

**INQUIRY INTO SYDENHAM-BANKSTOWN LINE
CONVERSION**

Name: Name suppressed
Date Received: 30 September 2019

Partially
Confidential

29th September 2019

Lodged electronically

Upper House Inquiry
Sydenham – Bankstown Line Conversion

Dear Members,

Thank you for the opportunity to contribute my views to the Upper House Inquiry into the conversion of the current rail line from Sydenham to Bankstown.

I am a resident of Belmore and frequent user of the T3 Bankstown line. As a frequent user of the rail line I am privy to the frustration associated with the unreliability of the rail network. I find it difficult to fathom how a train breakdown on the North Shore can delay the arrival of a train at Belmore. A recent incident with a loose carriage roof hatch at Wynyard led to a day-long meltdown across the entire metropolitan network. A headline from the SMH Online dated August 23, 2019 says it all "HOW 'ARCHAIC' TECHNOLOGY THREW SYDNEY RAIL INTO MELTDOWN'.

With this in mind I am counting the days until we are blessed with the opportunity to travel to the CBD and beyond on the new Metro. Aside from the numerous benefits associated with the increased frequency of trains and increased safety at platforms when entering and exiting the train, the reality of a Metro line separate from the current 'archaic' network leaves me wanting to shout 'hallelujah' from the roof tops.

Sadly, there exist others in our community who don't recognise the value of new, modern, reliable 21st century infrastructure in their community.

When reading the inquiry terms of reference I can only assume some members are motivated for political reasons, this is something my opinion cannot readily influence. However, I note with interest item (k) the impact on the stations west of Bankstown.

It appears there are residents west of Bankstown who object to having to exit an archaic train at Bankstown and walk across a platform to a modern Metro line running with increased frequency.

Many of us take the majestic presence of the Sydney Harbour Bridge for granted. Its iron span stretching across the harbour from Dawes to Milsons Points carries thousands of vehicles daily not to mention those archaic trains. What is not widely known is the outrage caused at the time John Bradfield's design was commissioned and the bridge construction was given the green light. In order to build an important piece of infrastructure some residents and businesses were going to face disruption.

According to the State Library of New South Wales:

500 homes were destroyed and 400 families displaced with no compensation. Only landowners were deemed worthy of monetary benefits; leaseholders and casual renters were left to fend for themselves.

I can only imagine the outrage such behavior would trigger today had the Government deemed it necessary to displace 400 families with no compensation in order to convert the current rail line to Metro. Yet, it's not planning to do anything of the sort. All the Government wants to do is replace an archaic rail network with a modern one. Yet, this is too much for the poor travelers west of Bankstown who cannot reasonably contemplate the arduous task of crossing a platform to a Metro train sitting there waiting for them.

I ask the members of the Inquiry to contemplate a scenario where the interests of 400 displaced families were put before the interest of the rest of Sydney preventing the construction of the Sydney Harbour Bridge.

I ask the members of the Inquiry to contemplate the assault on personal privilege of having to cross a platform as justification for the opposition to the upgrading of archaic infrastructure in favour of a new, modern 21st century rail service.

Please, enough already!

Support the Sydenham to Bankstown South West Metro and build it without any further delay.

Yours Sincerely