

**Submission
No 49**

INQUIRY INTO SYDENHAM-BANKSTOWN LINE CONVERSION

Name: Mr David Patterson

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Wednesday 2nd October 2019

Ms Abigail Boyd MLC
Committee Chair
Inquiry into the Sydenham-Bankstown Line Conversion
Parliament House
Macquarie Street
SYDNEY NSW 2000

Dear Ms Boyd,

RE: Legislative Council Inquiry into the Sydenham-Bankstown Line Conversion.

Many other submissions to this Inquiry have already focused on the future of the Bankstown line itself, on the impact of the proposed conversion on regular users thereof, and have suggested alternative solutions to the alleged capacity constraints on the existing Redfern - Sydenham corridor. Ergo, I would instead like to describe in detail what could prove to be a highly meritorious and realistically achievable alternative route for the Metro extension south of Waterloo station.

It has long been considered a serious deficiency of the existing Airport line that trains servicing the two Airport stations are substantially loaded with passengers who are merely passing through them enroute to/from the CBD. Additionally, the double-deck design of these trains has long made them awkward for passengers carrying heavy and bulky baggage, especially when seating shortages, especially in the end vestibules, force such passengers to move through the train, up and down the stairs, searching for available seating space. The single-deck Metro trains, with their stairless interiors and much greater floor space would, in short, be FAR better suited to serving the Airport line than the so-called "heavy rail" double deckers serving it now. And as others have already pointed out, the Bankstown line is if anything a more appropriate use for the double deckers that serve it now.

It would require perhaps three hundred metres of new tunnelling to connect the southern end of the under-construction Waterloo station with the existing Airport line tunnel approximately where it passes beneath Allen Street. The following FIVE stations, including the Airport line (lower level) platforms at Wollie Creek, could then be converted to Metro standards at considerably less expense than the ELEVEN required under existing plans. The saving would pay substantially for upgrades to the Redfern - Wollie Creek line and also for modifications to the upper level platforms at Wollie Creek enabling East Hills Line trains to continue stopping and connecting there when returned to their original route via Erskineville and Tempe.

A short turnback facility for Metro trains comparable with the present temporary one at Chatswood ought then to be trivially achievable pending a future underground extension to Strathfield via Canterbury, with interchange facilities at those stations and possible new ones in the vicinity of Earlwood and Croydon Park. Airport bound passengers (and their bulky luggage) who would otherwise pass through those stations from points further west or north would then have a much more direct alternative to travelling via Central, with capacity on city bound trains subsequently freed for others. Unlike the existing Airport-East Hills route, the majority of passengers on the Strathfield - Airport segment would NOT be riding THROUGH the airport enroute to/from the CBD, meaning there would be ample capacity for Airport passengers as well as far more accessible trains for their baggage.

Thank you for reading and my best wishes for a fruitful and civilised discussion.

Regards,

David Andrew Patterson