

Submission
No 90

**INQUIRY INTO SYDENHAM-BANKSTOWN LINE
CONVERSION**

Name: Name suppressed

Date Received: 13 October 2019

Partially
Confidential

As a daily commuter from Marrickville to the CBD during the morning and afternoon peaks there are a number of deficiencies in the existing T3 line I see everyday, and for these reasons I support the conversion of the T3 line to metro operations:

Firstly, a typical daily commute into the CBD from Marrickville sees us constantly delayed just before Central station as we merge onto shared platforms and tracks along the City Circle. Secondly, most passengers on this trip into the CBD get off at Town Hall station where we struggle to exit the platforms as we form a lengthy queue along with Hurstville line commuters to travel up a single escalator. This surely is a safety hazard waiting to happen. Thirdly, the T3 line has a number of co-dependencies with unrelated lines so that every time a problem occurs on a single train/line, our T3 line is almost always impacted resulting in unnecessary additional delays.

My only issue with the conversion of the T3 line to metro standards is that I hope it could be all be done faster. Considering the tunneling from Chatswood to Sydenham is likely to be completed by the end of 2019, perhaps there is potential to open the City and Southwest metro line earlier than the 2024 timetable.