

## **INQUIRY INTO SYDENHAM-BANKSTOWN LINE CONVERSION**

**Name:** Mr Mathew Hounsell

**Date Received:** 4 September 2019

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# Submission to Transport & Customer Service Committee Inquiry

## Regarding the Sydenham to Bankstown Metro Conversion

For Portfolio Committee No. 6

From Mathew Hounsell - August 2019

Dear Sir/Madam,

I am a Transport Analyst and Planner, and as an independent citizen I have been studying transport in Sydney since 2008. This submission aims to address a few of the inquiry's terms of reference. This submission has been written to provide the committee with the big picture and some detailed technical information. I have attempted to provide information to assist you in understanding the hidden historical context.

I apologise that this submission is not exhaustive; a twenty-page submission with attachments barely scratches the surface on this topic. Please feel free to contact me individually or as a committee if you would like additional information or assistance.

Sincerely,

Mathew Hounsell

### Declarations

I have never been employed by, nor paid by, nor received any gifts or benefits from Sydney Metro, Hong Kong MTR, nor any of their contractors. Nor am I in dispute with any of those entities. Nor have I received any benefit from their commercial competitors. Nor have I received any benefit from the projects opponents.

My current employer (Institute for Sustainable Futures at the University of Technology Sydney) and I have worked with Sydney Trains and Transport for NSW on unrelated projects.

I previously held unpaid positions as co-convenor of Ecotransit Sydney and President of Now Public Transport.

### Inquiry's Terms of Reference

'That Portfolio Committee No. 6 –Transport and Customer Service inquire into and report on aspects of the planned conversion of the Sydenham-Bankstown Line from heavy rail to metro, being the southwest part of the Sydney Metro City and Southwest project, including:

- a) the adequacy of the business case and viability of Metro,
- b) the consideration of alternatives for improving capacity and reducing congestion,
- c) the factors taken into account when comparing the alternatives and the robustness of the evidence used in decision-making,
- d) whether metro is a suitable means of transport over long distances,
- e) the consultation process undertaken with, and the adequacy of information given to, community, experts and other stakeholders,
- f) the impact on the environment and heritage conservation,
- g) any lobbying, political donations or other influence of the public or private sector in relation to making that decision,
- h) the tender process for appointing private operators,
- i) the contractual arrangements entered into in respect of the project,
- j) the adequacy of temporary transport arrangements during the conversion process, including for people with a disability,
- k) the impact on the stations west of Bankstown, and
- l) any related matter.'

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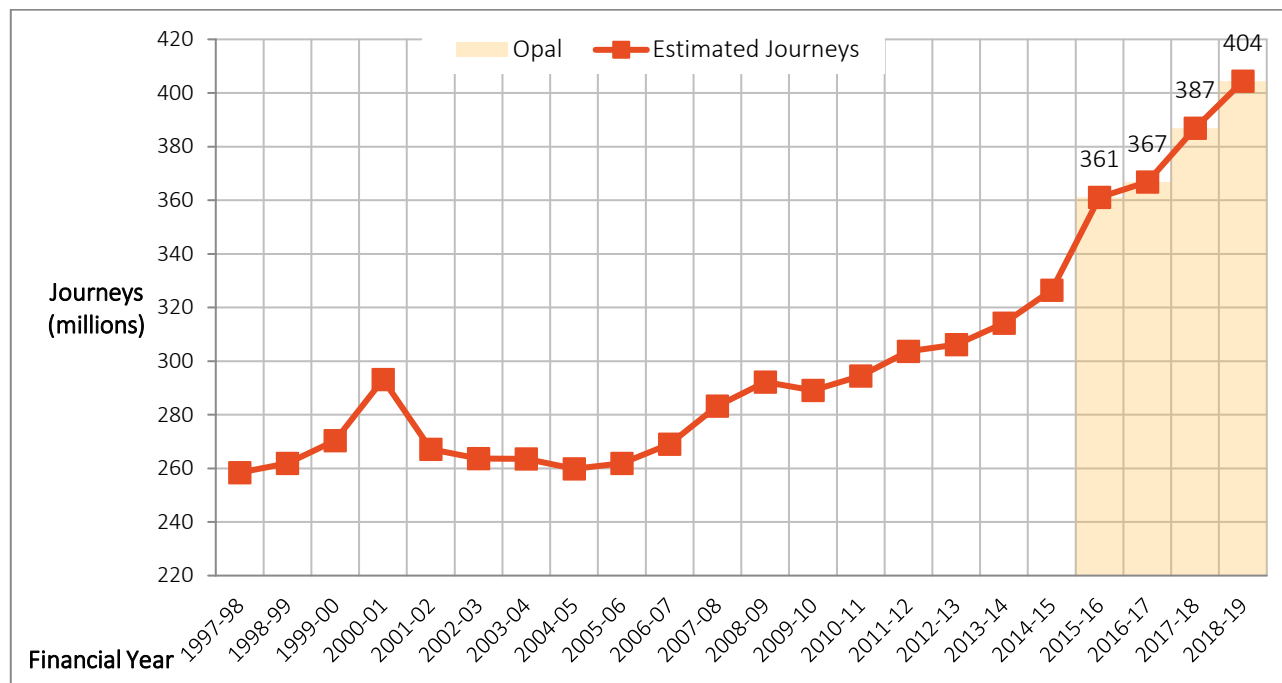
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## Demand for Railway Transit is Increasing

The submission first outlines the evidence showing demand for public transport is increasing. Then the submission outlines the myths surrounding the upgrade options. Finally, the history of attempts to fix the bottleneck is outline.

There has been a 54% increase in the number of journeys on NSW metropolitan railways between FY 1998-99 and FY 2018-19. Meanwhile, the Greater Sydney population has only growth by around 30%. The annual patronage on the metropolitan railways grew by 17.5 million journeys (4.5%) in the last financial year between FY 2017-18 and 2018-19.

Figure 1: Estimated railway patronage in GMA NSW per Financial Year



Note, the FY 2018-19 results includes the drop from the Epping to Chatswood Rail Line (ECRL) shutdown and also the 1.7 million journeys from the one month of North West Metro (NWM) operations with the ECRL as a metro.

**Only 5.05% of the railway trips recorded by Opal in June 2019 were on the Metro and so 94.95% of the trips were on Sydney Trains or NSW Trains.**

**Sydney Trains will still be the heavy lifter for efficiently transporting people around our city.** Sydney Trains infrastructure will need investment to cope with increasing demand as passengers' crowd stations; see (SMH 2019b).

Better services attract more passengers. The airport line opened in May 2000 and the ECRL opened in February 2009 and patronage increased on those lines.<sup>1</sup> As Sydney becomes denser and the public transport is improved, there is going to be increasing demand for railways in the future.

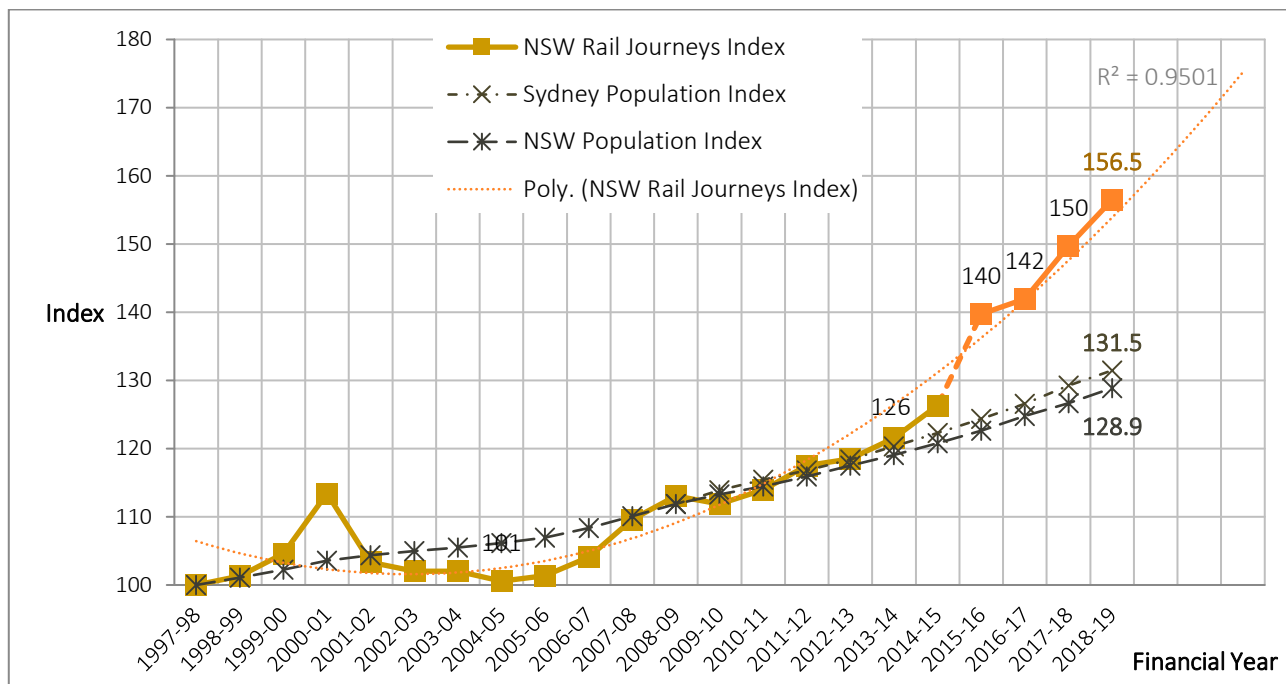
## Railway Demand Increasing Faster than Population

There is strong growth in the number of journeys on Sydney's trains. The index of rail journey growth since 1997-98 has risen to 156.5, which is substantially higher than the index of population growth for NSW (128.9) and Sydney (131.5). That means more persons are choosing to catch the train rather than drive. In combination with other data we can see there is change to the behaviour of existing residents. *There is a shift in Sydney's transport mix away from private vehicles to public transport.*

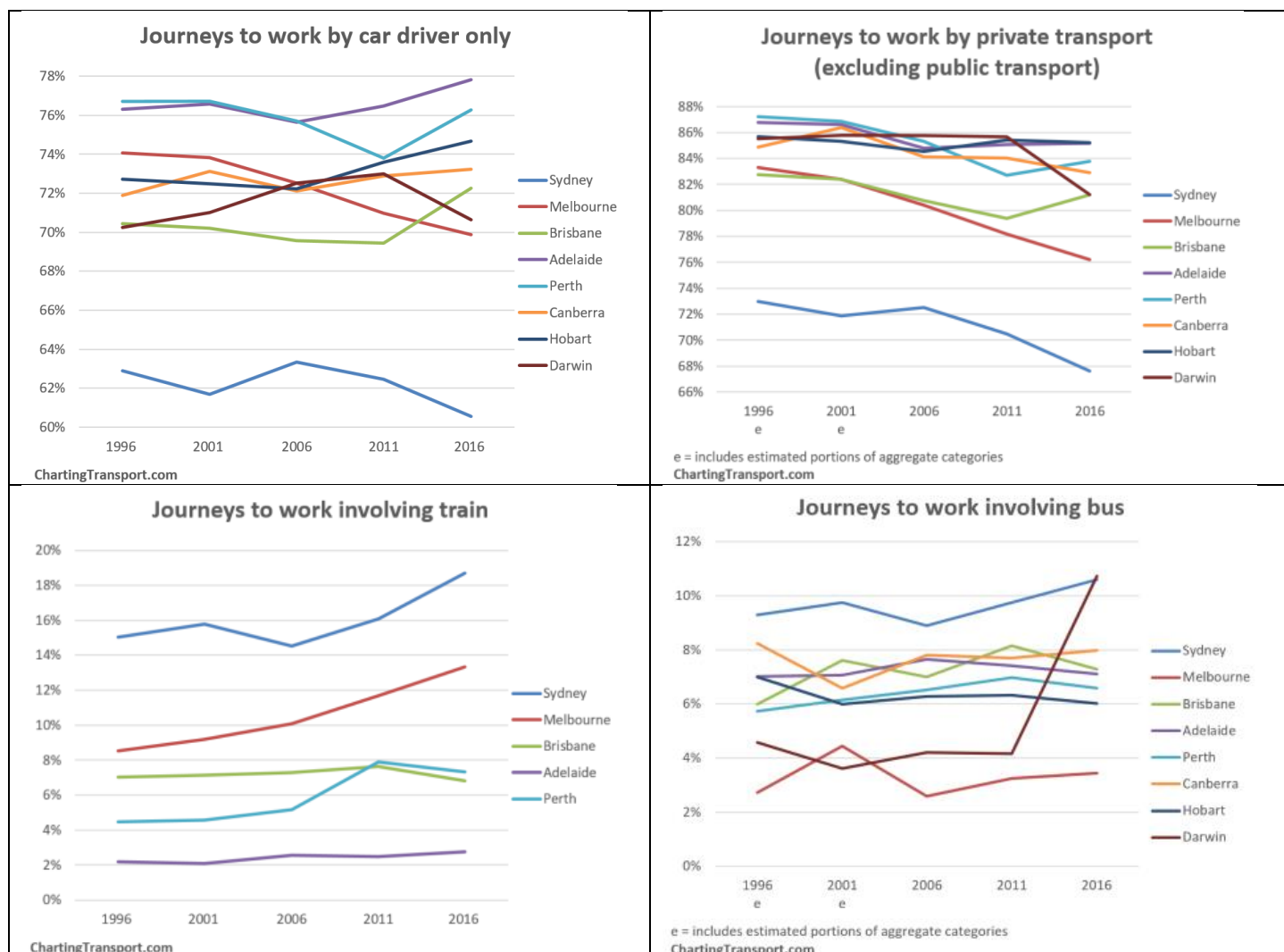
Having studied the 2011 and 2016 Census Journey to Work extensively, the data shows that many people are still driving to work in the major centres. Research also shows that many car trips are people travelling short distances, or where public transport is poor, and where cycling is unsafe.

<sup>1</sup> That increase was offset by the removal of tolls on the M4. Note that the Average Annual Daily Traffic (AADT) on the M4 has reduced by 25% since Westconnex reintroduced the tolls.

Figure 2: Index of railway journeys and population in the GMA NSW



**In Sydney (GCCSA) Journey to Work mode share for private car peaked in 2006 and has been declining since; with the 2016 census having the lowest levels since before 1996.** In contrast mode share for public transport (such as trains and buses) has been rising steadily from its lowest point in 2006 to its highest recent level in 2016.

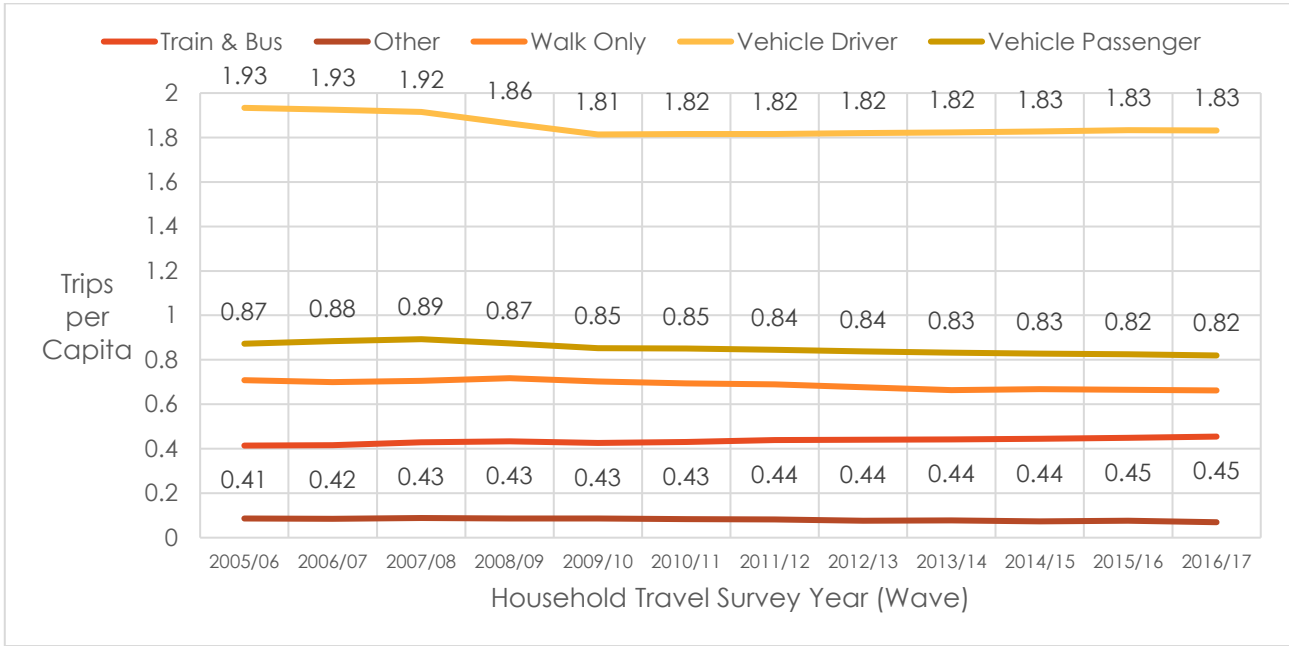


Simply, as road congestion worsens and road journey times increase the walking, railway, and ferry journey times are more attractive relative to driving. As such more people choose to use public & active modes rather than driving, which causes the per capita trips to shift from driving. In fact, if the road network is too congested then people who can only drive will choose to make less trips overall, which is evident in the data.

In fact, the overall trend across all of Australia is for the number of vehicle kilometres travelled for passenger cars per person to have declined back to 1991 levels from a high in 2003 to 2005. In Sydney, the passenger car vehicle kilometres travelled per capita have also declined from a 2003 peak to below 1991 levels.

The NSW Household Travel Surveys are also showing a drop in the number of trips per capita made in passenger car and an increase in the number of trips per capita made on public transport.

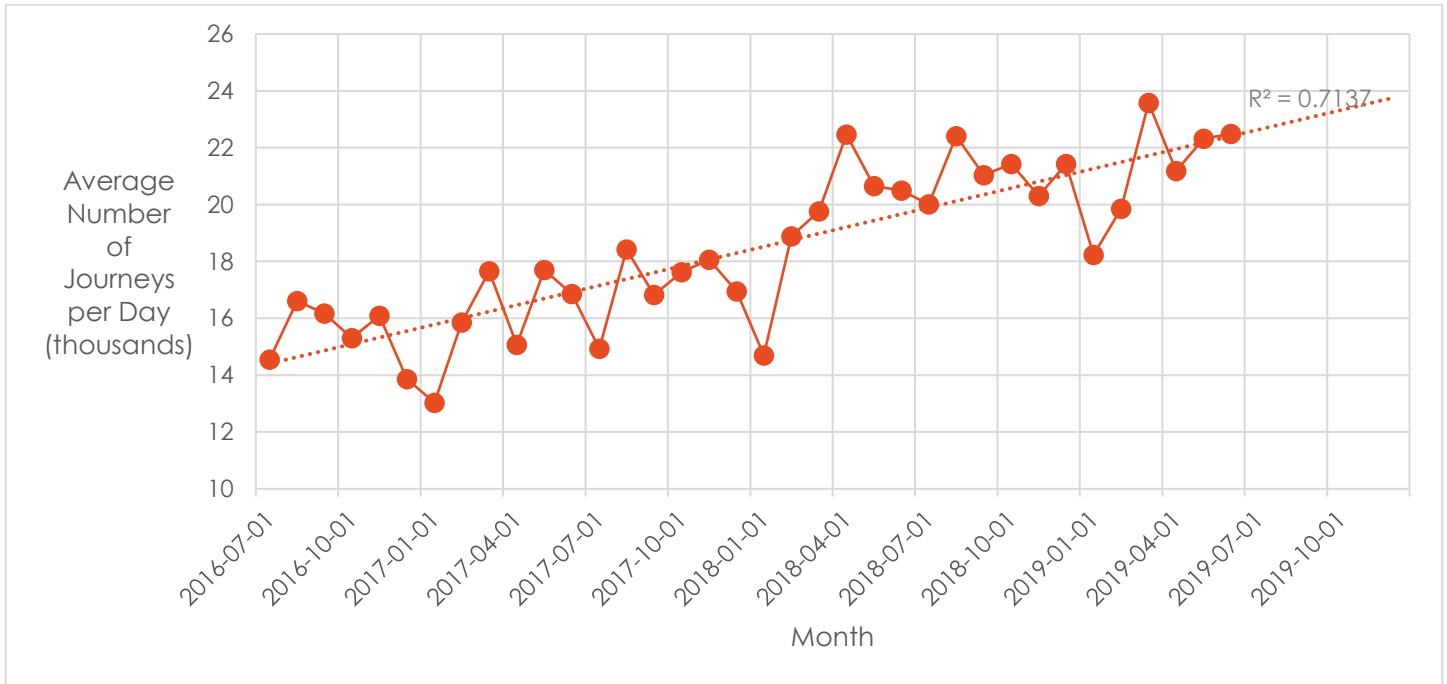
Figure 3: Number of Trips per capita per mode from the Household Travel Survey



### Better Transit Gets More Passengers

Research clearly shows that improving 24-hour public transport, especially inter-regional public transport encourages more passengers. For example, in Figure 4 below we can see that average daily patronage on the Cumberland Line increased substantially with the introduction of more all-day services.

Figure 4: Average number of passengers per day on the T5 Cumberland Line (Liverpool – Parramatta – Blacktown)



The new Sydney Metro line’s patronage showed that people respond well to frequent all-stop services. The Sydney Metro proves what the experts have been saying – reliable all stops services every 10 mins will attract passengers.

The Metro’s strong Sunday patronage (60% of the workday) shows that Sydney residents want fixed price reliable trains with a 10 min frequency; Sydney Trains on Sunday have 15 min frequency (or less) and average about 42 per cent of workday patronage. The NSW Government could bust congestion with fixed price periodic tickets and Sydney Trains running every 10 min, 7 days in the metropolitan areas. Sydney will be choked with cars until the NSW Government provides reliable frequent public transport.

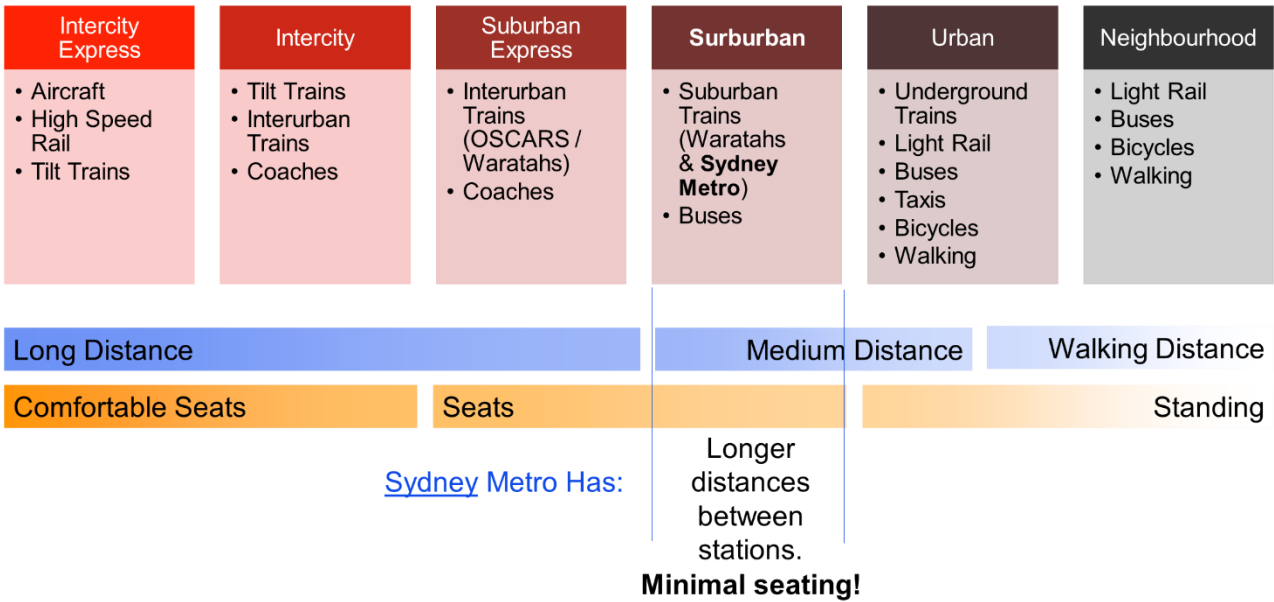
"Almost 20% growth year-on-year is really, really good. We are seeing changes in behaviour patterns, but they are not bedded down yet," he said. "It usually takes nine to 12 months for people to really get used to a new transport option because people don't change their habits immediately." (SMH 2019c)

Table 1: Sydney Metro Patronage

	Average Workday	Average Saturday	Average Sunday
June	66,481	34,493	39,646
July	66,579	36,174	39,683

Research also shows that safe cycling infrastructure increases the number of cyclists. **Improved public transport and safer cycling have been shown repeatedly to free up space for those motorists who have no reasonable alternative.**

Figure 5: Transport Hierarchy



## Myth Busting

### Myth: Bankstown Metro Conversion is the most urgent transit investment

I examined the workday barrier counts to determine which Sydney railway stations and lines have seen the most growth. The results were published on The Conversation as “Which lines are priorities for Sydney Metro conversion? Hint: it's not Bankstown” ([Hounsell 2019](#))

The Bankstown Line has seen modest growth; and much less than the Western Line. Based on the numbers, the government should focus on delivering targeted railway upgrades, including a relief line in the Western Corridor rather than converting the Bankstown Line to a Metro. Sydney Metro reached the same conclusion in 2009; see below.

From the data we can see that in 2012 the Bankstown line stations were not major stations, nor were they under significant load, nor growing quickly. This raises questions about the decision to invest in a metro conversion. The Bankstown line did experience passenger growth since 2012. However, it’s growth was eclipsed by the passenger growth experienced in the CBD, Eastern, Western, Southern, and Northern sectors.



Sydney's second transport priority was always a western relief line. That need has been identified in every transport investigation since the Sydney Area Transport Study (1970s below), including in Ron Christie's reports (2000s - Clearways below), and the NSW Transport Master Plan (NSW 2012).

With a slowing economy and falling house prices there will be a reprioritisation of NSW infrastructure spending. **Every billion dollars the government spends on infrastructure, is a billion dollars we taxpayer must pay. NSW must target our investment and get the biggest bang for our buck. NSW must ensure our government invests wisely;** such as in upgraded heavy rail signalling – a low-cost upgrade for a 50% capacity boost.

**The state cannot afford more white elephants, they make doing business costlier and leave our city less competitive in a fierce global market. Every transport investment must deliver value for money by reducing operating costs and improving our competitive edge.** If we fail to invest wisely, Sydney risks becoming internationally uncompetitive as talent and businesses leave for lower-cost, better connected and more liveable cities.

We cannot allow the heavy rail network at the centre of our transport system to collapse because of ill-considered poorly targeted investments on pet projects.<sup>2</sup>

### **Myth: Closing the Bankstown line is the only option to connect the metro to Sydenham**

As the aerial photograph in Figure 6 below shows there is plenty of space north of the station; between where the metro surfaces (right) and Sydenham Station (left). As such, it is perfectly feasible to terminate the metro at Sydenham station in the interim. Thereafter the metro can be extended after the urgent upgrades to the heavy rail network (94.95% of trips), and the new western relief line are completed and there is spare capital.

Sydney Metro's corporate strategy of changing Sydenham Station before the Bankstown Line is upgraded appears to be a standard departmental strategy of trapping parliament into guaranteeing further capital expenditure to fix a problem the department deliberately created. Changing Sydenham Station now ensures that Sydney Metro will receive priority in the next funding rounds.

Terminating the metro without disrupting the Bankstown Line would allow the upgrades to the Bankstown Line stations, signalling, and power systems to be rolled out slowly without disrupting a transport line that moves 61,000 persons per day. For comparison, the Inner West line moves 63,000 persons per day and Sydney Metro moved 66,000 persons per day. These upgrades would assist even if the line is not connected to the North West Metro.

The simplest option is to acquire 11 Sydenham Rd (the large building next to the drainage pond) and build a low-cost temporary platform and northern passenger bridge to connect to the station.

Figure 6: Sydenham station (left) and Sydney Metro dive (right) (NSW SIX Maps)



<sup>2</sup> NSW can't afford \$41 billion dollars on inner-city and beaches motorways. Let alone, god knows how many billions on the planned Outer Sydney Orbital motorway from Picton to Woy Woy and the Bell's motorway from Quakers Hill to Lithgow.



## Myth: The only way to resolve the southern rail congestion is with a tunnel

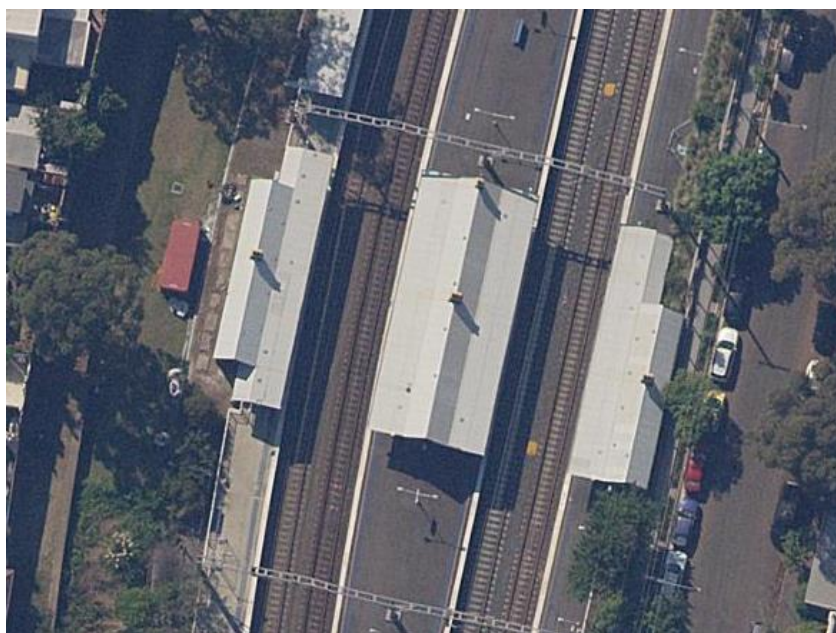
Since the 1920s there has been a plan to build six tracks in the Sydenham to Erskineville corridor. Running six tracks from Sydenham to Erskineville was started for in the 1920s and continued in the 1960s; see Historical Context below.

The corridor has ample space for six tracks and the stations at St Peters and Erskineville have been partially constructed to serve six trains. The Eastern Suburbs Line was constructed to divert the trains from the city at Erskineville and it will continue to do that.<sup>3</sup>

The sextuplication plan was part of the Railways Clearways programme in 2005. However, removing a key bottleneck in Sydney was foolishly scrapped in the 2008 crisis budget in favour of other projects.

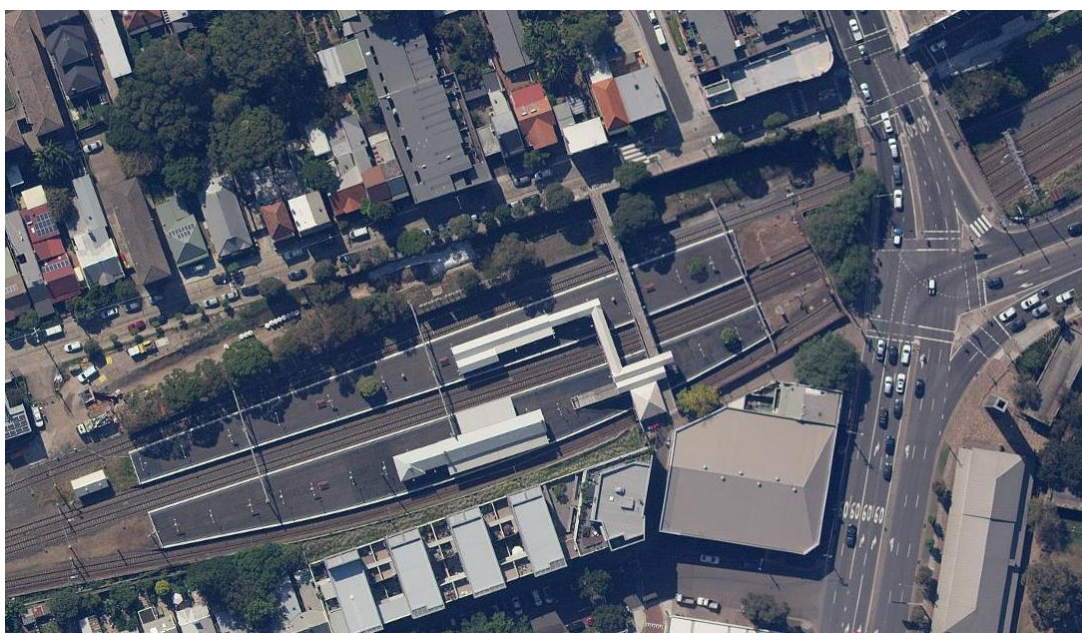
The Railway Commissioner's 2001 estimates, when inflated to 2019 nominal prices, is around the \$250 million ballpark. However, since the economy is slowing, and other construction jobs are completed, there may be opportunity to get a good deal with low interest rates on this modest and well-targeted capital expenditure.

*Figure 7: The partially built Erskineville station with Six Tracks (NSW SIX Maps)*



*The red container is in the middle of the gap left for the fifth and sixth tracks.*

*Figure 8: The partially built St Peters station with Six Tracks (NSW SIX Maps)*



<sup>3</sup> However, improvements should be made to the Eastern Suburbs junction to replace the slow infrastructure that is worsening customer experience and increasing operating costs.

## There is nowhere for the Bankstown Line trains to go after Erskineville

There is always the ability to expand and change a railway network. In the short term after the Sydenham to Erskineville sextuplication there are two spare platforms at Redfern that could take the South Western Trains. It is possible to continue and merging using the priceless Bradfield flyovers near Central. Then merge with the Airport line before using the City Circle. However, the network becomes constrained after Central.

It might be best to terminate at Redfern, **until extra capacity is built** either using the Sussex St corridor (a Southern Express / City Relief Line) or using the spare platforms at Central continuing to St James. In the short-term, Bankstown Line could terminate at Redfern providing full interchange with all Sydney Trains services. There would also be full interchange with the Sydney Metro at Sydenham.

## Track & Platform Diagrams at Key stations

Table 2: Current configuration of the platforms at Sydenham

	merges to Museum	merges from Museum			To Museum	From Museum			To Bondi	From Bondi	
1			2	3			4	5			6
	From Bankstown	To Bankstown			From South / Illawarra	To South / Illawarra			From Illawarra	To Illawarra	

Table 3: Current configuration of the platforms at St Peters

	To Redfern	From Redfern			To Museum	From Museum			To Bondi	From Bondi	
unfinished	unfinished	unfinished	unfinished	1			2	3			4
	From Bankstown	To Bankstown			From South / Illawarra / Bankstown	To South / Illawarra / Bankstown			From Illawarra	To Illawarra	

Table 4: Current configuration of the platforms at Erskineville

	To Redfern	From Redfern			To Museum	From Museum			To Bondi	From Bondi	
unfinished	unfinished	unfinished	unfinished	1			2	3			4
	From Bankstown	To Bankstown			From South / Illawarra / Bankstown	To South / Illawarra / Bankstown			From Illawarra	To Illawarra	

Table 5: Current configuration of the platforms at Redfern

	1-15	1-15			16	18			17	19			20	22			20 or 22*	21	
1			2	3			4	5			6	7			8	9			10
	IC	IC			From West	To West			From Inner West	To Inner West			From South	To South			Spare From South	Spare To South	

Table 6: Current configuration of the platforms at Central

To North			To Town Hall	From North			From Town Hall	To Museum			merges with 20	From Museum			merges with 22
	16	17			18	19			20	21			22	23	
From West			From Inner West	To West			To Inner West	From South / Bankstown			From Airport	To South / Bankstown			To Airport

## Historical Context

Much of the support for the proposed Bankstown Metro conversion has cited the need to remove the Bankstown line to simplify Sydney's rail network. This section examines the layout and history of the inner south rail lines to assist the members in determining that that is incorrect.

Most engineers are professional and thoughtful persons. The past engineers of Sydney's railways prepared for future needs and expanded the system with low-cost incremental improvements to facilitate faster project delivery and to control costs. When undertaking large public projects, good engineers are careful to plan and build for future needs and to prepare the way for future generations.

### 1920s

For example, at Sydenham Station, "To provide for the proposed Eastern Suburbs Railway, two additional tracks were put in so that in 1925 the brick standard island platform building on Platform 6 was built." ([OEH 2019](#))

Six tracks were planned to continue in the railway corridor from Sydenham to Erskineville so that the Illawarra, East Hills, and Bankstown lines could all have their own track pairs to the city. Construction had begun on this sextuplication and that is why there are six platforms at St Peters and Erskineville stations (Figure 7 & Figure 8 above). The amplification is why the bridge abutments are six tracks wide at Coulson St and MacDonald St Erskineville, and the road over-bridges are six tracks wide at Princes Hwy and Bedwin Rd St Peters.

### 1950s and 1960s

During the 1950's work "continued" on the Sydenham-Erskineville amplification. [Mr Cross \(MLA Georges River, Liberal\)](#) noted in [Loan Estimates for 1959-60](#):

MR CROSS: "Not one penny piece is being voted for work on the Illawarra line. This most serious matter is causing me much concern. For the past four or five years I have been urging the Minister to provide for two important projects. ... The first necessary work is the laying of additional tracks from Redfern to Tempe. I know of no more important stretch of line in the whole of the metropolitan area." [emphasis added] (Hansard 1959, Page 2055)

MR CROSS: "Anyone who travels over that section of line will see the derelict works-bits of platforms, part of a station building of modern design, partly-completed embankments and bits of cuttings. A cutting at Erskineville station bites into part of the roadway and is still unfinished. All my letters to the Minister seeking some indication of whether the work will be abandoned or proceeded with at some time, at either a slow or an accelerated pace, have proved abortive. Not long ago I received a letter informing me that this stretch of line was causing the department and the commissioner some concern and that I would be advised later whether it would be possible to make an allocation to enable work to proceed. No money has been voted in these Loan Estimates for this project." (Hansard 1959, Page 2055)

At an Australian Railway Historic Society luncheon Stuart Sharp noted that work ceased on the six-tracks project in the 1960s. He also noted "It was the completion of the six -tracks that was part of the rail transport platform of the Liberal Party for the May 1965, State General Elections, along with the completion of the Eastern Suburbs Railway."

"The two additional tracks were not introduced until 2nd September 1962. This substantial delay is typical of the long period of nothingness. Not only did the track amplification through the station take 14 years, all it did was move the junction with the Bankstown line from the down end to the up end of the station. The work was supposed to be a part of a much larger project to provide six tracks between Sydenham and Illawarra Junction." [emphasis added] (Sharp 2014)



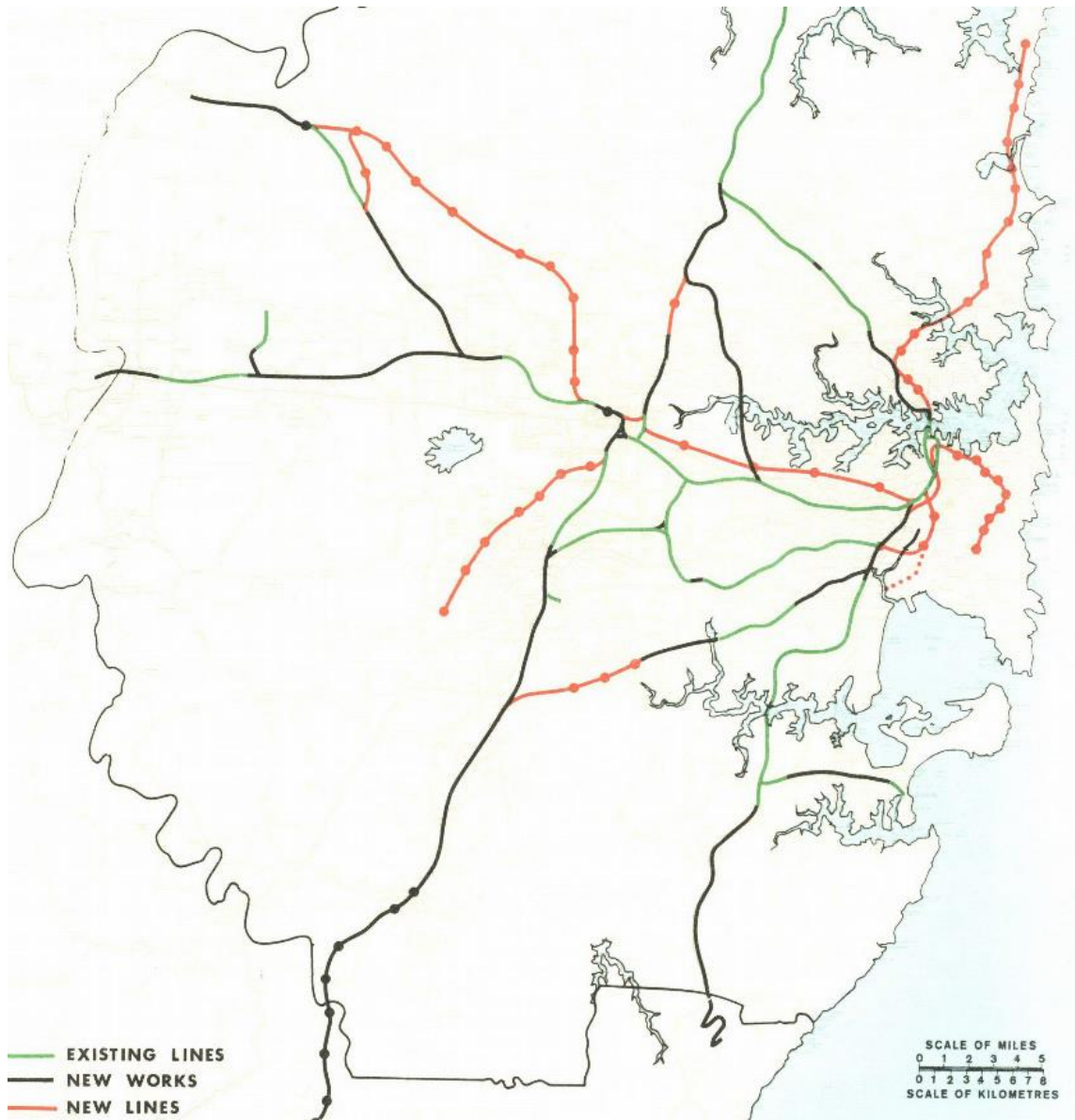
1970s

In 1974 the [Sydney Area Transportation Study \(SATS\)](#) was the state’s Transport Master Plan. The plan recommended that between 1974 and 1980 the Sydney to Erskineville sextuplication be completed. Afterwards, the East Hills and Bankstown Lines would later be diverted via a new Gardeners Road line that connected to a new Western Relief Line to Paramatta via Leichhardt. This plan also had the Airport line as a terminating service. See the extract attached.

Table 7: Recommendation for Erskineville-Tempe amplification (SATS 1974)

Reference No.:	3.3.4
Rail Route:	ILLAWARRA LINE
Location:	Erskineville-Tempe Additional Two-Tracks
Diagram No.:	A.03
Recommendation:	Construct two additional tracks from Tempe to Erskineville in the short-term.
Comments:	These tracks have been long proposed by Railway authorities and earthworks have been partly completed. The tracks are a further part of the Campbelltown corridor and trains using the East Hills line will traverse these tracks. The extra track capacity provided in this area will also assist the passage of trains from the Illawarra area and eliminate delays.

Figure 9: RECOMMENDED RAILWAY SYSTEM -2000 (SATS 1974, FIGURE 3.1)



## 1990s

Many years later in February 1992 [Michael Knight \(MLA Campbelltown, Labor\)](#) asked the Minister for Transport [Bruce Baird \(MLA Northcott, Liberal\)](#) “What plans has the State Rail Authority to ease congestion on the East Hills line?”. Mr Baird replied “Another high priority project which, in conjunction with the abovementioned projects, will provide significant improvements is the amplification of the track from four to six tracks between Sydenham and Erskineville. This would allow the operation of additional services from Campbelltown.” ([MLA 1992](#))

## Action for Transport 2010 - an Integrated Transport Plan for NSW

In 1998, the Premier [Robert Carr \(MLA Maroubra, Labor\)](#) and the Minister for Transport and Minister for Roads [Carl Scully \(MLA Smithfield, Labor\)](#) released “Action for Transport 2010 - an Integrated Transport Plan for NSW”. This new master plan included eight new rail lines such as the Hills District Line (HDL / NWRL), Epping to Chatswood Rail Line, Parramatta-Epping Rail Line (PERL) (Carlingford line conversion), and a line from Hurstville- Strathfield.

The reason for the PERL and the ECRL was firstly to directly connect the Northern Suburbs to Parramatta. PERL would also allow a number of intercity and western services to be run via the ECRL, relieving pressure on the congested Main Western Line. The line from Hurstville-Strathfield would similarly have allowed northern and southern trains to be diverted to run North to South instead of into the city and facilitate a train alternative for those driving on the M3.

Figure 10: Map 2 – Detail of alignment linking Parramatta to Epping (from NSW 2010)

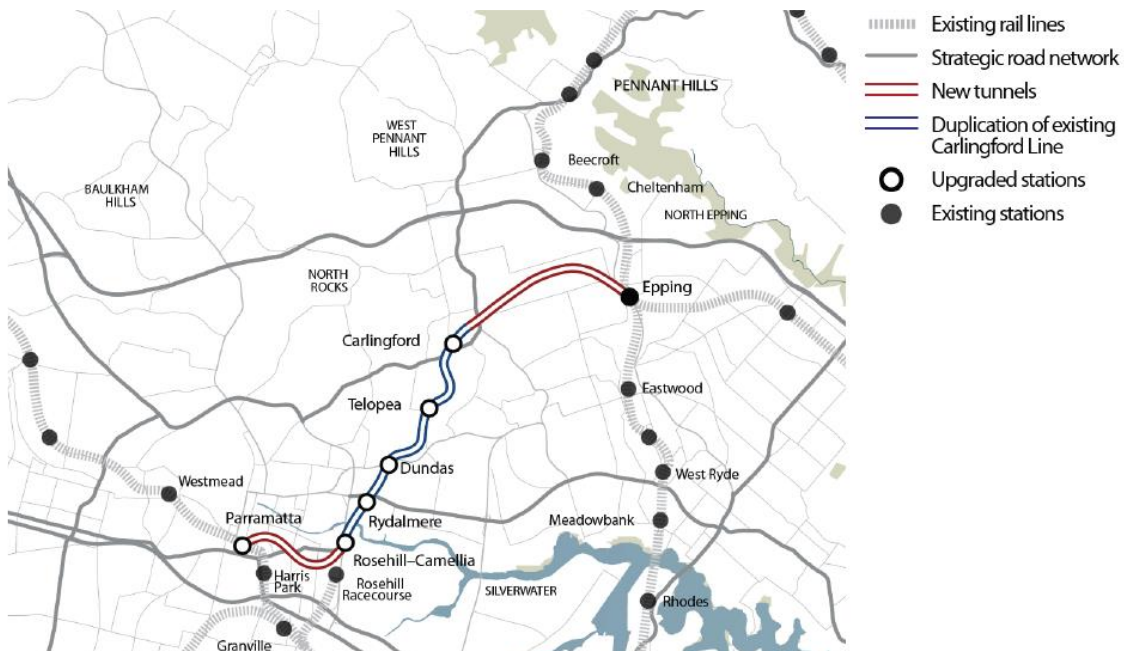
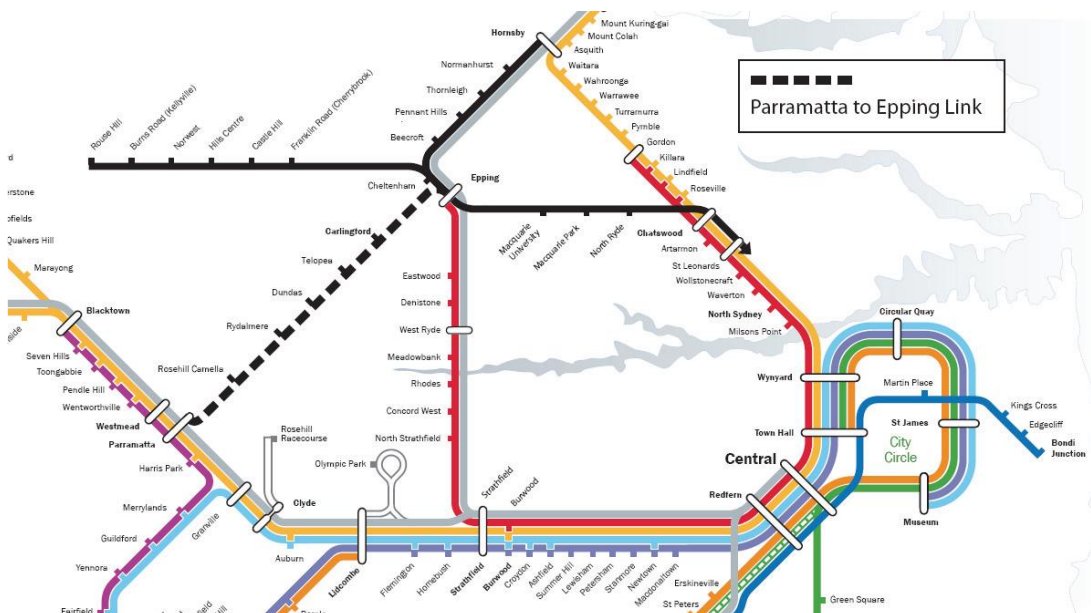


Figure 11: Map 1 - Context of the PERL within the CityRail Network (including NWRL) (from NSW 2010)



## 2000s - Clearways

In June 2001, Ron Christie NSW Coordinator General of General of Rail wrote the [“Long-term Strategic Plan for Rail – Greater Sydney metropolitan region – Overview report”](#).

"The essential infrastructure works on this corridor in the next ten years to accommodate the forecast growth are: ... By 2008-2010: Two extra tracks on the Illawarra line between Sydenham and Erskineville, so that Bankstown line services — including proposed new fast services from Liverpool — can be kept separate from Campbelltown/East Hills services and the South Coast inter-city trains. Indicative cost: \$100million." (Christie 2001)

Figure 12: Proposed upgrades (from Christie 2001)



## 2004 Approval

In December 2004 Stewart Smith for the NSW Parliamentary Library Research Service wrote [Current Issues in Transport Policy Briefing Paper No 14/04](#). He noted:

"The Railways Clearways Project divides the City Rail network into distinct [entities] so that an incident on one section of the network will not spill-over and affect the operations of the whole network. The project develops major clearway routes as follows:

Clearway 2 – Bankstown

- Upgrades capacity and operations on the Bankstown Line;
- Estimated Clearway cost: \$290 million.
- Lidcombe turnback and platform – planned construction 2005-2007;
- Two extra tracks, Sydenham-Erskineville, planned construction 2007-2010;
- Liverpool turnback and platform, planned construction 2005-2008. " (Smith 2004, page 34)

On 24 May 2005, Minister for Transport [John Watkins \(MLA Ryde, Labor\)](#) issued a media release which he later [repeated in parliament](#).

"[Rail] Clearways will untangle 14 existing CityRail lines and establish five independent lines, which will cut delays on the network and deliver more reliable services.

The Clearways projects [includes]:

SYDENHAM – ERSKINEVILLE AMPLIFICATION". (Watkins 2005)

## 2007 - Delay

On [22<sup>nd</sup> November 2007 Linton Besser in the Sydney Morning Herald](#) wrote that "It was also made clear in December 2005 that a final Sydenham to Erskineville Clearways project would be subject to further analysis" [John Watkins \(MLA Ryde, Labor\)](#) said. "That's why it has not been included in the Clearways budget to date. The proposed ... project is still the subject of further work and detailed analysis."

Besser also quoted Opposition transport spokeswoman, [Gladys Berejiklian \(MLA Willoughby, Liberal\)](#) as saying "There is a recurring theme of this Government being unable to deliver projects on time or on budget or both" and "The Clearways program is integral to the future public transport needs of Sydney, yet at every turn the Government and the minister keep dodging questions about how far the project has progressed."



## 2008 – Global Financial Crisis

In November 2008 after the Global Financial Crisis Premier Nathan Rees MLA (Toongabbie, Labor) and Treasurer Eric Roozendaal MLC (Labor) issued the NSW Mini-Budget 2008-09. David Campbell (Kiera, Labor) became Minister for Transport just two months earlier; he followed John Watkins (MLA Ryde, Labor).

“Over the four year period to 2011-12, weaker economic activity, compared with that assumed at Budget time, is expected to reduce revenues by around \$3 billion.

Total expenses are projected to be \$48.8 billion in 2008-09, which is \$1.1 billion higher than estimated in the 2008-09 Budget. Expenses will average \$2.0 billion per annum higher in the forward estimates period.” (NSW 2008)

In this mini-budget the desperately needed bottleneck fix was cancelled.

“Defer duplication of the Richmond Line Stage 2 from Schofields to Vineyard and cancel proposed Carlingford duplication and Sydenham to Erskineville 6 Track projects.” (NSW 2008, page 4-8)

On 30<sup>th</sup> October 2009 in the Sydney Morning Herald Andrew West wrote:

“Ms Berejiklian said that although the clearways project had ballooned in cost, leaked government documents revealed that in the past financial year RailCorp had underspent its infrastructure budget by 24 per cent. She accused the Government of ignoring CityRail's needs while lavishing \$5.3 billion on the CBD Metro between Rozelle and Central.” (SMH 2009)

## 2009 - Sydney Metro Mark I

In 2009, the Sydney Metro agency drafted a “Metro Network Strategy - Corridor Assessment Report” (Metro 2009). In that report they outlined the corridors with serious congestion problems were the Western Line, North Shore Line, Northern Line, and the Inner West Line.

Sydney Metro assessed strategic corridors identified previously by the departmental then scored the corridor's suitability for investment based on need, possible patronage, and city shaping opportunity. **Sydney Metro rightly excluded those corridors where the load could be handled by improving the existing railway.**

Sydney Metro under Rodd Staples, in 2009, concluded that the Bankstown Line did not merit conversion to a metro. They also identified the Hurstville-Strathfield corridor and Parramatta-Epping corridors as needing more public transport. The corridors for further investigation are coloured blue in the map in Figure 13 below and are also listed in **Table 8** below.

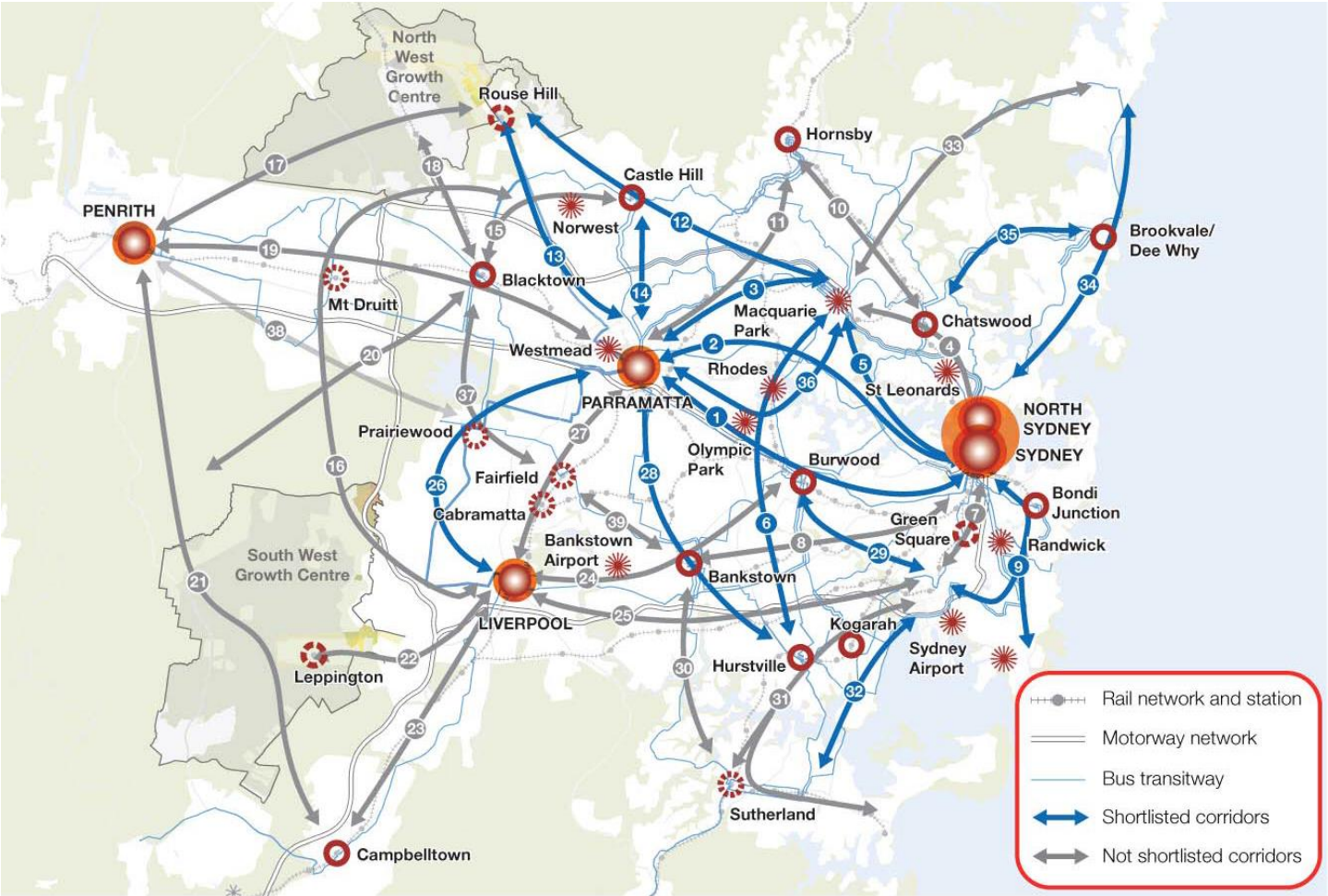
“Corridor 8 (Bankstown to Sydney): This corridor is directly served by the Bankstown Line which is predicted to have sufficient capacity for the foreseeable future. Land use opportunities should be pursued around existing CityRail stations.” (Metro 2009, page 41)

Sydney Metro's passenger modelling showed that the lines with the highest potential ridership were Parramatta to CBD via Parramatta Rd and Victoria Road; as well as Dee Why to Chatswood and to North Sydney see Figure 15 below.

That is why the 2009 Sydney Metro Plan was for a North West Metro connecting to a Western Metro. Then a Northern Beaches and Eastern Suburbs Metro. Followed by a Hurstville to Homebush to Macquarie Park; see Figure 16 below.

Note that the CBD Metro plan blocked both of the CBD's rail corridors (Sussex & Pitt). It also did not address the desperate need for a second Sydney Harbour crossing to North Sydney to relieve the congested western lines and service the growing North-South demand; see (NSW 2010)

Figure 13: Priority public transport corridors for demand assessment (Metro 2009, page 46, Figure 4.18)



**Table 8: Summary of 16 corridors for demand assessment (Metro 2009, page 45, Table 4.7)**

1 Parramatta to Sydney via Strathfield
2 Parramatta to Sydney via Top Ryde
3 Macquarie Park to Parramatta via Epping
5 Macquarie Park to Sydney via Gladesville
6 Macquarie Park to Hurstville via Olympic Park
9 Airport to Sydney via Eastern Suburbs
12 Rouse Hill to Macquarie Park via Castle Hill
13 Rouse Hill to Parramatta via Norwest
14 Castle Hill to Parramatta
26 Liverpool to Parramatta via Prairiewood
28 Parramatta to Hurstville via Bankstown
29 Strathfield to Airport
34 Mona Vale to North Sydney
35 Dee Why to Chatswood
36 Macquarie Park to Parramatta via Olympic Park
32 Miranda to Airport

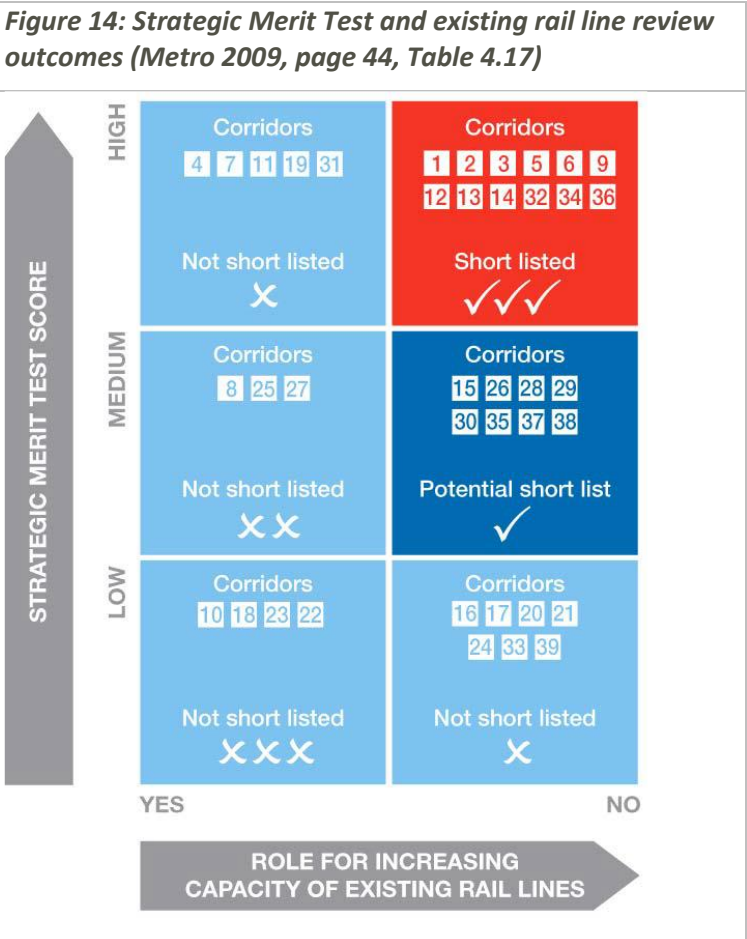


Figure 15: Forecast potential peak metro passengers – total and per km of corridor (Metro 2009, page 49, Figure 4.19)

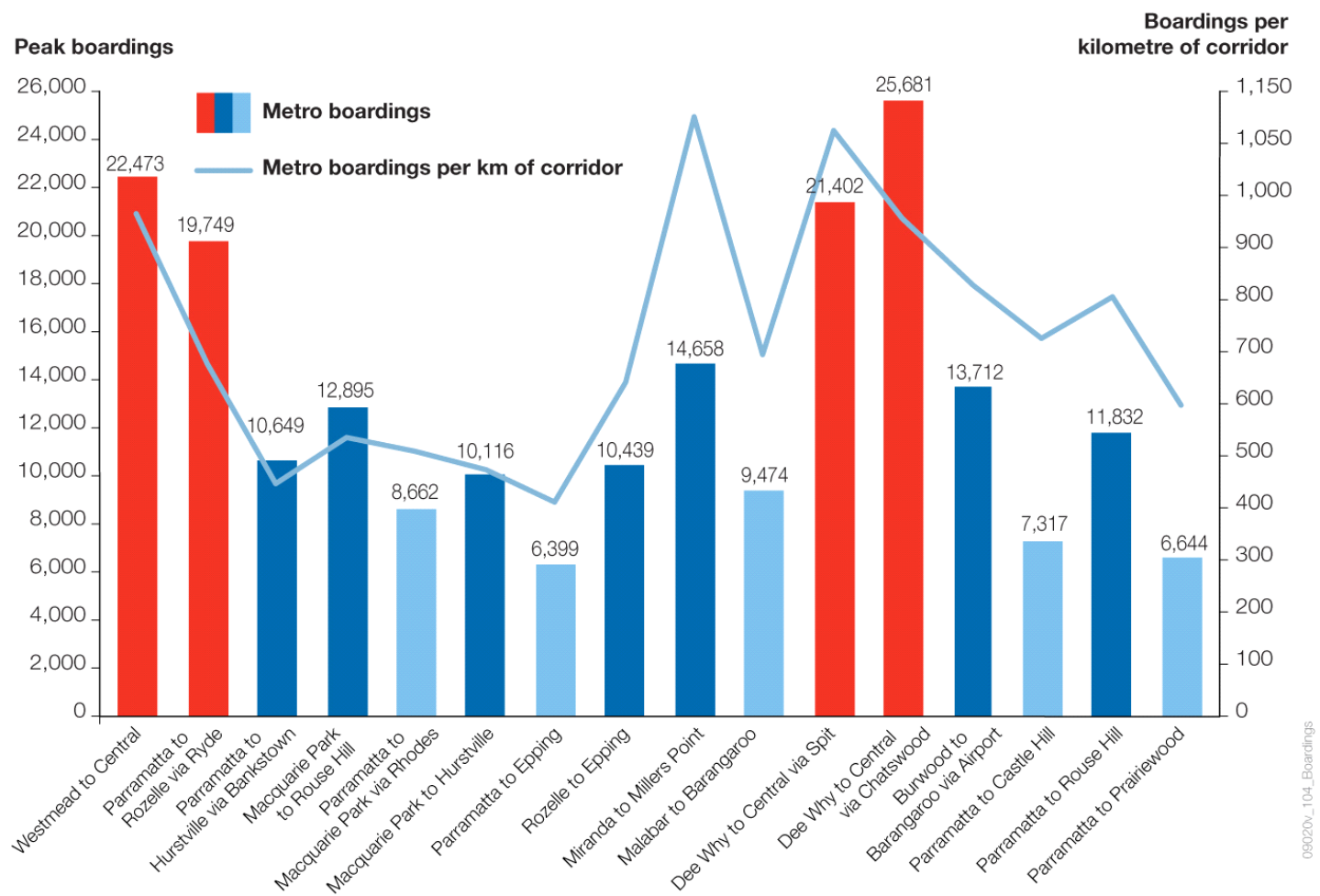
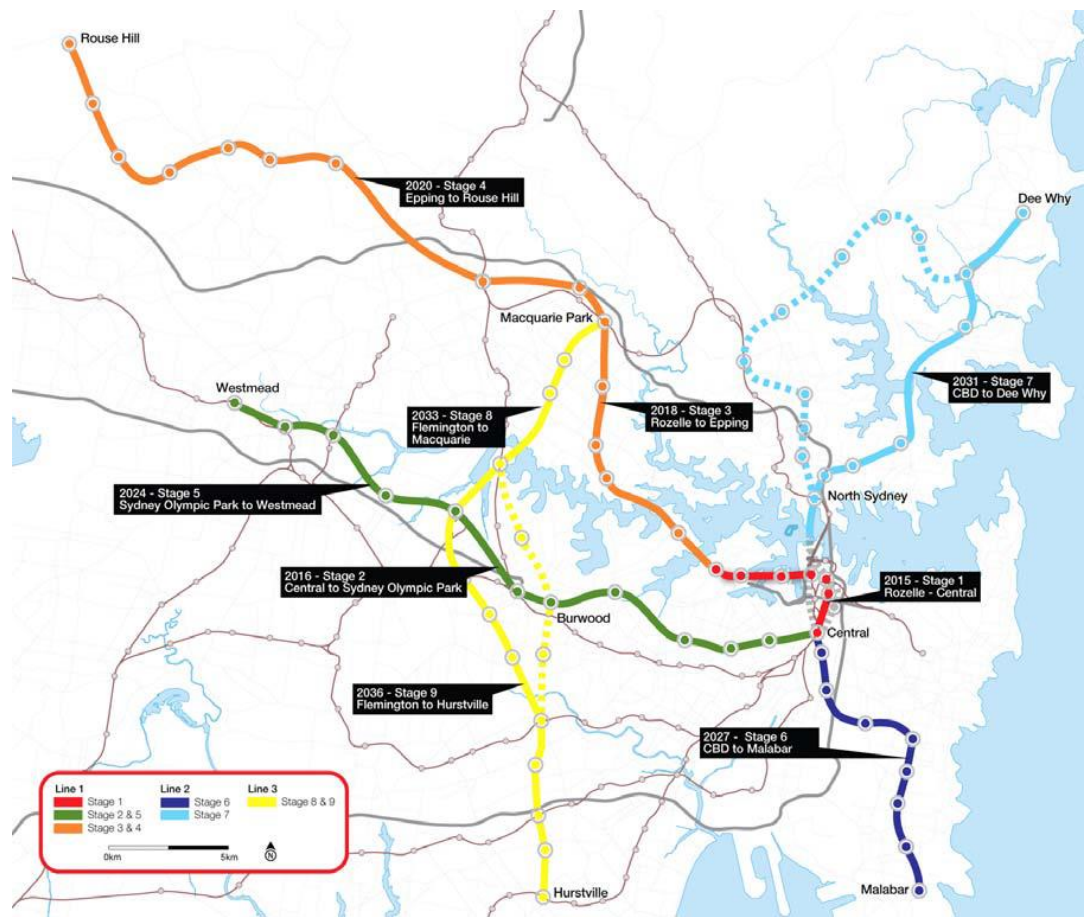


Figure 16: [Sydney Metro] Proposed staging plan (Metro 2009, page 8, Figure 3)

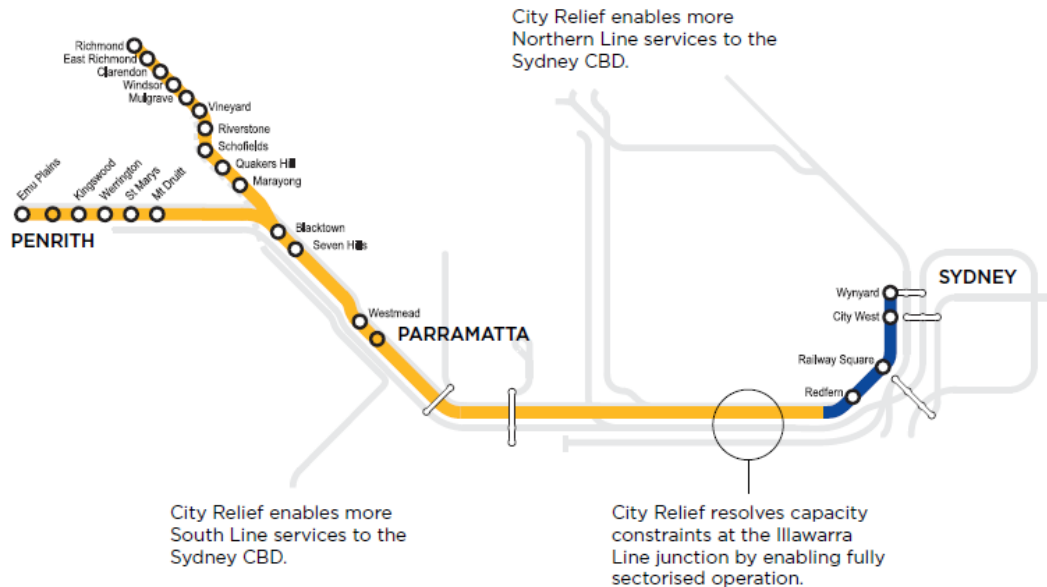




## 2010 – City Relief Line

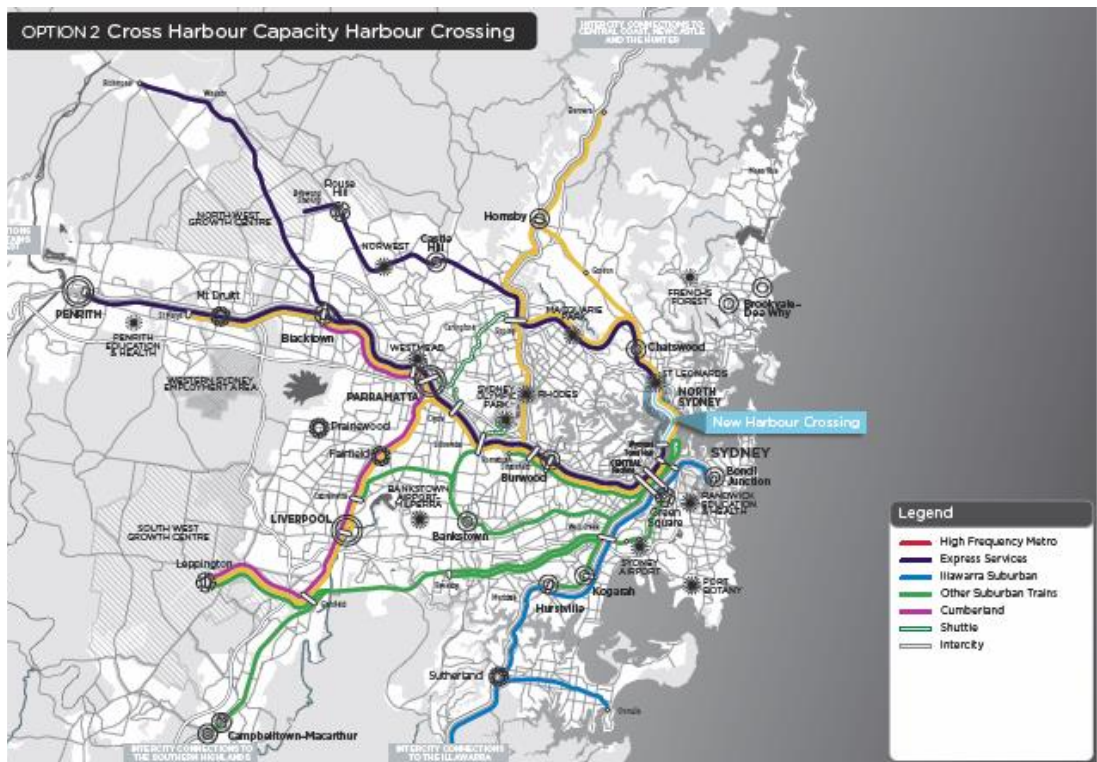
In 2010, NSW sought additional funding from the Commonwealth to deliver the Western Express / City Relief Line. This change would divert a significant number of the long distance western trains onto the intercity tracks, and then divert them before Redfern into a tunnel in the Sussex St corridor to Wynyard/Barrangaroo. This plan in combination with the PERL would have freed more train paths for Western, Northern and South Western services by moving Western Services off the Main Western Line before Westmead, see Figure 11 above. The plan would also relieve the Illawarra Junction.

Figure 17: Diagram of the City Relief Line (from NSW 2010b, page A-31)



Premier [Kristina Keneally \(MLA Heffron, Labor\)](#) outlined that the long-term plan was for the City Relief Line to eventually continue as a second harbour crossing (rail) and then connect to the ECRL then HDL/NWRL to make an express North-West to South-West operating sector (the purple line in Figure 18).

Figure 18: 2031 Option 2 Second Harbour Crossing (From NSW 2011, page 33, Figure 4.15)



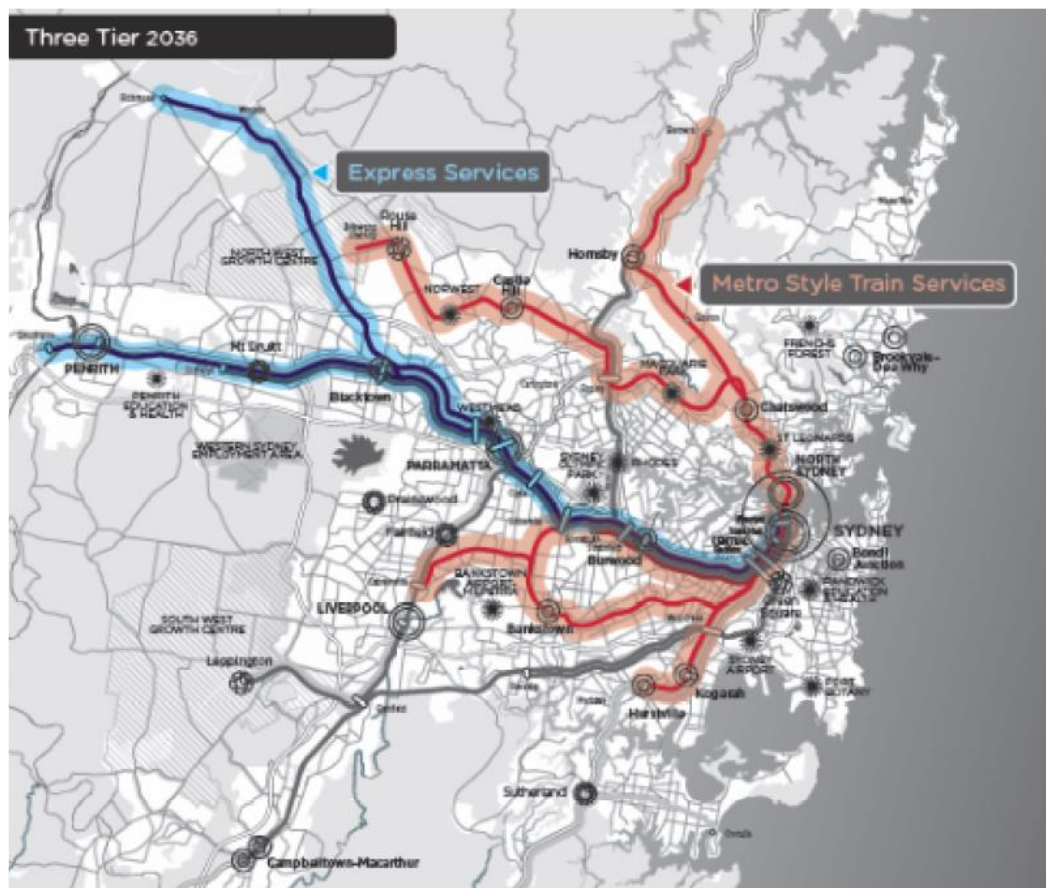
There was significant local opposition as a significant number of houses (in a marginal electorate) were to be destroyed to dump spoil (dirt). The project was cancelled.

## Sydney Metro Mark II

One alternative that would have increased the number of services per hour through the city, was to take all Western services off the Sydney Harbour Bridge and into the City Circle and then create a North South single deck human-driven metro service using the Inner West, Bankstown, North Shore Line, HDL/NWRL, ECRL, and a section of the Illawarra Line. After a signalling upgrade that would provide 30 trains an hour. (See also SMH 2011)

“By 2031, one of the primary challenges for the rail network will be meeting demand for cross-harbour trips. This could be addressed by either first introducing high frequency metro style services, or by extending the CBD Extension to deliver a second harbour crossing. These two options are not mutually exclusive and both could ultimately be delivered one after the other, in either order.” (NSW 2011, p 33)

Figure 19: Option 4 Customising services - Three Tier 2036 (From NSW 2011, page 29, Figure 4.14)



## 2012 - Sydney Metro Mark III

June 2012 saw the Transport Minister [Gladys Berejiklian \(MLA Willoughby, Liberal\)](#) release “Sydney’s Rail Future” which switched the plan towards an entirely new design.

The 2011 options paper identified some possible routes from the North-West, but none used an entirely new Second Harbour Crossing:

- to the North (Option 5),
- to the West (Option 2, 6 & 7),
- to the South-West (Option 1 & 3),
- or to the Inner West & Bankstown (Option 4 - Figure 19 above)

Note that the original 2011 ‘plan’ included metro to Lidcombe and Cabramatta (Figure 20 below) that has since been rejected in favour of a conversion to light-rail (Figure 21). (SMH 2015)



Figure 20: Sydney's Rail Future – A Three Tier Railway (from NSW 2012, page 11, Figure 5)

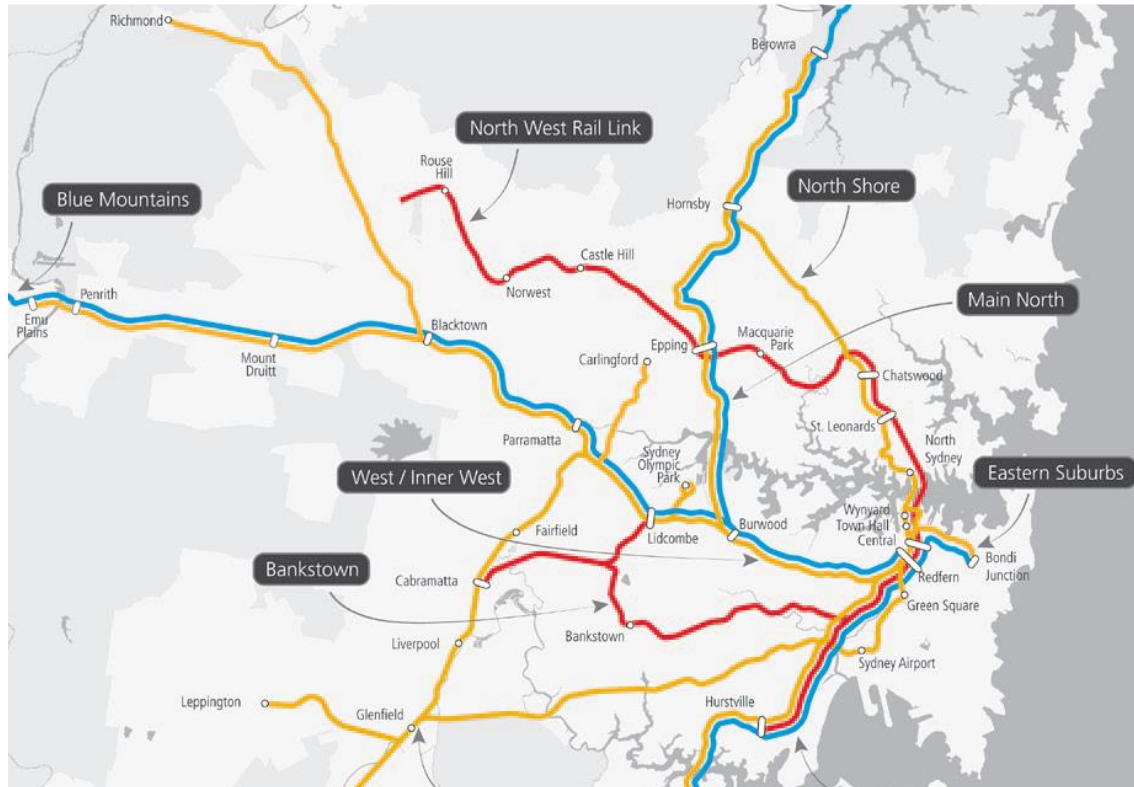
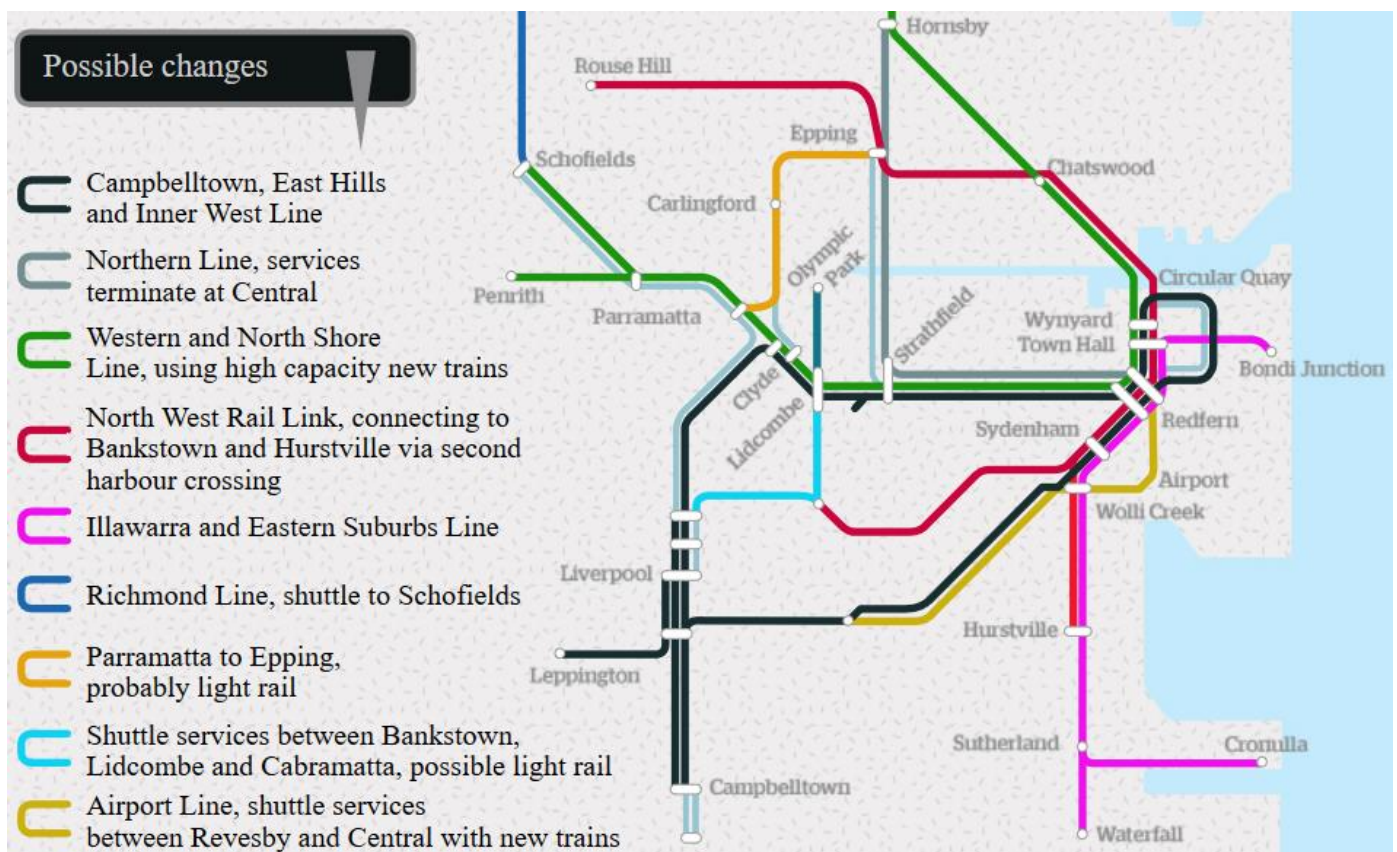


Figure 21: Secret rail plan for Sydney would create massive and costly upheaval to existing network (from SMH 2015)





2019 – Sydney Metro Mark IV

The Sydney Metro has opened from Tallawong to Chatswood (HDL+HRL). The second section is under construction from Chatswood to Sydenham.

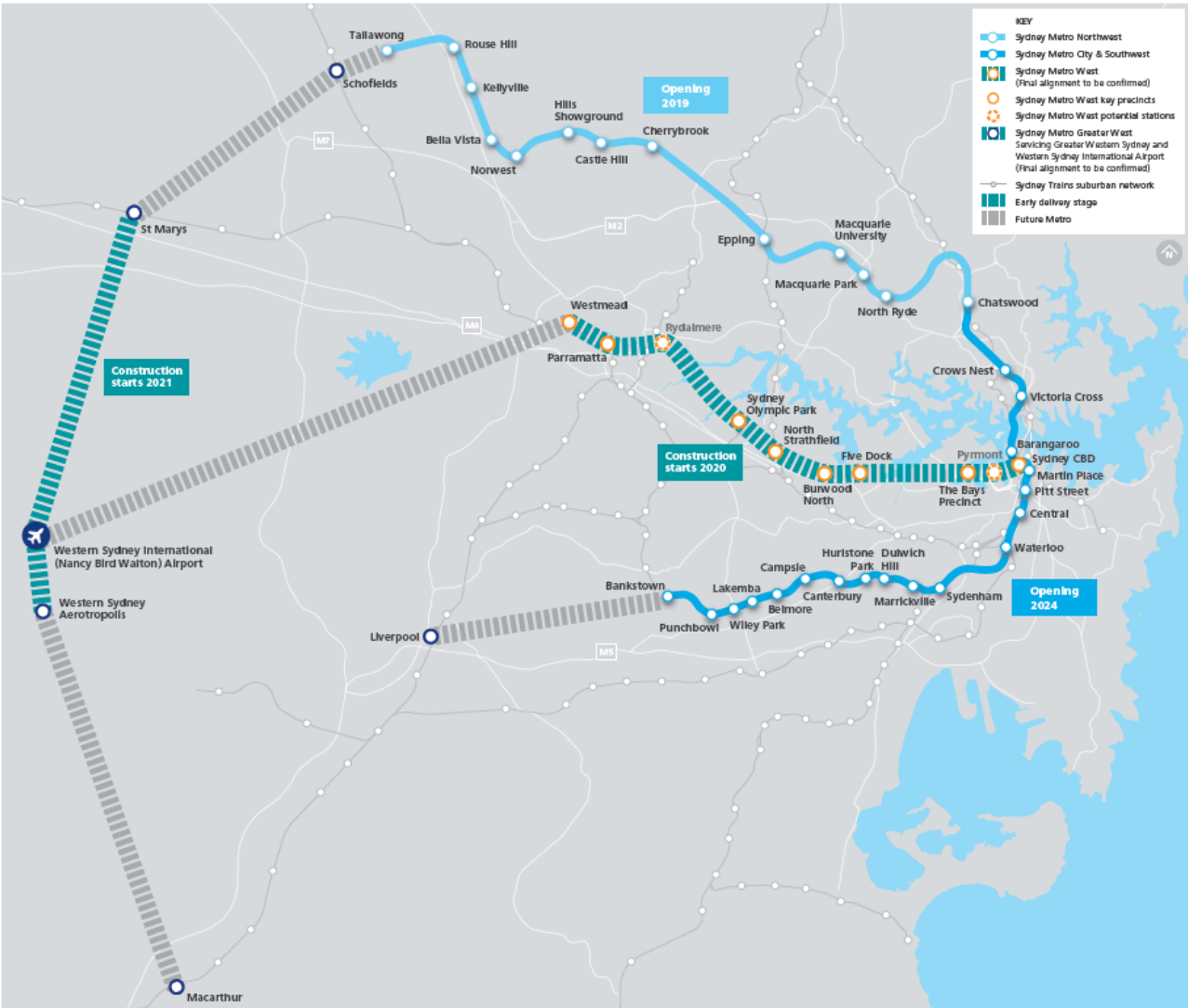
The Metro corporation has identified the corridor through Marsden Park to St Marys as a key expansion. There has also been reports of an extension from Bankstown under Liverpool to the Western Sydney Airport at Badgerys Creek.

Sydney Metro is now a for-profit government-owned entity with the ability to acquire and develop property as such it is actively pursuing the Outer Sydney Orbital (OSO) corridor. This area would allow substantial green-fields property development. Previous reports identifying the Orbital as a key North to South heavy rail bypass.

All these extensions when combined would create a circular orbital metro around much of Sydney.

There is officially a Western Metro under development, but that project does not have significant funding commitments until after the lower demand Bankstown Line conversion is completed.

Figure 22: Sydney Metro network, in delivery and under development. (from Metro 2019, page 2)



ENDS

The following attachments are provided for your reference.

Please note: the attachments are the work of the original authors listed.