

From: [DPS Hansard](#)
To: [Portfolio Committee 6](#)
Subject: FW: Parliamentary Inquiry Information
Date: Friday, 16 February 2024 9:03:57 AM
Attachments:

Importance: High

Good morning,

This email from Barbara Coorey was received in DPS Hansard this morning.

Cheers,

Crest_Small

Sue Chant

Pronouns (she/her)

My work days are: [Monday \(WFH\)](#) [Tuesday \(WFH\)](#) [Wednesday](#) [Thursday](#) [Friday](#)

Senior Subeditor, [Committees]

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ALLY

From: Barbara Coorey
Sent: Thursday, 15 February 2024 8:40 PM
To: DPS Hansard
Subject: FW: Parliamentary Inquiry Information
Importance: High

Dear Sir/Madam

I appeared as a witness at the NSW Upper House Inquiry into Western Sydney Transport on Friday 9 February 2024 at Campbelltown.

Please find attached article and letter which adds weight to my assertion that up to 100,000 tap on and off commuters use the T3 Line during peak times and that the buses and bus drivers needed would outweigh the 100 buses required for the 10,000 commuters affected by the Chatswood to Epping shutdown .

Regards

Barbara Coorey



15 August 2018



Thank you for the opportunity to discuss the proposed conversion of the Sydenham to Bankstown rail line to metro.
Please find below some further information about the project that I undertook to provide when we met.

Capacity

The double-decker trains operating the Bankstown line have a capacity of about 1,200 people without overcrowding. When the Metro begins operating with six cars every four minutes during the peak, each six car train would carry about 1,125 people without overcrowding. This means that during the peak with 15 trains per hour metro will have a capacity of 51,000 during the morning peak, an extra 15,000 more people than now. In addition, Metro will provide faster trips saving passengers up to seven minutes per trip between Bankstown and Central. As demand increases each metro train will be increased to eight cars carrying 1,500 per train.

Annual Passenger Numbers

The table below provides the numbers using each station annually

Station	Board/Alight (Passengers)
Marrickville	2,250,000
Dulwich Hill	1,430,000
Hurlstone Park	740,000
Canterbury	1,140,000
Campsie	4,500,000
Belmore	1,490,000
Lakemba	2,110,000
Wiley Park	1,020,000
Punchbowl	1,420,000
Bankstown	4,830,000

21 million per yr

Source: Transport for NSW 2017

Peak travel times and metro timetabling.

Metro will operate every four minutes during peak periods and every ten minutes in the

off peak.

Sydney Metro will deliver a level of reliable rail service never before seen on the 123-year-old Bankstown Line – 15 trains an hour in the peak in each direction and at every upgraded station, with room to add more trains in the future. Currently, stations like Canterbury and Wiley Park have only four trains an hour in the peak.

Travel patterns

Metro will provide 'turn up and go' services with quicker travel times and more options. For example, someone living at Canterbury and studying at Macquarie University will save about 48 minutes a day by travelling on Sydney Metro – a train journey which currently takes up to 66 minutes will instead take 42 minutes.

Canopies

A canopy will be provided at Bankstown between the existing station and the proposed new station entry. Other station canopies will be retained.

Bridges

Works are required to 16 road overbridges and six underbridges between Sydenham and Bankstown. Generally, the bridge upgrade works would consist of providing enhanced protection to existing bridge piers, installation of anti-throw screens, vehicle collision barriers and general maintenance work. Wherever possible the work will be scheduled to minimise inconvenience with bridges remaining open or partially open during the busiest times of day.

I welcome the opportunity to provide you and other councillors with individual briefings as the project progresses. Please contact Phillip Kelly on ~~02 9550 1234~~ anytime you have questions about Sydney Metro or to arrange a meeting with me.

Yours sincerely

Tim Parker
Project Director,
City & Southwest, Sydney Metro

The Sydney Morning Herald

National NSW Sydney Metro

This was published 4 years ago

Rail line closures to force 100,000 commuters a day to catch buses



Matt O'Sullivan

July 18, 2019 – 3.30pm

Sections of two rail lines in Sydney's south west will be shut over the Christmas holidays to allow for construction of a metro rail line, forcing up to 100,000 commuters a day to catch replacement buses.

Transport authorities plan to put on more than 200 buses a day to ferry about 100,000 people during the first four days of the closure of the Bankstown line between Campsie and Sydenham, and the Illawarra line from Hurstville to Central Station, from December 24 to 28.

Up to 90 buses a day will then operate for the rest of the closure of the Bankstown line until January 5, transporting as many as 28,000 passengers each day.



Commuters will be forced to catch buses during closures of the Bankstown line. PETER RAE

The project for the second stage of the multibillion-dollar metro rail line involves converting a 13.5-kilometre stretch of the Bankstown line.

While yet to be finalised, the closure of the Bankstown line is expected to be repeated each Christmas for the next five years. Other work to convert the line is likely to take place during weekends when Sydney Trains carry out maintenance.

Transport for NSW coordinator general Marg Prendergast said replacement buses would be running multiple routes to lessen the disruption. "We are really going to break up routes because we don't want to overload sites like Campsie station," she said.

Ms Prendergast said patronage declined over the Christmas holidays by about 35 per cent, which was why authorities wanted to take advantage of the period to begin works.



The work on the metro line at Sydenham station will also impact the Illawarra line for four days over Christmas. KATE GERAGHTY

"It's important that we balance the need to convert the T3 Bankstown Line as quickly as possible, with getting people where they need to go," she said. "We are trying to minimise the impact. We do envisage that the heavy rail infrastructure works will be done in Christmas periods."

Last year the state government ditched plans for closures of the line for six weeks a year for five years, following community concern about the disruption.

Ms Prendergast said the length of a shutdown of the Bankstown line towards the end of the construction phase in late 2023, which was originally planned for up to six months, was yet to be finalised.

The conversion of the Bankstown rail corridor is part of the second stage of the \$20 billion metro train line from Sydney's north west to Chatswood, the CBD, and on to Bankstown. Upgrades to 11 stations between Sydenham and Bankstown will each take about two years.



Matt O'Sullivan is transport and infrastructure editor at The Sydney Morning Herald. Connect via [Twitter](#).