INQUIRY INTO SYDENHAM-BANKSTOWN LINE CONVERSION

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It seems that the current heavy rail system is perfectly adequate and actually has more scope to increase capacity with some conservative investment. T3 Sydenham to Bankstown Metro has appears to have multiple negative impacts, including waste of scarce public funds, lack of transparency and poor governance, poor consultation with stakeholders, focus on development rather than improving public transport, unsuitability of Metro for long commuting journeys, loss of flexibility & reliability of Sydney network, loss of heritage, character and five year disruption impacts on communities along the corridor.

There does not seem to be good justification for why the Bankstown line was chosen for change. Would it not be sensible to spend money on upgrading our double decker system by improving the signaling, & providing track amplification at critical congestion points? Will improvements really be made to capacity or relieve congestion? Will there be impacts on our heavy rail city Network? Would a digital upgrade be a cheaper and simpler option?

If the major requirement for improving Sydney's rail network is to provide greater service to Parramatta, via the inner West then the best way to do it is to build the line there. Should we not be investing in public transport where it currrently does not exist? I currently have to go to my work in Parra via a commute in to Redfern first.

It appears that various lobby groups Promoted Southwest Metro as a means to act as a catalyst for development within 800 metres of each Railway Station in the corridor.
This infrastructure change feels like a catalyst to justifying the building of high rise towers (just like sinking mascot) around a rail line. 'Metro' and 'Urban Renewal' seem to go hand in hand, running rough shot over local neighbourhoods and communities.

Local councils and communities need to have the final say about what happens in their local area - it should not be driven by developer interests.
Thanks for considering my points.