |      |      |      |      |      |      |      |      |       |       |
| Gralow, Jolene <Jolene.Gralow@transport.nsw.gov.au> |      |      |      |       |       |       |      |      |      |      |      |      |      |      |      |       |       |
| Powrie, Daniel                                      |      |      |      |       |       |       |      |      |      |      |      |      |      |      |      |       |       |

Options Start time Tue 26/09/2019 6:30 PM End time Tue 26/09/2019 7:30 PM

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Busy Tentative Out of Office Working Elsewhere No Information Outside of working hours

Released under NSW Government Information (Public Access) Act 2009



9

**Office of the Hon Andrew Constance MP**  
Minister for Transport and Roads

Mr Roydon NG  
PO Box 470  
Lidcombe NSW 1825

Via email: [roydon\\_ng@hotmail.com](mailto:roydon_ng@hotmail.com)

6 July 2020

Dear Mr NG

**Informal access to government information under the  
Government Information (Public Access) Act 2009**

On 3 July 2020 I contacted you to advise you that the Office of the Minister for Transport and Roads had located the video prepared for the Locals for Metro Southwest community group in 2018, which video was the subject of my decision under the *Government Information (Public Access) Act 2009 (GIPA Act)* dated 27 September 2019, as clarified by my correspondence to you dated 3 October 2019. When we spoke I explained to you that the file was incorrectly saved and filed at the time of its creation, and therefore did not appear in any of the searches conducted as part of your previous access applications. When we spoke I also apologised for the error. You informally requested access to the video.

As you know, the GIPA Act authorises and encourages the provision of information in response to an informal request, except where there is an overriding public interest against disclosure.

I am authorised by the Minister for Transport and Roads to decide your application.

I have decided to informally release to you under section 8 of the GIPA Act a copy of the video prepared for the Locals for Metro Southwest community group, which the Office of the Minister for Transport and Roads has now located.

A copy of the video may be downloaded from the following URL:

<https://www.dropbox.com/s/iajoh0s2wpxa0ie/Video%20released%20under%20GIPA%20Act%20to%20Roydon%20Ng.mp4?dl=0>

Please note that the video will only be available for download at the above URL for 14 days from the date of this decision, at which point it will be removed. I encourage you to download and access the file in advance of that time and save it accordingly should you so wish.

Please do not hesitate to contact me by phone on 02 8574 5807 if you have any questions about this decision.

Yours sincerely

**Simon Moses**  
Senior Adviser



Search...

Details Clients Employees Owners History

| Client Name   | Client ABN  | Active? | Foreign Principal | Country(ies) | Date Added  |
|---|-------------|---------|-------------------|--------------|-------------|
| Alitol Holdings Pty Ltd                                   |             |         | No                |              | 11 Jan 2018 |
| Birchwood Holdings Pty Ltd                                |             |         | No                |              | 31 Oct 2017 |
| BUILDPAY PTY LTD  | 97125370354 | ✓       | No                |              | 03 Jul 2019 |
| CASUARINA CORPORATION PTY LTD                             | 82137845188 | ✓       | No                |              | 03 Jul 2019 |
| Chocolate Coded Pty Ltd                                   | 37150418983 |         | No                |              | 16 Oct 2018 |
| CRK PTY LTD   | 46601995671 | ✓       | No                |              | 04 Sep 2018 |
| DENWOL GROUP PTY. LIMITED                                 | 63000357657 | ✓       | No                |              | 05 Jul 2019 |
| EZYSTAYZ HOLIDAY RENTALS PTY LTD                          | 28123020164 | ✓       | No                |              | 18 Mar 2020 |
| F T D HOLDINGS (CONCORD WEST) PTY LTD                     | 95142341017 | ✓       | No                |              | 06 Nov 2017 |
| F T D HOLDINGS (CONCORD WEST) PTY LTD & FLORIDANA PTY LTD | 20610752311 | ✓       | No                |              | 06 Nov 2017 |
| FLORIDANA PTY LTD   | 82142369637 | ✓       | No                |              | 06 Nov 2017 |
| FOURTWELVE PTY LTD  | 96163917304 |         | No                |              | 10 Apr 2018 |
| KINGSMIDE PTY. LIMITED                                    | 21054526635 | ✓       | No                |              | 24 Apr 2020 |
| Locals for Metro Southwest                                |             | ✓       | No                |              | 04 Sep 2018 |
| METRO GLOBAL PTY. LTD.                                    | 81004841472 | ✓       | No                |              | 01 Jun 2019 |
| Railway Properties Pty Ltd                                | 65610812562 |         | No                |              | 18 Oct 2018 |
| Richardson Coultis Partnership                            | 82376912405 | ✓       | No                |              | 16 Oct 2018 |
| SCENIC NSW DEVELOPMENTS PTY LTD                           | 35612909556 |         | No                |              | 04 Sep 2016 |
| Scenic NSW Pty Ltd  |             |         | No                |              | 31 Oct 2017 |
| The Belmore Foundation                                    |             | ✓       | No                |              | 03 Jul 2019 |
| The Canterbury Foundation                                 |             | ✓       | No                |              | 01 Jun 2019 |
| The Trustee for the Eastern Property Alliance Unit Trust  | 32997576367 |         | No                |              | 28 Jan 2018 |
| X1 Projects Pty Limited                                   | 69145542490 | ✓       | No                |              | 07 Jan 2019 |

Showing 1 to 23 of 23 entries

Axis Strategic Advisory

Search...

Details Clients Employees Owners History

| Owner Name           | Active? | Date Added  |
|----------------------|---------|-------------|
| Harry Forrest Hughes | ✓       | 18 Oct 2017 |

Showing 1 to 1 of 1 entries

|  |              |   |        |
|--|--------------|---|--------|
| Alker Pty Ltd                            | 16007797793  | Alan King Consultancy                         | Active |
| Alpha Consult Pty Ltd                    | 39612003460  | Alpha Consult                                 | Active |
| AUSTRALIAN PUBLIC AFFAIRS PTY LTD        | 20096705403  | Australian Public Affairs Limited Partnership | Active |
| Australian Pump Industries Pty Ltd       | 75061649234  | Australian Pump Industries Pty Ltd            | Active |
| Axis Strategic Advisory                  | 57703835250  | Axis Strategic Advisory                       | Active |
| BALDWIN, ROBERT CHARLES                  | 25018552673  | Outcomes & Strategies Group                   | Active |
| Bartholomew Quinn and Associates Pty Ltd | 57100954765  | Bartholomew Quinn and Associates              | Active |
| Barton Deakin Pty Limited                | 251100357287 | Barton Deakin Pty Limited                     | Active |
| BBS COMMUNICATIONS GROUP PTY LTD         | 34010399779  | BBS COMMUNICATIONS GROUP PTY LTD              | Active |

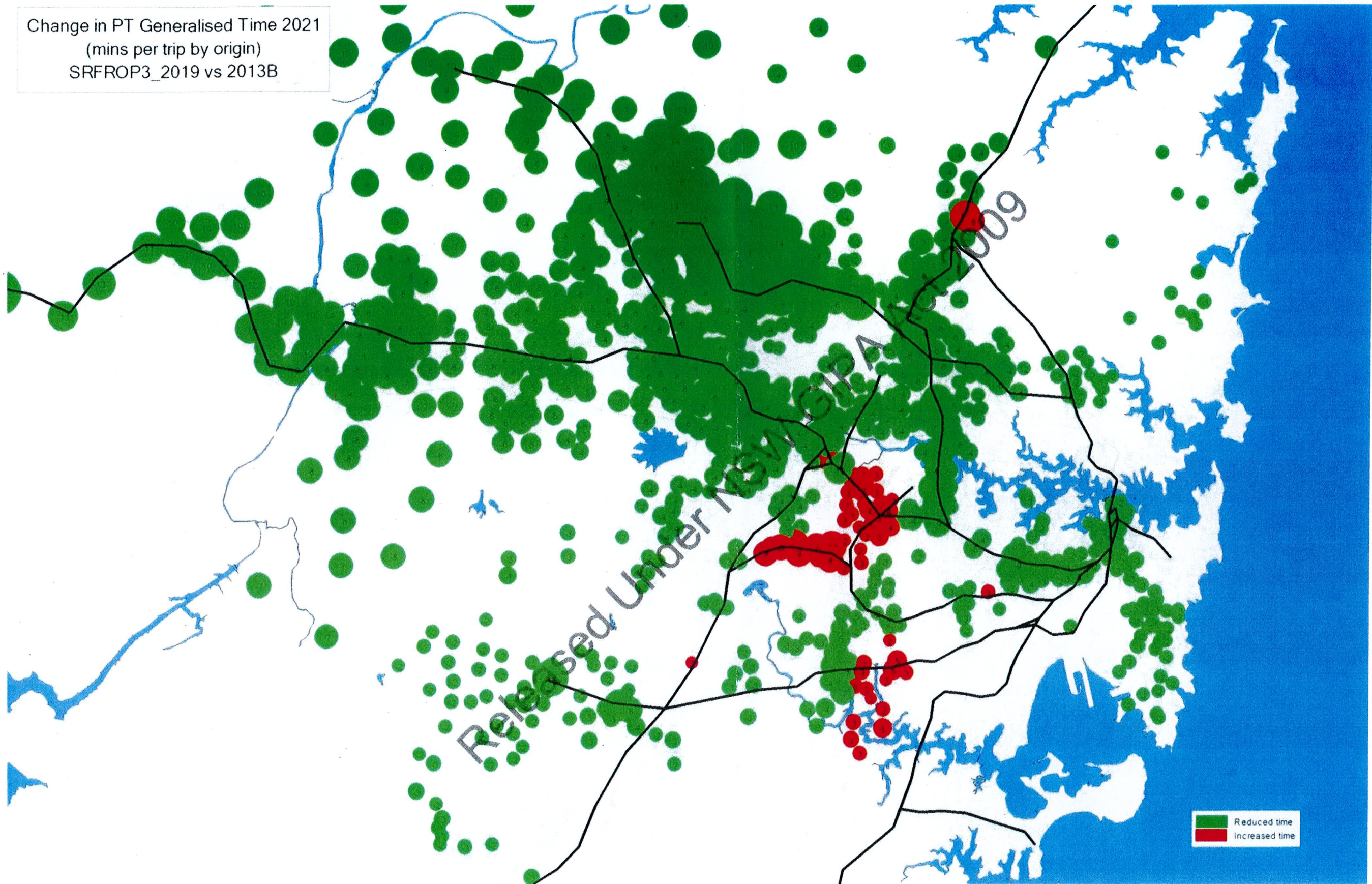


Figure 40- Expected 'door to door' journey time impacts and numbers of customers impacted by SRF in 2021