

**Submission
No 86**

INQUIRY INTO SYDENHAM-BANKSTOWN LINE CONVERSION

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Date Received: 13 October 2019

It is completely illogical to close down a well functioning Sydney Rail double-decked seated-passenger service for 6 months to convert it to a Metro service which, in peak hour, results in most people standing.

In view of the almost total lack of rail services for half of Sydney's population living west of Wentworthville, surely it would be better to build new lines in these unserved areas.

Alternatively, long standing missing links in the existing Sydney Rail network could be built. Filling in these missing links would shorten journey times across the network and also allow rerouting of trains when a breakdown closes a line, avoiding the massive travel delays which are now occurring.

New Rail Lines

Leppington to the new Airport to St Marys to Richmond and stations in between to service the proposed suburbs in this region.

The Northern Beaches line, first proposed by Bradfield to run from North Sydney.

A re-aligned fast version of the Central to Wollongong or Newcastle lines

Missing Links

Around Erskineville and also west of Homebush, six rail lines reduce to four, reducing system flexibility and causing delays.

Extend the Metro from Tallawong to Schofields to connect to the Sydney Trains network.

Extend the Carlingford line to Epping.

The quickest and easiest improvement would be to remove the airport station surcharge of \$14.87, which would immediately attract enough extra patronage to fix the traffic congestion on roads around the airport.