

**Submission
No 31**

INQUIRY INTO SYDENHAM-BANKSTOWN LINE CONVERSION

Name: Mr Michael Summers

Date Received: 23 September 2019

Dear Portfolio Committee No. 6 - Transport and Customer Service,

I oppose the downgrading of the T3 Bankstown Line including the Metro Southwest project between Sydenham and Bankstown.

It is important for the Inquiry to be aware that the downgrading of the T3 Bankstown Line has severe consequences on communities from the Inner West to South West Sydney.

Metro Southwest contains a significant number of issues such as:

The NSW Government's refusal to provide justification for wasting of billions of taxpayer dollars to replace a functional railway and deprive areas without trains access to new rail, along with the failure to release the full business case for the project

More cost effective and less disruptive alternatives have been ignored including signaling upgrades for the Sydney Trains network that delivers a higher frequency of service (train every 3 minutes) compared to Sydney Metro (train every 4 minutes) for T3 Bankstown Line

A lack of empirical evidence supporting the need to downgrade the T3 Bankstown Line, especially as the NSW Government's Sydney Rail Future plan states that the "Western and North Shore Line" are the key bottlenecks (not Bankstown)

The fact there are much better options to, as the Transport Minister says, untangle the network, or remove the bottleneck that is the city circle.

Firstly duplicate the city circle, some of the stations already have spare platforms and tunnels in place. This would help every line rather than focusing on one particular line.

Most commuters being forced to stand for long distances with Sydney Metro having 70% less seats compared to the existing comfortable double-deck Sydney Trains service

A line more suited to this style of train with little to no seating would be the airport line. Continuing the proposed Metro from Sydenham to loop to join Wolli Creek and return through that tunnel would be a much more sensible option. Imagine trains every 4 minutes (if that ever happens) to the airport stations with room for people to get their luggage on.

The loss of drivers and guards on trains resulting in delays and slower response times to emergency incidents

The NSW Government's failure to heed warnings from four former rail executives about the loss of the Sydney Trains network "relief valve" and the overall reduction in reliability

The downgrading of the T3 Bankstown Line in being used as a gateway for privatisation of infrastructure, significant over-development and severe destruction of heritage suburbs

A serious lack of transparency in planning and delivery of the project with many important documents being held back from public access including the cost of "Sydenham to Bankstown"

The NSW Government acting against the spirit of the GIPA Act by using freedom of information as a revenue raising mechanism to increase barriers in accessing information

An inadequate Temporary Transport Plan created without the promised public consultation and released "several years" late, that also fails to guarantee 100% accessible services

100,000 commuters every day being forced onto crowded bus services during the downgrading of the T3 Bankstown Line (construction of Metro)

Permanent disconnection from the City Circle (Town Hall, Wynyard, Circular Quay, St James, Museum) and the Inner West (St Peters, Erskineville, Redfern [& Sydney University])

9 stations west of Bankstown lose all trains to City, forcing 19,000 commuters to interchange twice (Bankstown then Sydenham or Central), having suffered the loss of the Inner West Line (City to Liverpool [& Bankstown loop] via Regents Park

The lack of detailed information provided generally and the lack of consultation with all communities impacted especially west of Bankstown (e.g. Cumberland LGA)

The NSW Government's regular attempts to mislead the public and media into believing that the entire T3 Bankstown Line is being converted into Sydney Metro by making referrals to the project as an "upgrade of the Bankstown Line" and also without always specifying "between Sydenham to Bankstown" in an attempt to cover-up the impact on non-Metro stations (i.e. west of Bankstown and east of Sydenham)

I would like to know why the people of NSW are paying for all the Metro works while a private operator is running the service and taking any profits?

How much did NSW charge Metro for the current infrastructure, including the Chatswood to Epping tunnel and stations?

I urge the committee to review these concerns and to stop the downgrading of the T3 Bankstown Line in order to protect the surrounding communities from over-development.

Thank you for your attention. I consent to the full publication of this submission.

Yours Sincerely,

Michael Summers