

Supplementary
Submission
No 91a

INQUIRY INTO SYDENHAM-BANKSTOWN LINE CONVERSION

Organisation: EcoTransit Sydney

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Submission from EcoTransit Sydney to NSW Upper House Inquiry into Conversion of T3 Bankstown Line

John Young
EcoTransit Sydney

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EXECUTIVE SUMMARY

Sydney Metro was created to generate a longterm revenue stream for **MTR (Hong Kong)** and the origins of the plotting precede Barry O'Farrell becoming NSW Premier in March 2011.

The value capture model for **MTR (Hong Kong)** is through high rise, high density residential developments along the routes developed for Sydney Metro.

Sydney Metro is also about destroying thousands of unionised jobs along the **Sydney Trains Network**.

It was always expected that **MTR (Hong Kong)** would be a large slice of **Sydney Metro** from the NSW Government, once Metro Northwest was operational. This is the same privatisation and funding model used for **WestConnex**, where **Transurban** was the pre-destined buyer for the tollway network of Sydney.

Funding from sale of part of **Sydney Metro** to **MTR (Hong Kong)** was be used to fund the *metrofying* of T3 Bankstown line, which would be branded as **Metro Southwest**, from Sydenham - Liverpool, via Bankstown.

But the **Sydney Metro** mega plan may have hit a road block now with **MTR (Hong Kong)** as the preferred major investor! **MTR (Hong Kong)** now has bigger priorities coping with the threats to its capital base in Hong Kong, where problems with its shoddy, cut-price residential developments are coming home to roost, not to mention the pro-democracy riots that are effecting the revenue stream from the Hong Kong rail system.

Residents and commuters all along on the **T3 Bankstown Line** cannot understand why the NSW Government wants to spend a vast amount of money to bastardise and downgrade an existing line that currently provides an excellent service using double deck Waratah Series 2 trains, which have air conditioning lots of seats, and feel safety because of the presence of drivers and guards on these trains.



WHY IS NSW GOVT CONVERTING T3 BANKSTOWN LINE TO “METRO”

EcoTransit Sydney believe that the Berejiklian Government has a hidden agenda behind its plan to bastardise and downgrade the **T3 Bankstown Line** to become part of its so-called “metro” system.



EcoTransit Sydney believes that the **NSW Government** is more interested in satisfying the profit objectives of the supporters of the LNP government, who have identified and secured sites in western Sydney that will allow them to generate substantial profits through changes to planning controls along the route of **T3 Bankstown Line** and their proposed **Metro Southwest** from Bankstown to Liverpool.

Our Question to be raised at the NSW Upper House Inquiry

- Why has **NSW Government** already dramatically downgraded the **T2 Liverpool via Regents Park Line**?
- Does the **NSW Government** intend to completely close the **T2 Liverpool via Regents Park Line**?
- Why did **Western Sydney University** quietly sell their Milperra Campus?
- Why does **NSW Government** want to close **Bankstown Airport** and redevelop it?



- Why does **NSW Government** want to close **Bankstown Airport** and redevelop it as housing?
- Who is really benefitting from this hidden agenda? NSW taxpayers and commuters or 'the top end of town'?



WHY WOULD COMMUTERS ACCEPT A POORER SERVICE?

Residents and commuters on the existing service on **T3 Bankstown Line** using latest models of Waratah Series 2 double deck trains satisfies 92% of commuters.

So why would they accept the bastardisation and downgrading of service that will come with a so-called “metro” service?

- Fewer seats for commuters travelling to Sydney CBD
- Being forced to stand at a density of 4 people per square metre
- Longer journey times due to time delay caused by platform gap fillers
- Reduced safety due to absence of drivers and guards
- Huge risk of long delays due to failure of the mechanical platform gap fillers

Questions to be raised at the NSW Upper House Inquiry

1. Why is the **NSW Government** and **Transport for NSW** not providing a companion of the services offered by **Sydney Trains Network** and **Sydney Metro**?
2. Why is the **NSW Govt** and **Transport for NSW** not listening to what residents and commuters who use the **T3 Bankstown Line**?



WHO WILL BENEFIT FROM CONVERSION OF T3 TO METRO?

NSW Government does not seem to be listening to residents and commuters on the T3 Bankstown Line. Looking at press releases of organisations and individuals you could reasonably infer that the following list of organisations must see some personal benefit to them and their members

- David Borger, Executive Director, Western Sydney Business Chamber and Director/Owner of Think Planners
- Michael Photios, CEO, PremierState lobbying business
- Committee for Sydney
- Greater Sydney Commission
- Urban Task Force (NSW)
- Property Council of Australia (NSW)
- Western Sydney University
- Canterbury Bankstown Council
- New owner of WSU campus at Milperra
- Owners of Bankstown Airport

Questions to be raised at the NSW Upper House Inquiry

Why has the **NSW Government** not engaged in genuine listening to the needs of local residents and commuters along the **T3 Bankstown Line**?

Why has **NSW Government** allowed **MTR (Hong Kong)**, and other corporate interests, particularly property developer who have been land banking along the Sydney-Bankstown corridor, to over ride the public transport needs of local residents and commuters?



“METRO” IS AN INFERIOR SERVICE COMPARED TO SYDNEY TRAINS NETWORK

The project to “metrofy” **T3 Bankstown Line** will deliver an inferior train service to local residents

- Many less seats are provided for commuters travelling to the Sydney CBD
- **Transport for NSW** claims it will operate many more trains per hour to compensate for the lack of seats. But current passengers numbers fall well short of justifying this projection.
- If **T3 Bankstown Line** is replaced by a **Metro Southwest** service originating at Liverpool, then all the seats on the so-called “metro” trains will be occupied and passengers going the train between Bankstown and Sydenham will have no chance but to stand!
- Longer journey times due to time delay caused by their need to fit mechanical platform gap fillers at the existing curved platforms along **T3 Bankstown Line**.
- Reduced safety due to absence of drivers and guards
- Huge risk of long delays due to failure of mechanical platform gap fillers at just one station, which will cause a stoppage of all metro trains travelling in the same direction.

Based on the PIR submissions report of 2018 92% of residents and commuters along the existing **T3 Bankstown Line** have expressed their satisfaction with the existing **Sydney Trains Network** service along the **T3 Bankstown Line**

Our Question to be raised at the NSW Upper House Inquiry

Why is the **NSW Government** persisting with its plan to bastardise and downgrade an existing train service that a very large majority of commuters are happy with?

Is it because the **NSW Government** is pursuing its political objective to privatise Sydney’s entire public transport system as soon as possible?

Is the elimination of unionised jobs in Sydney’s public transport a major objective of **NSW Government**?

Is “metrofying” **T3 Bankstown Line** all about value capture for the “**top end of town**” ?



CONCLUSIONS

The Sydenham-Bankstown line is probably one of the most unsuitable lines in greater Sydney for conversion to a so-called “metro” service, because of the tight curves that most of the platforms are built on. One can only assume that political considerations trumped issues of economy, public amenity and safety.

EcoTransit cannot understand why the **NSW Government** is spending a lot of its limited financial resources to downgrade an existing rail service that is meeting consumers’ needs, when there are other parts of Sydney that could benefit from a rail service for the first time, such as, Malabar and the northern beaches.

The conversion of the **T3 Bankstown Line** to a “metro” service is a shocking decision that will have longterm negative knock-on effects on the quality, performance and safety of future train services for the whole of Sydney.

John Young
EcoTransit Sydney
0407 940 943
yindi1951@gmail.com

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APPENDICES

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