

**Submission
No 28**

INQUIRY INTO SYDENHAM-BANKSTOWN LINE CONVERSION

Name: Ms Kate Lumley
Date Received: 24 September 2019

Personal submission from Kate Lumley, resident of Hurlstone Park

I am a resident of Hurlstone Park. I oppose the conversion of the T3 line to metro because numerous transport experts have opined that metro is an inferior way to move the public around distances of more than a few kilometres. Further the government has not approved the metro to improve public transport but to facilitate densification along the rail corridor. Those who will benefit from this project is the Hong Kong based MTR corporation and developers, not the public.

The business case and options considered

It is not convincing and has been contradicted by multiple experts. The money would be better spent improving signalling across the network and providing public transport to unserved areas.

Suggestion - when billions in public money is spent on a project, the business case should be released to the public along with contractual arrangements

The suitability of a metro system for this line

The reduced seating capacity is not suitable for the distances along this route. There are significant safety concerns:

- evacuations in the narrow tunnels
- elderly people and parents with prams and small children getting in and out before the doors close within 30 seconds. The lack of guards and the automated system has caused at least 10 cases of children and parents being separated on the North-West metro to date.

Suggestion - upgrade all stations along the line for accessibility without a metro conversion.

The consultation process

Despite the government's claims to the contrary, there has been a lack of genuine consultation. The EIS was huge, with limited time for people to examine it. Promotional propaganda by the government lacked real information, especially about negative effects.

Suggestion - increase transparency, improve governance, stop closed-door meetings with developers and corporate lobbying and involve communities as stakeholders in major projects.

Heritage and environmental impacts

The government is using the metro to further force growth along the already dense corridor, with relatively little green space already.