

**Submission
No 70**

INQUIRY INTO SYDENHAM-BANKSTOWN LINE CONVERSION

Name: Mr Kevin Moss

Date Received: 8 October 2019

SUBMISSION RE:

**NSW LEGISLATIVE COUNCIL INQUIRY INTO THE
SYDENHAM-BANKSTOWN LINE CONVERSION**

SUBMITTED BY KEVIN MOSS:

**Member for Canterbury, 1986 – 2003
Parliamentary Secretary for Transport, 1996 – 2003
Mayor of Canterbury, 1980 – 1987**

In objecting to the Sydenham to Bankstown Rail Line Conversion, this submission:

- Outlines the particular disadvantage for those who travel from Liverpool to beyond Bankstown.
 - Demonstrates how travel time will increase for the majority of Bankstown line commuters who travel to the major commercial centres of Sydney CBD, Liverpool and Bankstown.
 - Supports maintaining the T2 Sydenham to Bankstown line with alternate Metro routes stemming from Sydenham.
 - Questions the futile exercise of replacing an effective Sydney Rail service with an inferior system.
-

Claims that the Metro will provide –

- Faster travel times
- Direct access to major CBD stations
- Better connections to jobs and education

are far from accurate for Bankstown line customers.

THE IMPACT ON PASSENGERS - WEST OF BANKSTOWN

Commuters who rely on the 10 railway stations between Liverpool and Yagoona will need to take 3 connections to get to Circular Quay. The time for this journey will be considerably longer than the current “direct” service from Liverpool and amounts to 30 separate connections per working week, as opposed to today’s 10. The only way to reduce such connections would be to walk an undesirable 1.6 kilometres each day (8 ks per week) between Circular Quay and Martin Place Metro.

Beralla and Regents Park passengers, who currently take the direct service to the CBD along the Bankstown line, will be similarly affected as those listed above.

While it is argued that Inner West line trains can be accessed from stations West of Bankstown, commuters would still need to change trains and travel a longer course on the overcrowded T2 line.

Increased travel times comprising 6 connections per day, will also apply to commuters travelling from Erskinville and St Peters to stations beyond Bankstown.

The need to access Redfern Station via Sydenham or Central will impact on University/TAFE students. Those West of Bankstown will have their journey increase from a seamless run each way to 6 trips per day.

The elderly, the infirmed and those with young children will be particularly disadvantaged. Many will be forced from travelling to the city, owing to increased travel times and the inconvenience of changing from train to Metro to train.

ALTERNATIVES

The Metro should be re-directed from Sydenham, to relieve pressure on the Western and/or Illawarra regions, where overcrowding on Sydney Trains is at its highest.

A line could run underground from Sydenham to Belmore then along the Goods Line corridor to Lidcombe, establishing stops at Belfield, Greenacre, Strathfield South/Chullora and Rookwood. A further extension, linking Liverpool to the Parramatta Light Rail, is also possible.

Consideration should also be given to running The Metro from Sydenham to Sutherland along the F6 corridor, with stops positioned in the rail starved suburbs of Brighton Le Sands, San Souci, Taren Point and Miranda.

AN INEFFECTUAL PROJECT

The Metro's Sydenham to Bankstown leg was intended to accommodate an increase in patronage, stemming from the Sydenham to Bankstown Urban Renewal Corridor, a plan abandoned by the Government in August 2018. This leaves the present service capable of meeting customer demand, and unlike most Sydney Rail lines, only experiencing overcrowding during major rail disruptions.

The present rail service far outweighs any advantage the Metro may deliver to T3 Line customers, most of whom hail from low income families. This begs the question, "Why impose a less effective rail system on people with a strong reliance on Public Transport?"

Replacing a successfully operating Sydney Rail line with a Metro system, represents a massive waste of resources, with funding being better allocated to areas crying out for new or improved rail services.