

**Submission
No 1**

INQUIRY INTO SYDENHAM-BANKSTOWN LINE CONVERSION

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Submission re the Sydenham to Bankstown Line Conversion

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The strategy of the NSW Government to renew and reinvigorate the Sydenham to Bankstown corridor is based on the existing suburbs & communities along the proposed new Sydney Metro train line.

Firstly, some comments on the proposed metro light rail service Sydenham to Bankstown:

- Sydenham to Bankstown already has a rail service. While it is not perfect, it does already provide public transport along this corridor & could be subject to future improvements. □□
- This proposal will spend billions of dollars to provide – a rail service! Replicating what we already have! Providing lift access to all existing stations on this corridor would cost far less with the same result as stated for the metro, of stations “being fully accessible with lifts and level access between the train and platform.”
- Consider the proposed Metro West - planned in conjunction with the current rail line, not replacing it – providing options for commuters. This concept could also be applied to the Sydenham to Bankstown corridor. □□
- Additionally, the Metro will be privatised. Warnings have been given regarding the need for caution in privatising a rail network & that the most successful cities for transportation have been those where governments have kept control of it. Consider Financial Review & British experience. Additionally, the proposed operator, MTR has recently experienced huge problems in their Melbourne rail system.
- MTR is a Hong Kong major property developer, also responsible for the Government owned HK train network. Profits from the Sydney development will go to HK, thus we will subsidise the public transport system of a foreign government. □□
- A new rail system should be provided in areas with no current rail service, instead of replicating one that is already there. Many parts of Sydney are without any rail infrastructure at all. □□
- This proposal does not reflect transport needs of the targeted or other Sydney communities. The proposed operator, MRT is a known property developer & the whole strategy seems predicated on the proposed metro, which appears to be about the development & not about good transport.

The Urban Plan: □□

The Minister has stated that keeping the local character of each precinct along the corridor is vital. Yet, the statement - “We want to revitalise areas around the proposed Sydney Metro line with new homes, cafes, restaurants, shops and open space without compromising the neighbourhood character and heritage of areas like Marrickville, Hurlstone Park and Dulwich Hill”, seems to deny the possibility of specific neighbourhood character in other precincts, such as Canterbury, Campsie, Belmore, Lakemba & others. □□

The Minister also stated that “it is fundamental that we harness the benefits of the Sydney Metro, Australia’s largest public transport project. The Sydney Metro is a once in a generation infrastructure project that will give the people along this train corridor some of the best public transport services in the world.” It should be noted that the people along this train corridor already have a public transport service & that Australia’s largest public transport project would be better directed where no train service currently exists.