

**Submission
No 54**

INQUIRY INTO SYDENHAM-BANKSTOWN LINE CONVERSION

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Portfolio Committee No. 6 - Transport and Customer Service
Sydenham – Bankstown Line Conversion Inquiry
Parliament House
Macquarie Street
Sydney NSW 2000

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. Where was the public consultation before the decision was taken to proceed with turning the Bankstown to Sydenham Line into a Metro line? Is it not supposed to be government of the people, by the people, for the people? So why are we the people not being listened to when we say we do not want this metro train from Bankstown to Sydenham?

As a disabled user of the rail system I am absolutely terrified of this new metro train. I fear not being able to get a seat. I fear being caught in closing doors because of my slowness in entry and exiting trains, as there is no guard to ensure my safety. I believe I will have to give up travelling to the specialist gym I use, three times a week as I will not be safe to get on and off the train. The existing training system is a safe option for me. So please stop proposing to ruining a perfectly good existing rail line and give rail services to areas that are crying out for adequate public transport!

Why is the government planning to down grade services from Berala, Regents Park and Chester Hill to City & return trips? I have a family member living at the above address who travels daily by train to Chester Hill to work. Why is his journey time going to be considerably lengthened? I thought Public transport was meant to be a service to the public. This is 2019 not 1919, so why is service to the above-mentioned stations going backwards?

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)

- 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
- 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. I do not want to go to the outskirts of the city. I want to be able to access Town Hall, Wynyard, Circular Quay and St James stations. I have a walking disability which makes it very hard to walk great distances. I do not have the time to be waiting around to access two or more transport systems to get to where I need to be. When at the present time I can get a train from Dulwich Hill station to any of the stops on the City Circle
- 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 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. We the people want the heritage of suburbs from Bankstown to Sydenham left intact and not ruined by high rise. Our infra structure in Sydney cannot cope with a population influx. Water capacity and energy capacity are not being improved by government to cope with increases in population growth in the Bankstown to Sydenham area.

I consent to publication of this submission.

Yours sincerely