

Submission
No 102

**INQUIRY INTO SYDENHAM-BANKSTOWN LINE
CONVERSION**

Name: Mr Roydon Ng
Date Received: 13 October 2019

Partially
Confidential

10 October 2019

Portfolio Committee No. 6 – Transport and Customer Service
 Parliament House
 Macquarie Street
 Sydney NSW 2000

Submission for “Sydenham – Bankstown Line Conversion” Inquiry Executive Summary

Dear Portfolio Committee No. 6 – Transport and Customer Service:

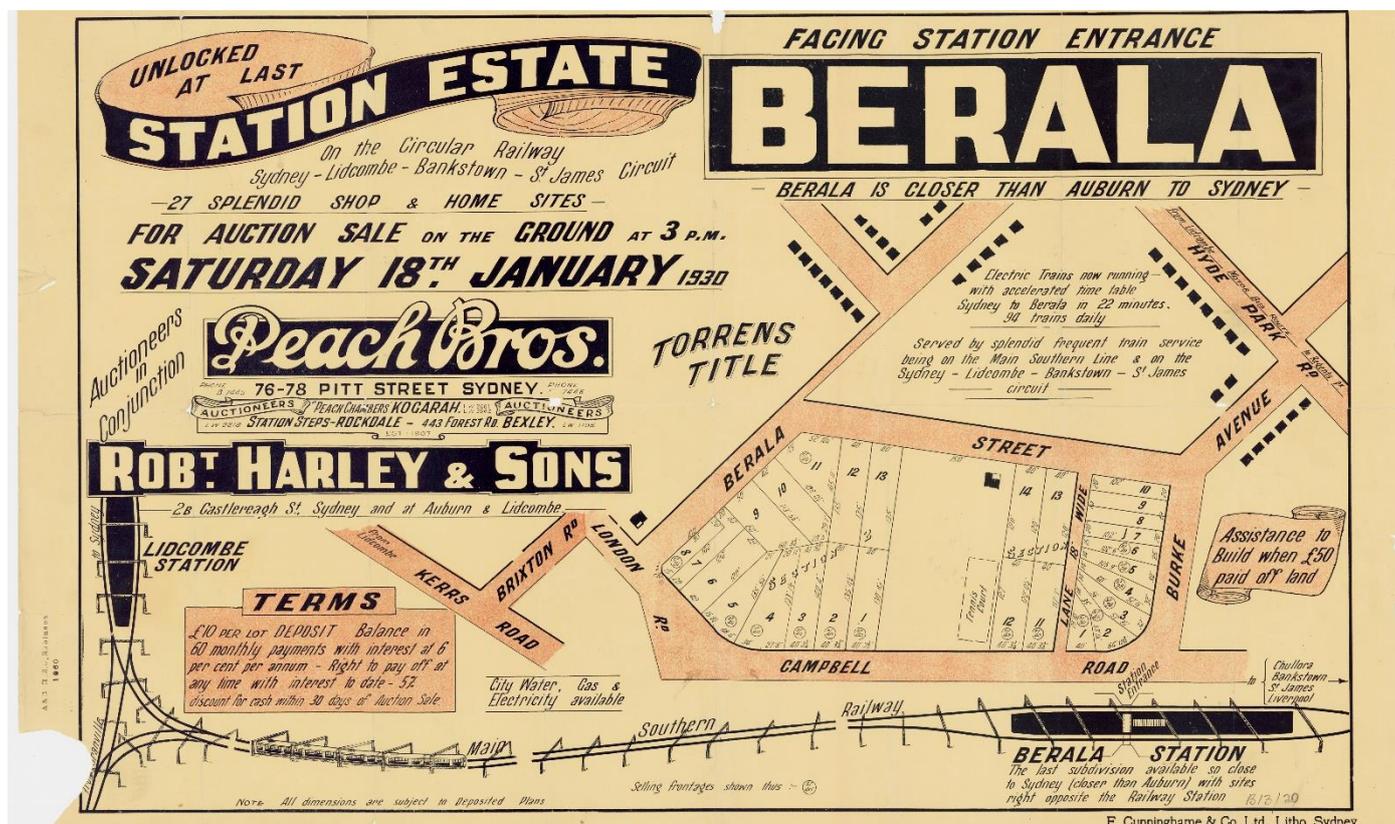
This submission is written by a regular commuter from Berala, in Cumberland LGA and the electorate of Auburn

There were joyous scenes when the Lidcombe to Cabramatta rail link opened in October 1924 which would become part of the City to Liverpool/Bankstown via Regents Park route (on the Main Southern Railway)

Berala once had a 22 minute direct and fast train journey to Sydney CBD

Berala used to have 2 direct train lines to City (via Inner West or Bankstown) as well as a direct train to Liverpool via Regents Park

The NSW Government removed the Inner West Line (City to Liverpool/Bankstown via Regents Park) from west of Bankstown in 2013 and reversed 89 years of progress on the railway network



Poster advertising the sale of Station Estate at Berala, 1930. Source: State Library of NSW and Berala Hotel

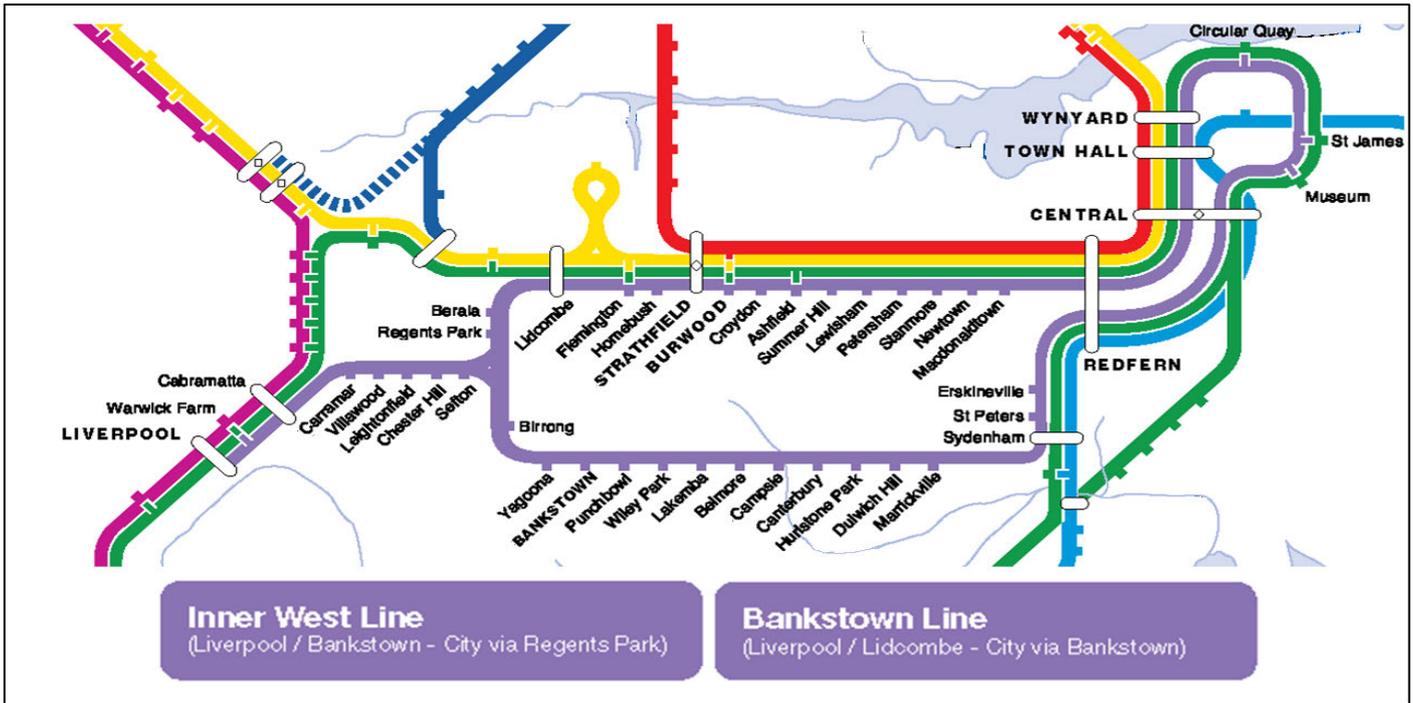
Sydney Metro will be the final nail in the coffin for train services to the City from Berala with the Bankstown Line cut in half, so if the NSW Government fails to restore the Inner West Line (City to Liverpool/Bankstown via Regents Park) and continues downgrading train services with the opening of Metro Southwest in 2024, it will be safe to say that public transport was better 100 years ago

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Inner West Line and Bankstown Line before 20 October 2013



Original Map: CityRail Network 2003

The Inner West Line was a direct service from City to Liverpool via Regents Park and City to Bankstown via Regents Park¹

The Bankstown Line was a direct service from City to Liverpool via Bankstown and City to Lidcombe via Bankstown

Note: Bankstown Line trains upon reaching Lidcombe would continue to City via Inner West Line (until the 2013 timetable changes, although this “Bankstown loop” is not shown on CityRail maps produced after 2004)

Commuters had two options to reach Bankstown from City either on the Inner West Line or Bankstown Line

Regents Park was a former interchange between services towards Bankstown or Liverpool

2013 Timetable Changes

On 20 October 2013, the NSW Government introduced a significant timetable change, route changes and line numbering on the Sydney Trains network²:

Before October 2013	2013 Timetable Change
Inner West Line	T2 Airport, Inner West, South Line
<ul style="list-style-type: none"> • Inner West Line • City Circle to Liverpool via Regents Park 	<ul style="list-style-type: none"> • T2 Inner West Line • City Circle to Homebush
Bankstown Line	T3 Bankstown Line
<ul style="list-style-type: none"> • Bankstown Line • City Circle to Liverpool via Bankstown • City Circle to Bankstown via Regents Park 	<ul style="list-style-type: none"> • T3 Bankstown Line • City Circle to Liverpool via Bankstown • City Circle to Lidcombe via Bankstown

¹ CityRail: Network Map 2003

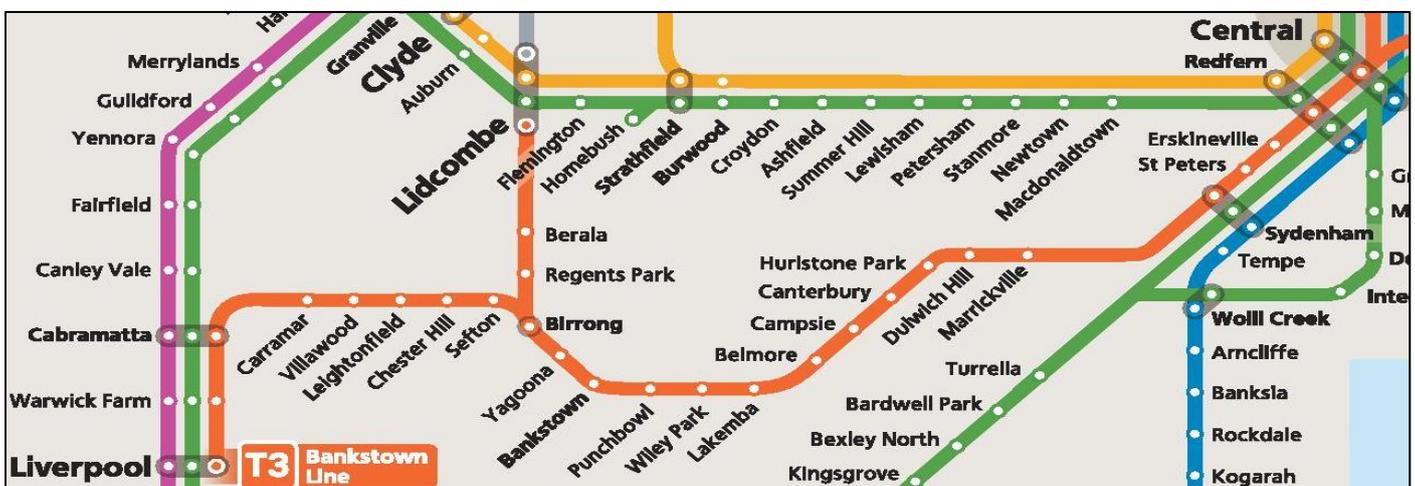
² Sydney Trains: Network Map (20 October 2013)

Truncation of the Inner West Line at Homebush

- Homebush only accessible from the east (via Strathfield)
- Berala, Regents Park, Sefton, Chester Hill, Leightonfield, Villawood, Carramar lose access to Inner West and City Circle (via Strathfield)
- Berala, Regents Park is disconnected from Sefton, Chester Hill, Leightonfield, Villawood, Carramar with a new interchange required at Birrong
- Liverpool loses its shortest route to City, which is the Inner West Line via Regents Park

Truncation of the Bankstown Line at Lidcombe

- All trains from City Circle to Bankstown operate via Sydenham NOT Regents Park
- Trains terminate at Lidcombe and return to City Circle via Sydenham NOT Strathfield/Inner West
- Service gaps of 30 minutes for Bankstown Line train at Lidcombe station (Platform 5)
- Commuters forced to interchange at Lidcombe for separate trains to reach City Circle and the Inner West



Sydney Trains Map 2013

T2 Inner West Line terminating at Homebush

T3 Bankstown Line terminating at Lidcombe

Birrong is now an interchange on the T3 Bankstown Line

Increased Travel Times & Interchanges from loss of Inner West Line (Liverpool via Regents Park)

Service gaps of 30 minutes for Berala, Regents Park, Sefton, Chester Hill, Leightonfield, Villawood, Carramar

Commuters forced to interchange at Birrong, Lidcombe, Strathfield

For Example: Sefton to Homebush

- Before October 2013: 1 Direct Train (16 minutes) on Inner West Line (Liverpool via Regents Park)

Sefton → Regents Park → Berala → Lidcombe → Flemington → Homebush

- 2013 Timetable Change: 4 Separate Trains (up to 53 minutes with 3 interchanges) on T3 Bankstown Line and T2 South and T2 Inner West Line

Sefton → Birrong (Interchange) → Regents Park → Berala → Lidcombe (Interchange) → Flemington → Strathfield (Interchange) ← Homebush

2013 Timetable: Significant Impact on West of Bankstown

Transport for NSW's "2013 Customer Timetable Stakeholder Engagement Plan" indicates that the removal of Liverpool via Regents Park services with the "Inner West Line operating to and from Homebush only" will cause an "A-Level" impact likely to be noticed by the majority of peak period station users³

Appendix B: Individual stations with potential issues

Note:

A-level impacts = Impact likely to be noticed by the majority of peak period station users.

B-level impacts = Impact likely to be noticed by a small proportion of peak period users or off-peak users only.

A-level impact: increased interchange

Station	Issue	Previous situation	2013 Timetable Situation	Trade-off	Electorate	Notes
Carramar	Increased interchanges for customers travelling to Regents Park and further towards the city via Inner West Line.	Would receive some direct Liverpool to city via Regents Park services throughout the day.	No Liverpool via Regents Park services. Inner West Line services to and from Homebush only.	Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Lidcombe turnbacks. Simpler timetable to make journey planning easier.	Fairfield	
Villawood	Increased interchanges for customers travelling to Regents Park and further towards the city via Inner West Line.	Would receive some direct Liverpool to city via Regents Park services throughout the day.	No Liverpool via Regents Park services. Inner West Line services to and from Homebush only.	Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Lidcombe turnbacks. Simpler timetable to make journey planning easier.	Fairfield	
Leightonfield	Increased interchanges for customers travelling to Regents Park and further towards the city via Inner West Line.	Would receive some direct Liverpool to city via Regents Park services throughout the day.	No Liverpool via Regents Park services. Inner West Line services to and from Homebush only.	Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Lidcombe turnbacks. Simpler timetable to make journey planning easier.	Fairfield	
Chester Hill	Increased interchanges for customers travelling to Regents Park and further towards the city via Inner West Line.	Would receive some direct Liverpool to city via Regents Park services throughout the day.	No Liverpool via Regents Park services. Inner West Line services to and from Homebush only.	Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Lidcombe turnbacks. Simpler timetable to make journey planning easier.	Auburn	
Sefton	Increased interchanges for customers travelling to Regents Park and further towards the city via Inner West Line.	Would receive some direct Liverpool to city via Regents Park services throughout the day.	No Liverpool via Regents Park services. Inner West Line services to and from Homebush only.	Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Lidcombe turnbacks. Simpler timetable to make journey planning easier.	Auburn	
Regents Park	Increased interchanges for customers travelling to city via Lidcombe and for customers travelling to Cabramatta via Sefton.	Would receive some direct Liverpool to city via Regents Park and return services throughout the day.	No Liverpool via Regents Park or return services. Inner West Line services to and from Homebush only.	Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Lidcombe turnbacks. Simpler timetable to make journey planning easier.	Auburn	
Berala	Increased interchanges for customers travelling to city via Lidcombe and for customers travelling to Cabramatta via Sefton.	Would receive some direct Liverpool to city via Regents Park and return services throughout the day.	No Liverpool via Regents Park or return services. Inner West Line services to and from Homebush only.	Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Lidcombe turnbacks. Simpler timetable to make journey planning easier.	Auburn	

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2013 Customer Timetable Stakeholder Engagement Plan (Page 18)

Transport for NSW's "2013 Customer Timetable Stakeholder Engagement Plan"⁴ showing the removal of the Inner West Line: Liverpool via Regents Park having an "A-level impact" on Berala, Regents Park, Sefton, Chester Hill, Leightonfield, Villawood, Carramar commuters

(An electorate redistribution occurred at the 2015 NSW Election, with Villawood, Leightonfield, Chester Hill, Sefton now within the Bankstown electorate)

Government's "justification" of the Timetable Changes

Transport for NSW published a "fact sheet" for each train line explaining the 2013 Timetable

- Terminating the Inner West Line at Homebush and Bankstown Line at Lidcombe⁵

Improved reliability with the new \$102 million Homebush and Lidcombe turnbacks, which separates the Bankstown and Inner West lines, minimising the impact of disruptions elsewhere on the network

Claims of improved reliability and minimised disruption will be debunked later in this submission

- Bankstown Line services travelling clockwise around City Circle (first stop Town Hall then Wynyard)⁶

More direct services for customers travelling to work in the CBD

The government has deliberately changed the direction of T3 Bankstown Line services to increase overcrowding at Town Hall and Wynyard station and use this as a basis for removing the Bankstown Line from the City Circle. Removing Bankstown Line services from City Circle is part of plans to introduce Sydney Metro City & Southwest

³ Transport for NSW: 2013 Customer Timetable Stakeholder Engagement Plan [GIPA TRA-000257]

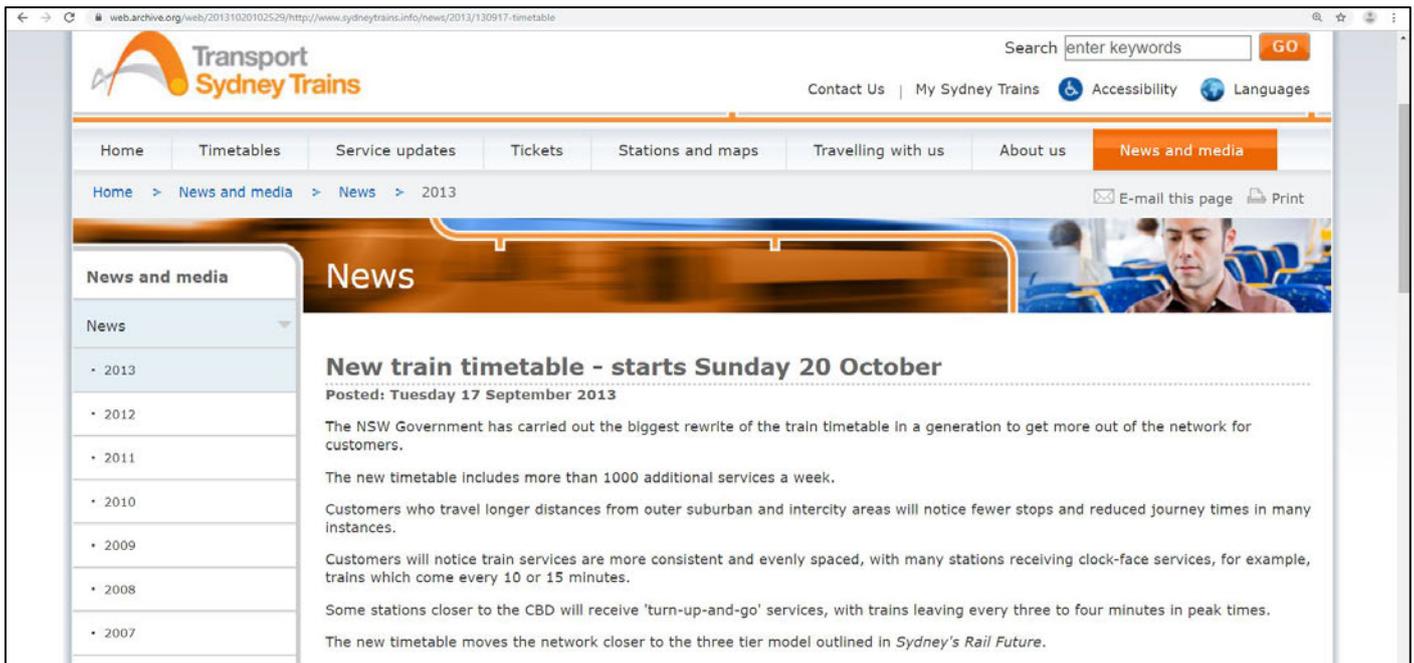
⁴ Transport for NSW: GIPA TRA-000257 Notice of Decision

⁵ Transport for NSW: Inner West Line train timetable factsheet (17 September 2013)

⁶ Transport for NSW: Bankstown train timetable factsheet (17 September 2013)

Behind the 2013 Timetable Changes: Three Tier Network

Sydney Trains released a statement on 17 September 2013 saying that “the new timetable moves the network closer to the three tier model outlined in Sydney’s Rail Future”⁷



Note that the statement refers to “turn up and go” services for stations closer to the CBD

The NSW Government is deceptive in implying now that Sydney Metro is the only provider of “turn up and go” services when such services have been in operation since 2013

- I urge the Inquiry to investigate the development of the 2013 Timetable focusing on its relationship with the Sydney’s Rail Future plan (and introduction of Metro)
- There are strong reasons to suspect that many Metro advocates in the Transport Ministers’ Office, Department of Transport, Transport Infrastructure Development Corporation/Transport for NSW were involved in designing the 2013 Timetable as early “works” for introducing Metro

The Three Tier Network launched in 2012 as part of Sydney’s Rail Future⁸. Tier 1 being Rapid Transit (now Sydney Metro). Tier 2 being Suburban services and Tier 3 being InterCity services

Original plans released in 2012 for the Bankstown Line include converting Sydenham to Lidcombe and Cabramatta into Rapid Transit (Sydney Metro)⁹

⁷ Sydney Trains: New train timetable starts Sunday 20 October (17 September 2013)
<https://web.archive.org/web/20131020102529/http://www.sydneytrains.info/news/2013/130917-timetable>

⁸ NSW Government: Sydney’s Rail Future, Page 11 (June 2012)

⁹ NSW Government: Sydney’s Rail Future, Page 16 (June 2012)

Figure 5: Sydney's Rail Future - A Three Tier Railway

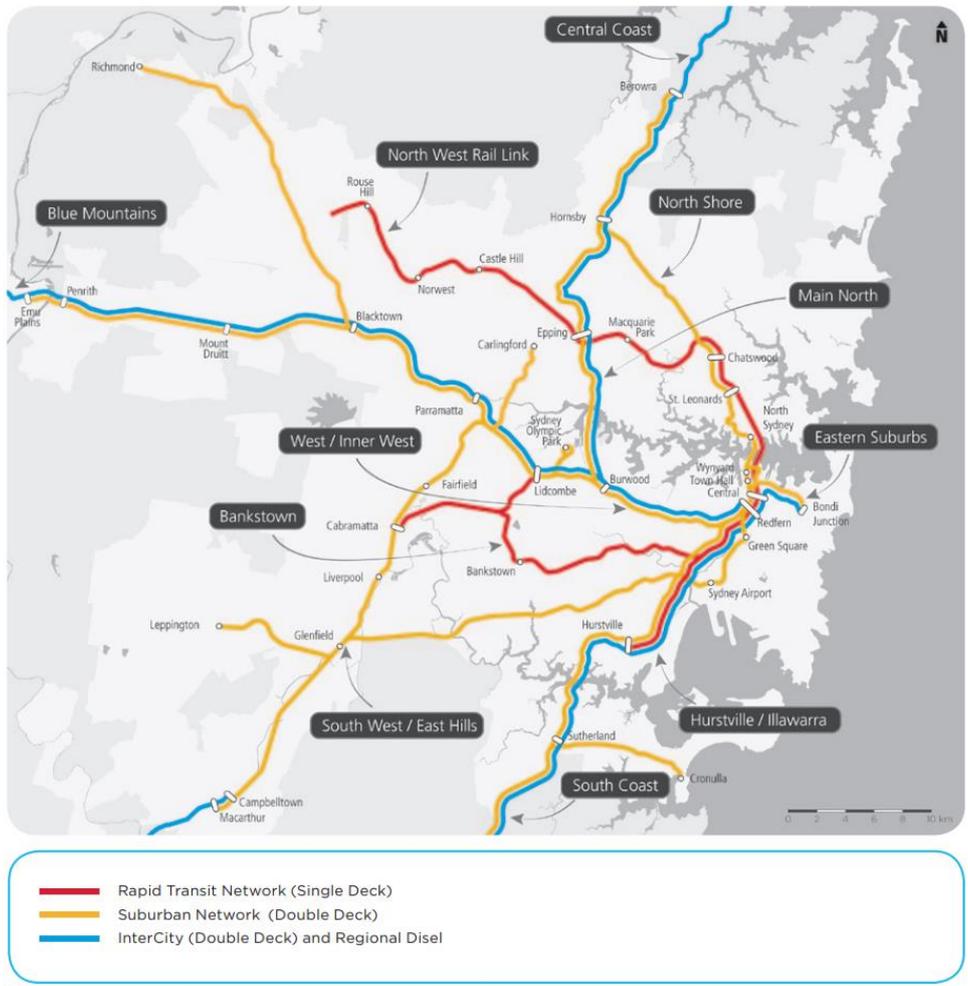


Figure 6 - Your train line

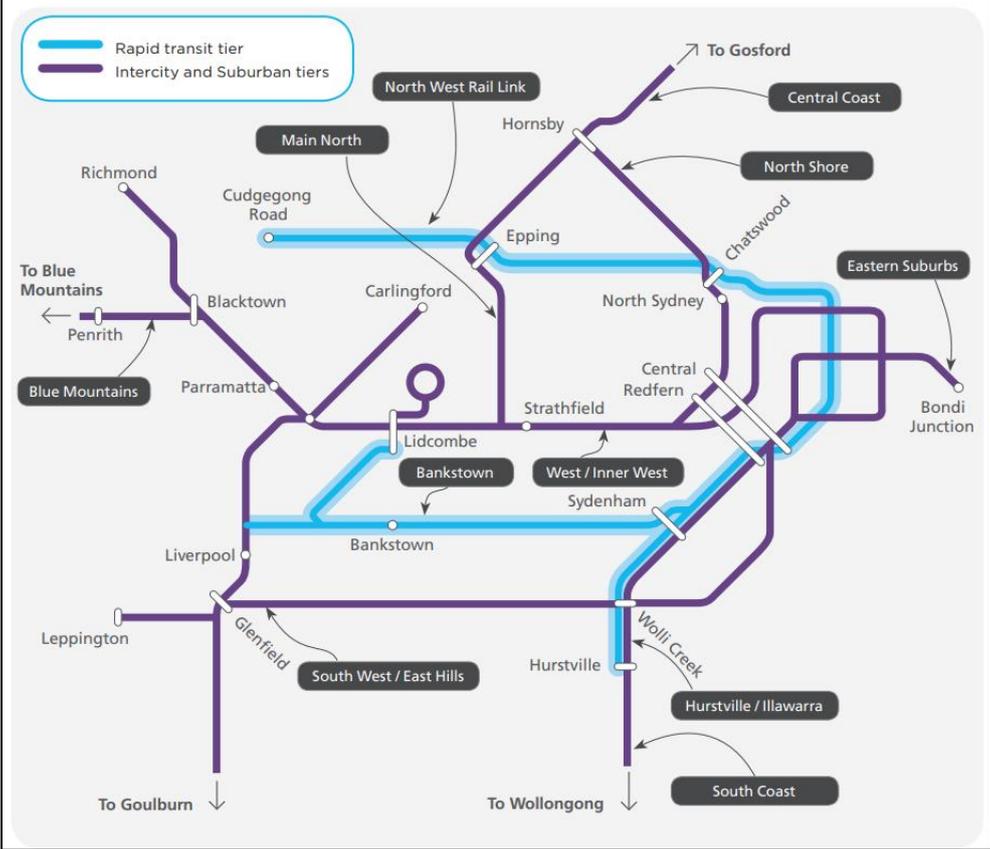
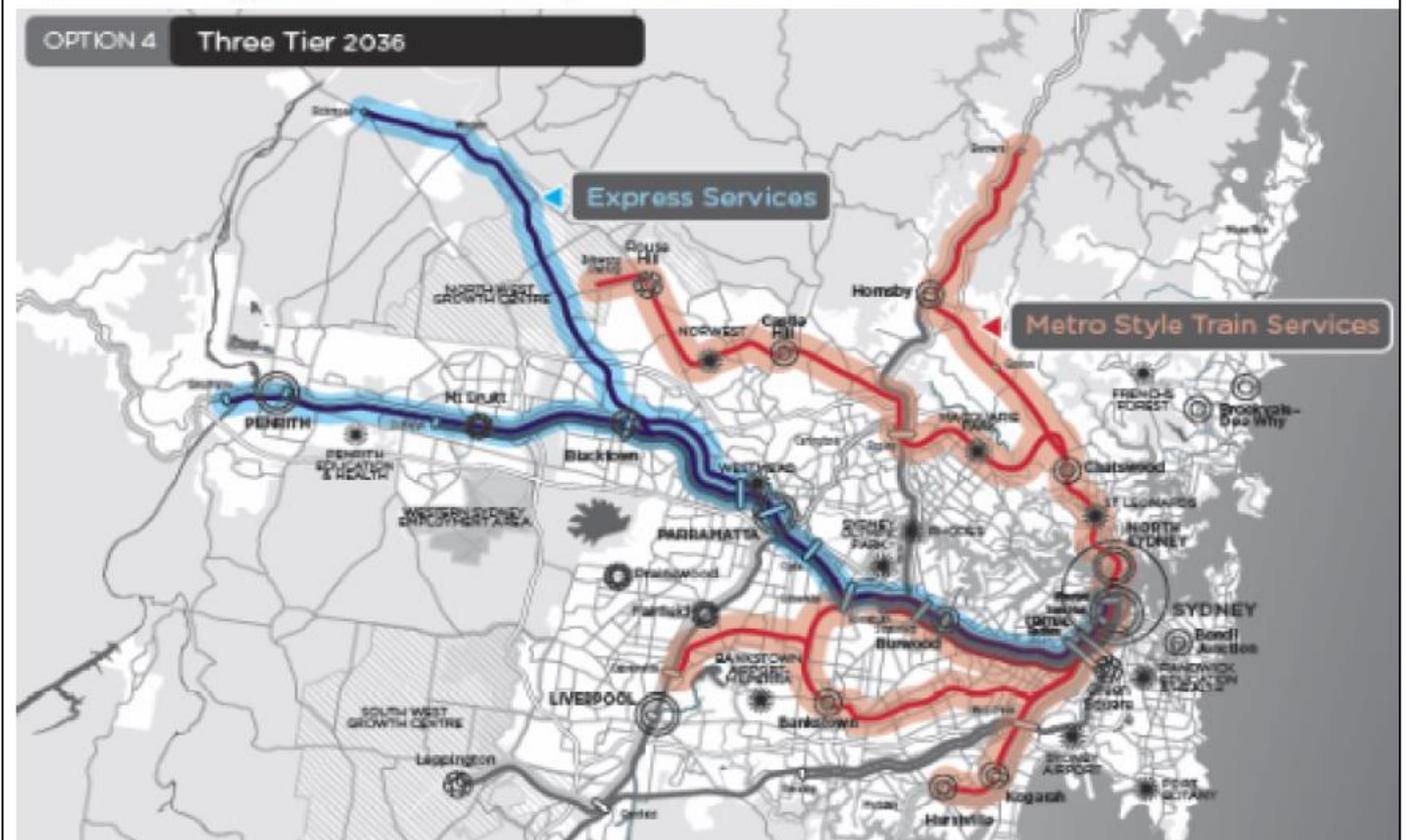
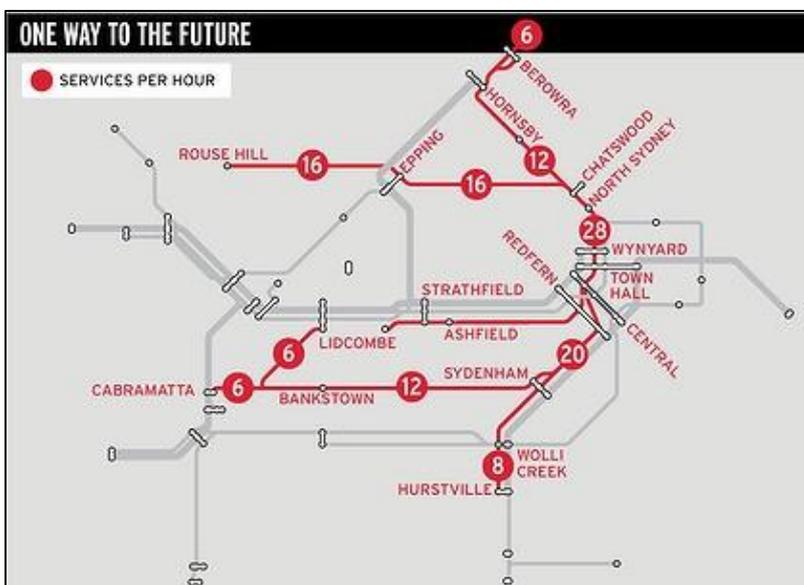


Figure 4.6 Option 4 Customising services - Three Tier 2036



Plans produced in 2011 for Metro also included converting the Inner West Line from City to Homebush¹⁰ and the Bankstown Line from Sydenham to Lidcombe/Cabramatta



Many existing train lines were initially earmarked in 2011 for conversion into Metro¹¹

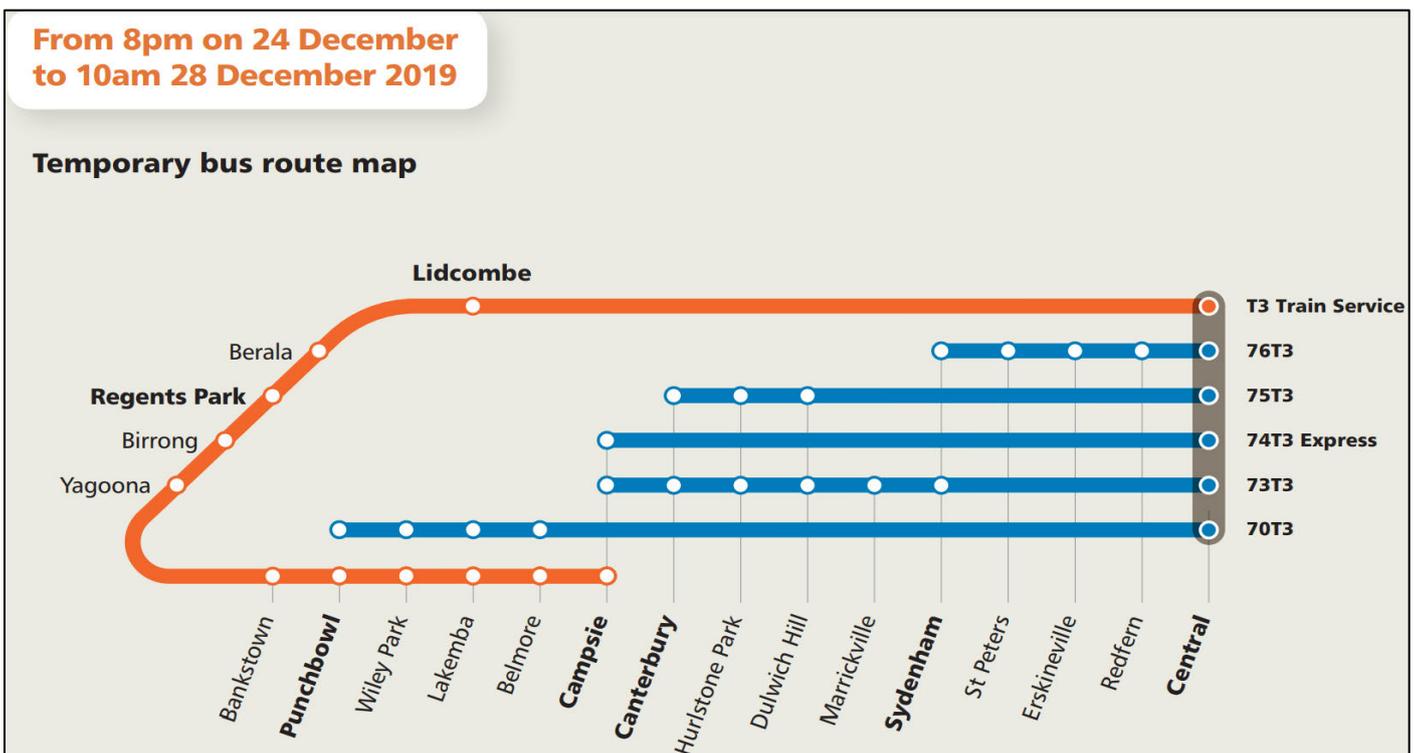
¹⁰ Transport for NSW: Rail options for the Sydney Greater Metropolitan area, Page 29 (November 2011) <https://web.archive.org/web/20120321082136/www.nsw.gov.au/sites/default/files/RailoptionsfortheSydneyGreaterMetropolitan.pdf>

¹¹ Sydney Morning Herald/Jacob Saulwick: Paris-style train plan for city (6 October 2011) <https://www.smh.com.au/national/nsw/paris-style-train-plan-for-city-20111005-119pp.html>

- The T2 Liverpool via Regents Park train service operating from Central during the Bankstown Line shutdown for construction of the Metro Southwest¹⁴



Sydney Trains Network Map 2019 (current map showing T2 Inner West Line to Parramatta and Metro City and Southwest under construction to Bankstown¹⁵)



Temporary Transport Plan for T3 Bankstown Line shutdown with direct trains from City to Campsie via Lidcombe

Both T2 line trains to Liverpool via Regents Park and T3 line trains to Campsie via Lidcombe involve services operating through the Homebush to Lidcombe corridor which demonstrates that there is no track constraint for Inner West Line services (City to Liverpool/Bankstown via Regents Park)

¹⁴ Transport for NSW: Buses replace trains for the T3 Bankstown Line upgrade (Temporary Transport Plan), 6 September 2019

¹⁵ Sydney Trains: Network Map 2019 (26 May 2019)

Fake Claims of Improved Reliability

I have made requests to Transport for NSW through the GIPA Act for evidence of “improved reliability” as a result of termination the Inner West Line at Homebush and Bankstown Line at Lidcombe in 2013

Transport for NSW has not been able to provide any evidence of “improved reliability” on the Sydney Trains network arising from the 2013 changes to the Inner West Line and Bankstown Line

The only documents provided in response to my request merely restate claims of “improved reliability” without any evidence to support such assertions¹⁶

The NSW Government has failed to provide evidence of improved reliability as a result of the Homebush and Lidcombe turnbacks, which was the supposed justification for truncating the Inner West Line and Bankstown Line.

Despite repeated requests since 2013 to Transport for NSW requesting evidence to substantiate claims of improved reliability, no such information or data has been provided supporting the NSW Government’s claims.

Roydon Ng submitted this GIPA request to Transport for NSW in June 2019:

“Transport for NSW has consistently stated that the removal of the City to Liverpool (and Bankstown) via Regents Park train service in 2013 is the result of the Inner West Line’s termination at Homebush and Bankstown Line’s termination at Lidcombe, which was necessary to ease congestion between Lidcombe and Strathfield in addition to improving train reliability on the Sydney rail network. This GIPA request seeks to obtain information supporting such claims. I request under GIPA any report from October 2013 to March 2015 containing a review of the objectives and achievements in: The Rail Clearways Program (especially Clearway 2: Bankstown, Clearway 3: Campbelltown Express and Clearway 4: Airport & South) and the Sydney Trains timetable introduced on 20 October 2013 (especially the T1 Western Line, T2 Airport, Inner West and South Line, T3 Bankstown Line) And if available, any documented examples (reports from October 2013 to November 2017) of how the Homebush and/or Lidcombe turnbacks have directly contributed to a reduction in congestion between Lidcombe and Strathfield, as well as the improvement in train reliability on the Sydney rail network”¹⁷

Transport for NSW released 2 documents that mention claims of improved reliability, but both failed to actually demonstrate or provide examples of improved reliability of truncating the Inner West Line at Homebush and truncating the Bankstown Line at Lidcombe

Item ref (Page Ref.)	Information	Act Ref.	Released or Withheld
Item 1	Timetable Assurance - Operational Review 2013 Standard Working Timetable(SWTT) Turnaround Time Report Date : June 2013 <i>Information not relevant to the information applied for has been deleted pursuant to section 74</i>	s58(1)(a) s74	Full
Item 2	2013 Standard Working Timetable Post Implementation Review Timetable Development & Integration Transport Services Division Date: March 2015 <i>Information not relevant to the information applied for has been deleted pursuant to section 74</i>	s58(1)(a) s74	Full

Documents released by Transport for NSW in response to Roydon Ng’s GIPA request and documents associated with this GIPA (Reference: 19T-0197) are Appendix Item 16 & 17

Summary: the Inner West Line and Bankstown Line were truncated as early preparation for Metro!

¹⁶ Transport for NSW: Timetable Assurance: Operational Review 2013 SWTT V2.01 Turnaround Time Report & 2013 Standard Working Timetable Post Implementation Review [GIPA 19T-0197]

¹⁷ Transport for NSW: GIPA 19T-0197 Notice of Decision (26 July 2019)

Motion to restore the Inner West Line (Liverpool via Regents Park)

On 25 June 2015, Tania Mihailuk (Member for Bankstown, Labor Party) moved a motion in the NSW Legislative Assembly titled "Inner West Train Line"

That this House:

(1) Condemns the Government and the Minister for Transport for removing the Inner West (also known as Liverpool via Regents Park) train line from the Sydney Trains timetable.

(2) Notes that since the removal of the Inner West train line, commuters from Chester Hill, Sefton and Villawood need to change up to three times when commuting to the city via the Inner West for what was previously a direct journey.

(3) Notes that commuting travel times have increased significantly.

(4) Calls on the Government to review the timetable and restore the Inner West train line.

The motion was defeated with 35 Ayes and 47 Noes

However, during the "Inner West Train Line" motion being debated on 25 June 2015, several statements were made regarding the T3 Bankstown Line:

- Kevin Conolly (Member for Riverstone, Liberal Party) – recorded in Hansard¹⁸

"I looked up the Sydney Trains network timetable to see how I would get from Villawood to the city if I wanted to travel by train"

"They are direct services to the city for people travelling from Villawood to Sydney"

- Mark Coure (Member for Oatley, Liberal Party) – recorded on Parliamentary Video¹⁹

"Good God, it's a great service" in reference to Kevin Conolly's comments about the direct train from Villawood to City via T3 Bankstown Line



Kevin Conolly (standing) and Mark Coure (seated)

¹⁸ Inner West Train Line, Legislative Assembly Hansard (25 June 2015) [Hansard]

<https://www.parliament.nsw.gov.au/Hansard/Pages/HansardResult.aspx#/docid/HANSARD-1323879322-60056>

¹⁹ Inner West Train Line, Legislative Assembly Hansard (25 June 2015) [Video]

<https://www.youtube.com/watch?v=zDfaRn5Wrjc>

Mark Coure's interjectory remarks of "good God, it's a great service" at 23 minutes 42 seconds immediately after Kevin Conolly speaks about the direct train from Villawood to City

Kevin Conolly and Mark Coure's remarks during the "Inner West Train Line" debate highlight that the direct T3 Bankstown Line to City Circle was to cater for the commuters affected by the removal of the Inner West Line's Liverpool via Regents Park service

Metro Southwest: Sydenham to Bankstown will remove the final direct train service to City Circle for 9 stations west of Bankstown that have already lost the direct train to City on the Inner West Line's Liverpool via Regents Park service

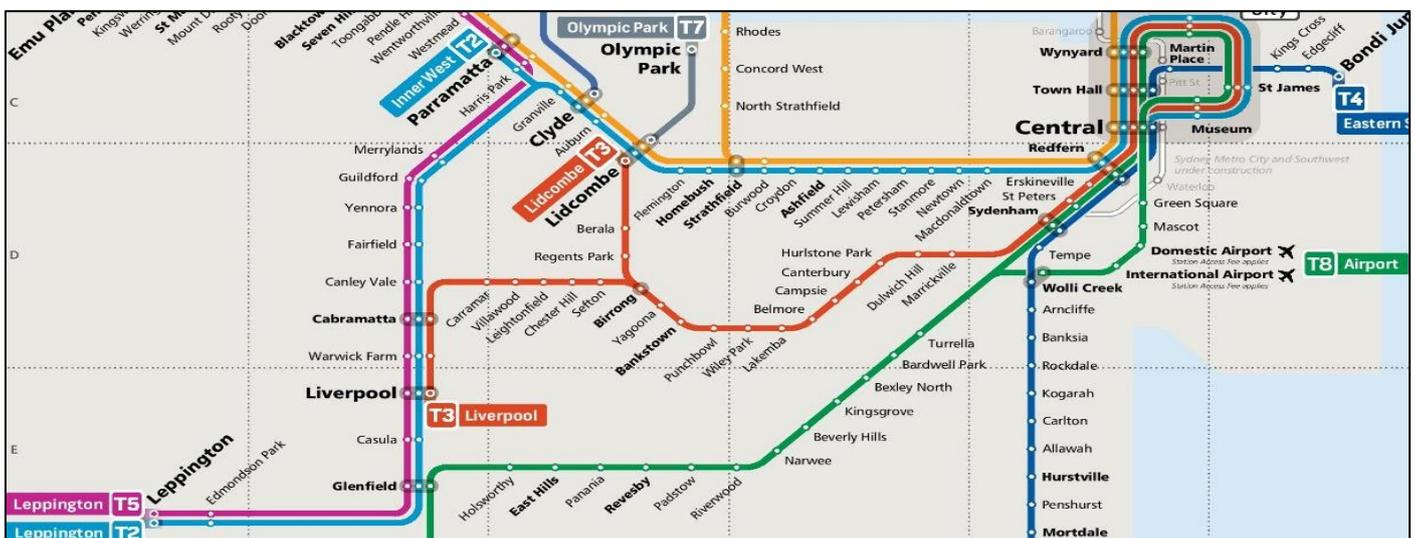
2017 Timetable Changes

On 26 November 2017, the current Sydney Trains timetable was introduced resulting in further changes to the T2 Inner West Line²⁰

Before November 2017	2017 Timetable Change
T2 Airport, Inner West, South Line	T2 Inner West and Leppington Line
<ul style="list-style-type: none"> T2 Inner West Line City Circle to Homebush 	<ul style="list-style-type: none"> T2 Inner West Line City Circle to Parramatta
T3 Bankstown Line	unchanged
<ul style="list-style-type: none"> T3 Bankstown Line City Circle to Liverpool via Bankstown City Circle to Lidcombe via Bankstown 	<ul style="list-style-type: none"> T3 Bankstown Line City Circle to Liverpool via Bankstown City Circle to Lidcombe via Bankstown

T2 Inner West Line is extended from Homebush to Parramatta, stopping at Flemington – Lidcombe – Auburn – Clyde – Granville – Harris Park – Parramatta

The T8 is the new Airport and South Line. Direct trains from Liverpool to Campbelltown are also removed with the re-routing of the T5 Cumberland Line and T8 South Line



2017 Sydney Trains Map

Express trains on the T1 Western Line were also removed from Burwood, Lidcombe, Auburn, Clyde, Granville, Harris Park for the majority of the day

The T2 Inner West Line (usually all stops) replaced the express trains which increased travel times

To Central (AM Peak arriving by 9am)	2013 Timetable	2017 Timetable	Time Increase
Lidcombe	22 min	33 min	11 min
Auburn	25 min	36 min	11 min
Granville	31 min	41 min	10 min

Restoring the Inner West Line (to Liverpool via Regents Park) allows for express trains to stop at Lidcombe, Auburn, Clyde, Granville and Harris Park

²⁰ Sydney Trains: Network Map 2017 (26 November 2017)

11 Key customer impacts

The most significant issues caused by the introduction of the 2017 timetable will relate to:

- Westmead
- Merrylands to Canley Vale
- Burwood
- Padstow and Riverwood
- Harris Park, Granville and Auburn
- Campbelltown to Macquarie Fields
- Lidcombe and Clyde
- Punchbowl, Belmore and Marrickville
- Marayong to Richmond

A station hot spots report is currently being prepared by Rail Program Delivery. The report will be shared with internal stakeholders and updated in this CSEP once finalised.

*More Trains More Services (MTMS) Communications and Stakeholder Engagement Plan*²¹

Transport for NSW's "More Trains More Services – Communications and Stakeholder Engagement Plan"²² indicates that the LGA with the most stations facing significant issues from the 2017 timetable is Cumberland: Lidcombe, Auburn, Clyde, Granville, Merrylands, Guildford, Yennora, Westmead

²¹ Transport for NSW, More Trains More Services (MTMS) Communications and Stakeholder Engagement Plan [GIPA TRA-000529]

²² Transport for NSW: GIPA TRA-00529 Notice of Decision (9 November 2019)

2017: Inner West Line extension to Parramatta confirms “Homebush bottleneck” a hoax

The NSW Government and Transport for NSW has repeatedly claimed that the 2013 timetable changes to the Inner West Line and Bankstown Line, such as removal of the Liverpool via Regents Park service were to improve reliability

Adding to Transport for NSW’s inability to provide any evidence supporting claims of improved reliability, the 2017 timetable confirms that the truncation of the Inner West Line at Homebush and Bankstown Line at Lidcombe was not in fact due a lack of track capacity between these two stations

The supposed lack of track capacity between Homebush and Lidcombe is informally known as the “Homebush bottleneck”

Without any additional new tracks between Homebush and Lidcombe, the T2 Inner West Line was successfully extended from Homebush to Parramatta in the 2017 timetable change

There is no reason why the Inner West Line cannot be restored to Liverpool via Regents Park given that the alleged issue of insufficient track capacity between Homebush and Lidcombe has been debunked by Sydney Trains’ own 2017 timetable change

We know from the Sydney Trains’ statement of 17 September 2013 that the 2013 timetable change was designed to help move the rail network closer to the “three tier” model including Rapid Transit/Sydney Metro (on the Bankstown Line and other lines)

Given that the NSW Government has abandoned its plans to convert the Inner West Line (City to Homebush) and the Bankstown Line (west of Bankstown to Lidcombe/Cabramatta) into Metro, the government should reverse all changes to Inner West Line and Bankstown Line that were done in preparation for Metro

The Inner West Line (City to Liverpool via Regents Park) and the Bankstown Line (City to Bankstown via Regents Park) should be restored, given that the original Metro plans have changed

Faking the Case for Metro Southwest: Sydenham to Bankstown

Bankstown Bottleneck Hoax

Suburban bottlenecks

The Western and North Shore lines are the key bottlenecks of the network, as these lines have the highest level of interchange and station congestion in the CBD. A congested platform at Town Hall can create flow on delays at Blacktown and Penrith. Growth in South Western Sydney and in the Sydney Airport Precinct will place increasing pressure on the East Hills line which must share track through the CBD with the busy Bankstown line.

Extract from Sydney's Rail Future

Transport for NSW has said in the Sydney's Rail Future plan that the "Western and North Shore lines are the key bottlenecks of the network"²³

There is no mention of the Bankstown Line as an actual bottleneck in the Sydney's Rail Future plan which first announced the conversion of the Bankstown Line into Rapid Transit/Metro

The "Bankstown Bottleneck" is used as propaganda by the NSW Government to fake the case for downgrading Sydenham to Bankstown into Sydney Metro Southwest

Congestion at Town Hall deliberately increased

Congestion at Town Hall station has been worsened by the 2013 timetable change which introduced T3 Bankstown Line trains entering the City Circle via Town Hall (instead of via Museum)

The NSW Government deliberately increased congestion at Town Hall to fake the case for Sydney Metro City & Southwest

Old Trains dumped on T3 Bankstown Line before Metro planning approval

2013 Weekday Services (each day)				
Waratah	Millennium C-Set	K-Set	S-Set	
119	143	11	49	8
36%	43%	3%	15%	2%

2017 Weekday Services (each day)				
Waratah	Millennium C-Set	K-Set	S-Set	
188	68	49	94	32
44%	16%	11%	22%	7%

T3 Bankstown Line train fleet operation data obtained through GIPA STR-000308²⁴

²³ NSW Government: Sydney's Rail Future, Page 9 (June 2012)

²⁴ Sydney Trains: Information about train set types used on the Sydney Trains' network prior to and after 26 November 2017 when a new train timetable was introduced (12 January 2018) [GIPA STR-000308]



Sydney Trains fleet images from the Sydney Trains website

The number of different types of trains used on the Bankstown Line in the 2013 and 2017 timetable

The S, K, C set trains are older trains with the S-Set being non-airconditioned

The November 2017 timetable change occurred just months before the Sydenham to Bankstown Preferred Infrastructure Report (PIR) was exhibited by the Department of Planning

The NSW Government appears to have deliberately increased non-airconditioned and older trains on the Bankstown Line as an attempt to generate support for the Sydney Metro Southwest (which has been propagandised with its new airconditioned trains)

The 2013 and 2017 timetable change have been used to fake the case for Sydney Metro Southwest

Signalling Upgrade on T3 Bankstown Line instead of Metro Southwest

Upgrading signalling delivers 20 trains per hour (train every 3 minutes) which is more than the 15 Metro trains per hour (train every 4 minutes) during peak

The T1 North Shore Line (between Chatswood and North Sydney) received a signalling upgrade in early 2019 to run for 20 trains per hour into the City now



Map of the Sydney Trains and Sydney Metro network in 2036

Note that stations between Cabramatta and Chester Hill such as Carramar, Villawood, Leightonfield have no train services and have been replaced by a shuttle bus²⁵

The “Sydney’s Rail Future (SRF): Implementation Plan” obtained under GIPA confirms that there won’t be an increase to the 15 Metro trains

The implication of converting part of the T4 Illawarra Line into Metro is that half of the supposed 30 Metro trains from the Northwest to Sydenham will then be divided towards either Mortdale or Bankstown/Liverpool

It is also doubtful that a train every 4 minutes or higher can be achieved in Sydney Metro regardless of plans to expand the network as the Metro Northwest fails to meet this benchmark

Also, the additional train dwell times involved with the use of mechanical gap fillers at Metro Southwest stations on between Sydenham to Bankstown would increase travel times and reduce the frequency of services

Other Benefits of Upgrading Signalling instead of downgrading to Metro

- Signalling upgrades on the existing Bankstown Line will not involve shutting down the line for many months so 100,000 commuters²⁶ won’t be forced onto buses every day
- The cost of signalling upgrades is much less than converting Sydenham to Bankstown into Metro
- 9 stations west of Bankstown (Berala, Regents Park, Sefton, Chester Hill, Villawood, Leightonfield, Carramar, Birrong, Yagoona) keep the direct train to City Circle
- Lidcombe won’t be overcrowded with potentially up to additional 19,000 commuters²⁷ forced to interchange every day (who want to avoid the Metro)

It is clear that signalling beats Metro!

²⁵ NSW Government: Sydney’s Rail Future Implementation Plan, Page 72 (December 2013) [GIPA 19T-0072]

²⁶ Sydney Morning Herald/Matt O’ Sullivan: Rail line closures to force 100,000 commuters a day to catch buses (18 July 2019)

²⁷ John Brew, Ron Christie, Bob O’Loughlin, Dick Day: A report dated July 2015 about the Sydney Metro and long term transport planning (July 2015) [GIPA TRA-000402]

Comparison: Metro Northwest & Metro Southwest's impact on connecting Sydney Trains' lines

Sydney Metro Northwest opened on 26 May 2019 with services running from Tallawong to Chatswood

Commuters are required to interchange at Chatswood for connecting Sydney Trains services

The T1 North Shore Line from Chatswood to City has had a train every 3 minutes since May 2019

A train every 3 minutes (20 trains per hour) was achieved following a Sydney Trains signalling upgrade



Sydney Metro Northwest and Sydney Metro City & Southwest Map

Sydney Metro City and Southwest is earmarked²⁸ to open on 15 September 2024²⁹ with services continuing from Chatswood through to Sydenham then Bankstown

Commuters are required to interchange at Bankstown for connecting Sydney Trains services

The T3 Bankstown Line west of Bankstown will have no direct trains to the City

Once Sydney Metro City & Southwest opens:

North Shore/Chatswood will have 2 train lines to City (35 trains per hour)

- Metro Northwest/City (15 trains per hour)
- T1 North Shore Line (20 trains per hour)

West of Bankstown will have 0 trains to City

West of Bankstown used to have 2 train lines to City:

- Inner West Line (City to Liverpool via Regents Park and City to Bankstown via Regents Park)
- Bankstown Line (City to Lidcombe via Bankstown and City to Liverpool via Bankstown)

The Inner West Line was removed in 2013 and the Metro Southwest removes the Bankstown Line in 2024

The contrast between the North Shore and West of Bankstown could not be more different

The North Shore gets additional Sydney Trains services and a new Metro line to City

West of Bankstown, however, loses all trains to City and has its final direct line to City removed

²⁸ Transport for NSW: GIPA 19M-006 Notice of Decision (16 January 2019)

²⁹ Transport for NSW: Bankstown Line Conversion – Access, Possessions and Shutdowns (17 December 2018) [GIPA 19M-006]

Bankstown Line shutdown: Temporary Transport Plan

Government breaks promise for Community Consultation and delays release of Temporary Transport Plan

The NSW Government seems to have something to hide by delaying the release of the Temporary Transport Plan for the Sydenham to Bankstown Metro

Sydney Metro announced in February 2017 that the Temporary Transport Plan for the Sydenham to Bankstown Metro would be released several years before the shutdown of the T3 Bankstown Line

The first possession (shutdown) of the Bankstown Line for Sydney Metro Southwest is [3 - 4 August 2019](#)³⁰ but the first extended major shutdown will take place from [24 December 2019 to 10 January 2020](#)³¹

KEEPING CUSTOMERS MOVING

The T3 Bankstown Line will remain operational during the majority of the construction period. Some major station works, major earthworks and bridge works, will be done during rail possession periods, when trains are not running. During these possessions, a temporary transport plan will be implemented to keep customers moving.

Working in possessions

Possession opportunities being considered include:

- ▶ **standard** - using existing Sydney Trains weekend possessions, which currently happen four times a year
- ▶ **additional** - additional weekend possessions, over and above the existing four weekends a year
- ▶ **occasional at Sydenham Station** - possessions of multiple tracks/lines through Sydenham Station overnight or in some instances for days at a time
- ▶ **school holidays** - possessions during summer and winter school holiday periods between 2019 and 2024
- ▶ **final possession** - a final three to six month possession for work that can only be done once Sydney Trains services stop using the T3 Bankstown Line. The metro line would open immediately following this.

Temporary transport plan

A temporary transport plan will be put in place during possessions. This plan will be released to the community several years beforehand. Feedback from stakeholders and the community will be invited during the exhibition of the environmental impact statement in mid-2017. Transport for NSW will work hard to ensure disruptions to customers are minimised.

Temporary transport options that will be considered include a mix of the following:

- B** Temporary transport option 1 - Buses replacing trains stopping at all stations
- B** Temporary transport option 2 - Buses replacing trains stopping at a limited number of stations with express bus to end of journey
- B** Temporary transport option 3 - Buses replacing trains moving passengers to another line
- B** Temporary transport option 4 - increase frequency of existing bus services at specific locations

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“A temporary transport plan will be put in place during possessions. This plan will be released to the community several years beforehand”³²

The NSW Government has failed to explain why the Temporary Transport Plan (TTP) has been released several years late on 6 September 2019 and without the promised community consultation

The Sydenham to Bankstown Environmental Impact Statement also stated that “TTP 1 will be released to the community in 2018. Community and stakeholder input will be invited at that time...”

³⁰ Transport for NSW: Bankstown Line Conversion – Access, Possessions and Shutdowns (17 December 2018) [GIPA 19M-006]

³¹ Transport for NSW: Bankstown Line Conversion – Access, Possessions and Shutdowns (17 December 2018) [GIPA 19M-006]

³² Sydney Metro: Sydney Metro City & Southwest February 2017 Project Update, Page 31 (February 2017)

6. Stakeholder and Customer Engagement

Objectives

Work with councils and other stakeholders to ensure the successful implementation of each TTP.

Develop effective customer communication and information strategies.

6.1 Stakeholder and community engagement

Stakeholder and community engagement has been a hallmark of Sydney Metro and will be critical in developing and delivering each TTP. Sydney Metro has used community feedback over the years to refine various aspects of the project and deliver better outcomes for people affected by construction disruption. That same approach will apply for the TTPs with our commitment to be responsive to community feedback.

Sydney Metro will work closely with community groups to understand the different needs of customers, including those with special needs, or from non-English speaking backgrounds. Sydney Metro has already begun working closely with Sydney Trains, Sydney Coordination Office, bus operators, Councils and other relevant stakeholders to ensure impacts on the community or the local transport network are properly addressed, such as the temporary reallocation of parking spaces for use as bus stops.

The approach to stakeholder and community engagement is outlined in Chapter 4 of the Sydney Metro City & Southwest Sydenham to Bankstown Environmental Impact Statement. Feedback from stakeholders and the community regarding the TTS will be invited during the exhibition of the Environmental Impact Statement and this feedback will inform development of the subsequent TTPs.

6.2 Customer information

Comprehensive customer information and communication strategies will be developed to ensure the community are aware of upcoming possessions, and the temporary rail and bus services that will be available. Information will be tailored to meet the needs of the different customer groups along the corridor, with specific materials to be developed for customers at each Bankstown Line station.

As part of the implementation of each TTP, wayfinding and information signage will be installed at each of the affected stations and TTP bus stops to assist customers to use temporary transport services provided. Sydney Metro will also investigate ways to support travel demand management initiatives to either reduce our customers' need to travel, or reduce the impact of their travel, such as encouraging car-pooling for customers who choose to drive instead of using the other modes available.

TTP 1 will be released to the community in 2018. Community and stakeholder input will be invited at that time, and will be carefully considered as we refine and finalise this first TTP, ready for implementation.

³³ Sydney Metro: Sydenham to Bankstown Environmental Impact Statement Volume 1C (Appendices C to I), Page 324

Despite Sydney Metro stating in 2017, that the Temporary Transport Plan would not only be released in 2018 before the shutdown of the Bankstown Line, the community would also be invited to consultations

On 18 July 2019, the Sydney Morning Herald's Matt O'Sullivan published an article: Rail line closures to force 100,000 commuters a day to catch buses³⁴

On 22 July 2019 the Canterbury-Bankstown Express' Lawrence Machado published an article: Bankstown braces for travel chaos when trains stop for Christmas holidays³⁵ containing a quote from Transport for NSW Coordinator General Marg Prendergast:

"Final transport plans will be shared with the community well in advance of any shutdown"³⁶

The government not only has broken its promise for community consultation with the Temporary Transport Plan, but it has also been delaying its release for reasons yet to be announced

The public did not have an opportunity to be heard before the release of the Temporary Transport Plan (on 6 September 2019) about bus services replacing trains on the T3 Bankstown Line

Sydney doesn't need Metro to replace existing services; it needs investment in double-deck trains and upgraded signalling for existing heavy rail lines

Inadequate Information Published

Since June 2018, I have made multiple GIPA requests and attempts to obtain the Temporary Transport Plan for the Sydenham to Bankstown Metro

Transport for NSW/Sydney Metro has abused the spirit of GIPA by often refusing to process requests, delaying processing and charging excessive fees for information that is of public interest

Freedom of Information (GIPA) Campaign to obtain Temporary Transport Plan

Beginning in June 2018, I made multiple attempts under GIPA to obtain the Temporary Transport Plan

On 4 occasions between June 2018 and September 2019, Transport for NSW decided that the GIPA request for the Temporary Transport Plan was "invalid"

In July 2018, after extensive negotiation with Transport for NSW imposed a \$630 processing fee for access to documents relating to the Temporary Transport Plan and Temporary Transport Strategy

The Temporary Transport Plan was deemed not to be of "public interest" by Transport for NSW

Roydon Ng sought the assistance of the community through crowdfunding using GoFundMe which attracted the attention of Channel 9 News Sydney, who paid for the GIPA request (19M-0001) and used it as the basis for a story broadcast on 17 October 2018

Sydney Metro suspiciously delayed the processing of my new GIPA request for the Temporary Transport Plan in early 2019

I received an email from Transport for NSW acknowledging that an extension of the processing deadline is due to "delayed response from business [Sydney Metro] ..."

The Christmas shutdown is also excluded from the calculation of 20 working days for an agency to process a GIPA request upon receipt

³⁴ Sydney Morning Herald/Matt O' Sullivan: Rail line closures to force 100,000 commuters a day to catch buses (18 July 2019)

³⁵ Canterbury-Bankstown Express/Lawrence Machado: Bankstown braces for travel chaos when trains stop for Christmas holidays (22 July 2019)

³⁶ Transport for NSW Media Release: South West Metro Upgrades to ramp up over holidays (18 July 2019)

RE: GIPA Application 19M-0006 extension



Informationmanager <Informationmanager@transport.nsw.gov.au>
To Roydon Ng

Follow up. Start by Thursday, 20 December 2018. Due by Thursday, 20 December 2018.

Hi Roydon,

Thanks for your cooperation . Actually this is due to delayed response from business and also Christmas shutdown.

Information Access Unit
Corporate Services
Transport for NSW

After receiving information that the Temporary Transport Plan had been updated internally by Transport for NSW since the broadcast of the Channel 9 News Sydney story in October 2018, I made a fresh GIPA request for the latest version of the documents

My latest GIPA request for the Temporary Transport Plan in June 2019 was met with a \$540 processing fee from Sydney Metro, which again was fortunately covered by the generosity of community donations through GoFundMe

Transport for NSW initially denied this request as “Invalid”, and it was only after Roydon Ng’s repeated advice of the previous GIPA to Channel 9 News Sydney in 2018, that Transport for NSW reluctantly admitted that this GIPA could be processed

Transport for NSW and Sydney Metro persistently refused to address the fact that the ‘Sydney Metro City & Southwest February 2017 Project Update’ had stated that the Temporary Transport Plan would be released “several years beforehand” of the Bankstown Line possessions (shutdown) and continued to deem such documents not of “public interest”

On 4 September 2019, Sydney Metro released 45 pages of documents to me regarding the Temporary Transport Plan etc., but only the first 7 pages contained new information, with the remaining pages the same material released in GIPA to Channel 9 News Sydney in 2018

The first 7 pages contained the Temporary Transport Plan July 2019 update, which was a revised version of a document released in GIPA to Channel 9 News Sydney

Transport for NSW/Sydney Metro has abused the spirit of GIPA through imposing processing fees on what is of high public interest and significance as [100,000 commuters will be forced onto buses during the shutdown of the Bankstown Line](#)

Also, for the repeated attempts to block access to the Temporary Transport Plan, the decision to charge \$1,170 for information that Sydney Metro promised to release in 2018 publicly is clear evidence of GIPA being used as revenue raising by the NSW Government

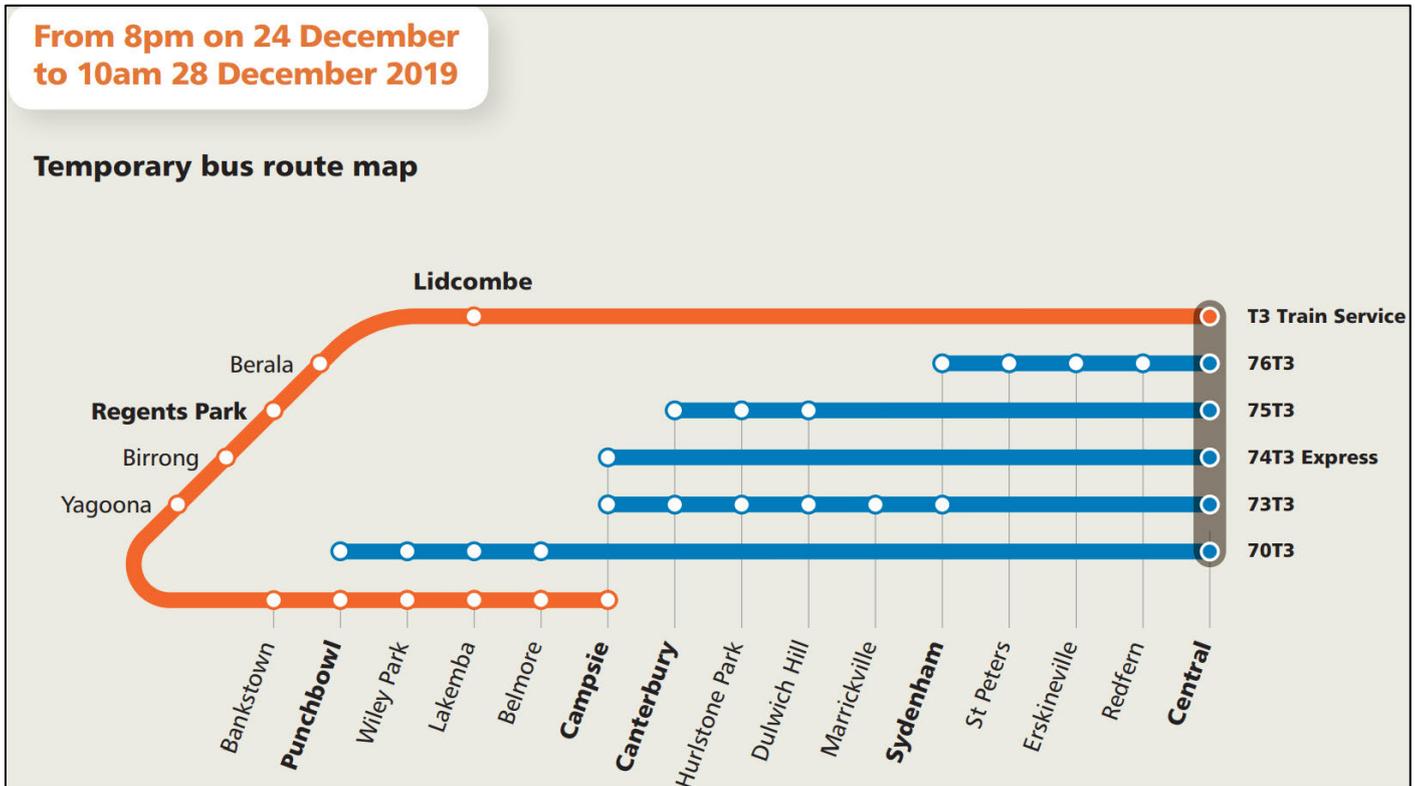
Despite releasing several pages of the Temporary Transport Strategy under GIPA to Channel 9 News Sydney in 2018, Transport for NSW has since deemed the entire document to be “Cabinet in Confidence” to prevent access to the full document

Documents on these GIPA requests are Appendix Item 59

Inadequacy of Temporary Transport Arrangements

The Temporary Transport Plan released on 6 September 2019³⁷ raises many issues including:

- The loss of direct services between Liverpool and Bankstown
- The lack of replacement bus services at Bankstown station
- The question of whether adequate street space exists for such a large number of buses outside stations such as Sydenham and Central



Temporary Transport Plan

http://data.mysydney.nsw.gov.au/documents/MET028C_TTP+-+Information+Brox+BAU+Version+v10.pdf

“Homebush bottleneck” debunked again

Another significant feature of the T3 Train Service from Central to Campsie via Lidcombe is that it travels along what was the former Inner West Line (to Regents Park) and Bankstown Loop

The NSW Government claimed in 2013 that there was insufficient track capacity for T3 Bankstown trains between Homebush and Lidcombe (“Homebush bottleneck”), and used this as the basis for removing the Inner West Line’s City to Liverpool (& Bankstown loop) via Regents Park service

The Temporary Transport Plan is further proof that the NSW Government lied about the track capacity issue at the “Homebush bottleneck” in 2013 just as the NSW Government is continuing to spread propaganda about the “Bankstown bottleneck”

³⁷ Transport for NSW: Buses replace trains for the T3 Bankstown Line upgrade (Temporary Transport Plan) (6 September 2019)

T3 Trains terminating at Central

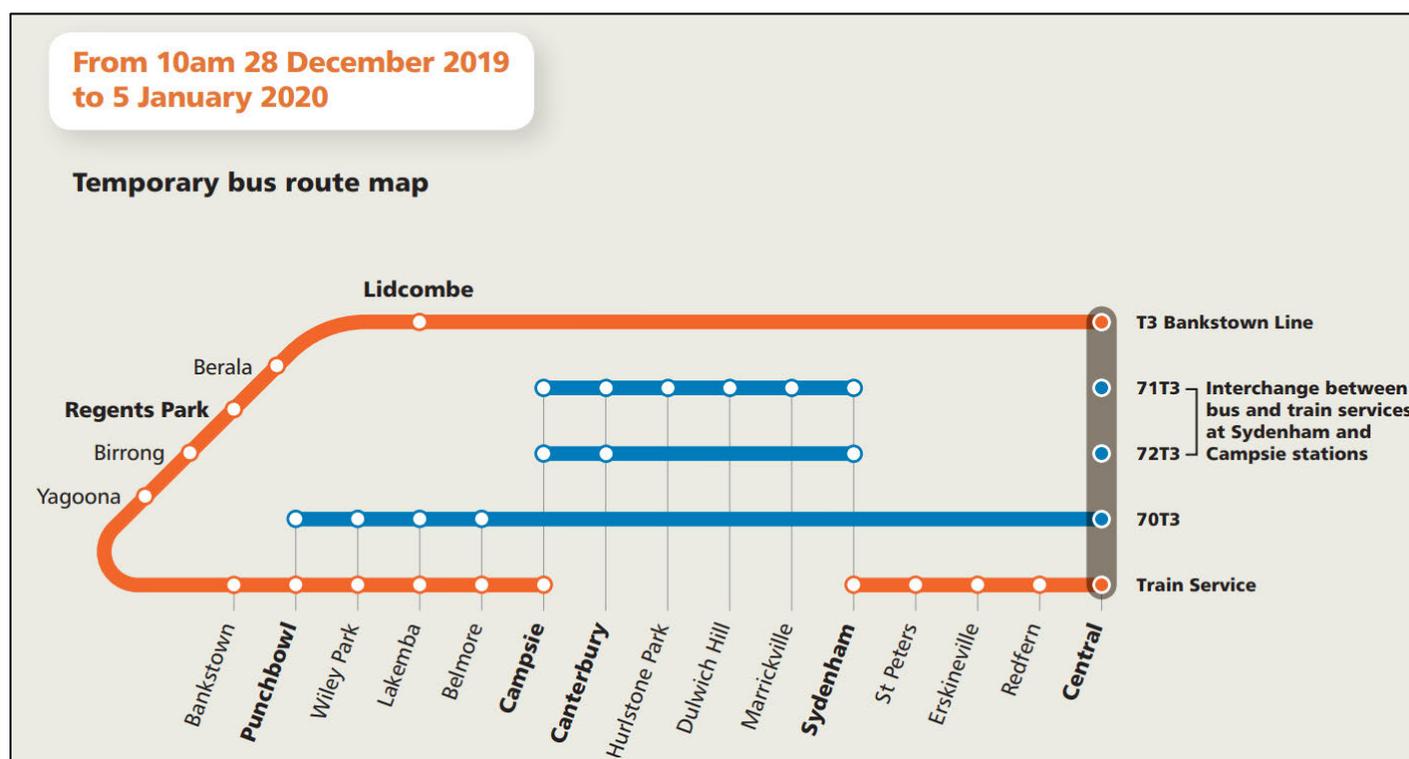
It is also inadequate that the T3 and T2 Line during the shutdown appears to terminate at Central and not continue around the City Circle

No T3 Trains to Liverpool

Another inadequacy of the Temporary Transport Plan is the lack of information regarding stations between Birrong and Liverpool on the T3 Bankstown Line

It appears that the government does not want to acknowledge that the T3 Bankstown Line currently services all stations from Bankstown to Liverpool

The map also does not explain what a station name that is in bold means and assuming it means an interchange, and there is a lack of information explaining why Regents Park is in bold



Temporary Transport Plan

http://data.mysydney.nsw.gov.au/documents/MET028C_TTP+-+Information+Brox+BAU+Version+v10.pdf

Bus Routes

The lack of replacement bus services in the latter part of the shutdown from Campsie, Canterbury, Hurlstone Park, Dulwich Hill, Marrickville, Sydenham to Central is concerning

Replacement buses finishing at Central also increase interchange at Central station as the existing T3 Bankstown Line provides direct access to City Circle station such as Town Hall, Wynyard, Circular Quay, St James, Museum

It also of concern that replacement buses (from between Punchbowl to Sydenham) do not include a stop at Redfern station

Transport for NSW also needs to release the actual bus routes (map of roads traversed) for the Temporary Transport Plan

Public Transport network unable to cope with demand

In recent years, there has also been Inner West Light Rail trackwork during the Christmas, and New Year period which also requires replacement buses at Central station, there may not be enough space for both Inner West Light Rail and Bankstown Line replacement buses

Shutting down the Bankstown Line during New Year’s Eve will undoubtedly cause severe delays no matter how many buses the government promises to operate for the special event

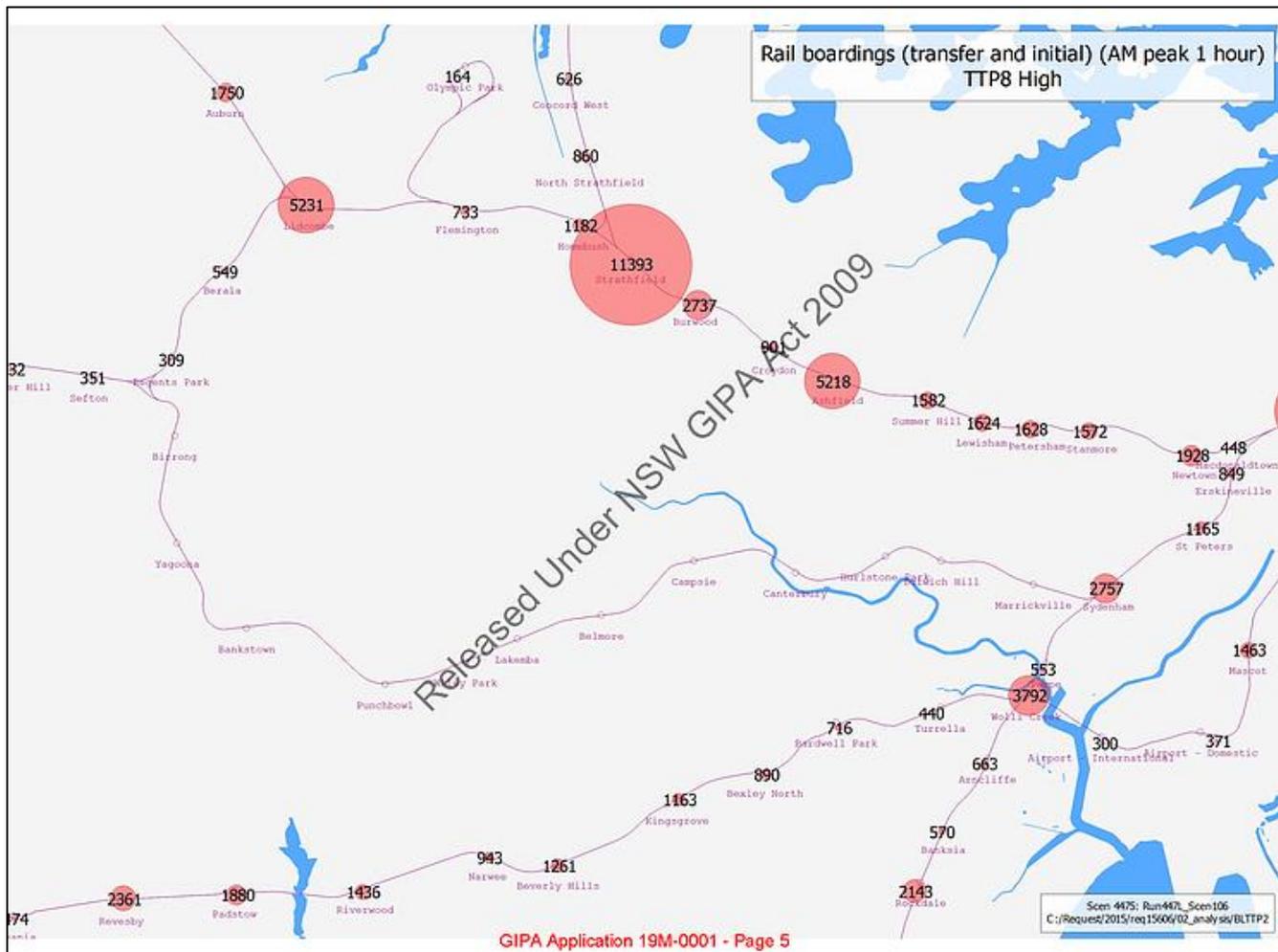
Most roads are already at capacity especially during peak hour and without significant widening are not able to cater for a smooth flow of existing traffic along with replacement bus services

Impact on other Train lines

Transport for NSW has also failed to explain why Central to Hurstville on the T4 Illawarra Line is being shut down as well...

The Temporary Transport Plan also fails to cater for regional trains with NSW TrainLink (InterCity) services to southern NSW, Canberra and Melbourne all impacted by the closure between Central and Sydenham

Increased Patronage from Lidcombe, Strathfield, Ashfield



Government documents showing increased patronage at Ashfield, Strathfield, Lidcombe and other stations resulting from the Bankstown Line shutdown from Marrickville to Birrong³⁸

³⁸ Transport for NSW: Temporary Transport Plan model runs - presentation of key results (21 December 2017) [GIPA 19M-0001]

Note that Birrong and Yagoona will also be shut down despite being west of Bankstown



Reported by 9 News on 17 October 2018³⁹

The shutdown of the T3 Bankstown Line will have severe impacts on the T1 Western Line and T2 Inner West/Leppington Line with thousands more commuters boarding at Lidcombe, Strathfield and Ashfield

The NSW Government has not announced any plans to increase train services on either the T1 Western Line or T2 Inner West/Leppington Line to cater for the additional commuters coming from the T3 Bankstown Line during the shutdown

Lidcombe had express trains removed from the T1 Western Line in the Sydney Trains timetable change of November 2017

The shutdown of T3 Bankstown Line will also severely impact on the T8 Airport/South Line

³⁹ 9 News Sydney/Eddy Meyer: Story about Bankstown Line shutdown (17 October 2018)
<https://twitter.com/9NewsSyd/status/1052457179582730240>

There's a **RAIL CRISIS** heading to your suburb!

The state government is pushing ahead with its wasteful plan to convert the Bankstown Rail line to a Metro. Many stations along your rail line, the T8 Airport and South Line, will be flooded with extra passengers during the 5 year construction period. (See the forecast figures below). *It's just crazy!*

Contact Mark Couré, MP for Oatley, (9580 9349), and tell him you don't want his government to convert the Bankstown Line to a Metro.



Shutdown Bankstown Line station	Airport & South Line stations from where Bankstown Line commuters will be transferred	Extra daily commuters transferred from the Bankstown Line to the Airport & South Line ¹	Current Airport & South Line station daily trips ²	Potential increase in usage
Bankstown	Padstow	18,360	7,140	257%
Punchbowl	Riverwood	5,490	8,220	67%
Wiley Park	Narwee	3,530	4,040	87%
Lakemba	Beverly Hills	7,770	5,320	146%
Belmore	Kingsgrove	5,550	5,900	94%
Overall impact		40,700	30,620	133%

¹ Taken from 2016 entries and exits as outlined in EIS Temporary Transport Strategy
² Taken from 2014 barrier counts at <http://visual.bts.nsw.gov.au/barrier/>

Sydenham to Bankstown Alliance flyer produced in July 2018 regarding the number of commuters from the T3 Bankstown Line using the T8 Airport and South Line during the Bankstown Line shutdown⁴⁰

Impact on Persons with Disabilities

The NSW Government and Sydney Metro have acknowledged that only a majority of replacement buses would be accessible services for persons with disabilities⁴¹

As this is not a trackwork bus service that has leeway for non-accessible buses, but rather a rail replacement service; the NSW Government needs to ensure that all buses are wheelchair accessible

During the downgrading of the Epping to Chatswood rail link for the conversion of the line into Metro Northwest, the northern suburbs received new StationLink buses that are fully accessible and airconditioned

⁴⁰ Sydenham to Bankstown Alliance flyer produced in July 2018 regarding the number of commuters from the T3 Bankstown Line using the T8 Airport and South Line during the Bankstown Line shutdown

⁴¹ NSW Parliament Budget Estimates 2019: Transport – Answers to Questions on Notice, Question 66

But the NSW Government has not committed to fully accessible and airconditioned new buses for the shutdown of the Bankstown Line as it is downgraded into Metro Southwest

Impact on Local Roads

The NSW has failed to account for the increased number of people that will drive to stations on the T1 Western Line, T2 Inner West/Leppington Line, T8 Airport/South Line during and permanently after the construction of Metro Southwest

Commuters west of Bankstown will not want to face the significantly increased travel times that arise with the Temporary Transport Plan and will instead drive to Lidcombe, Padstow, Revesby instead

There is also insufficient commuter parking at Lidcombe station, which was worsened in 2013 when the Inner West Line (City to Liverpool/Bankstown via Regents Park) was removed as this encouraged driving to Lidcombe for a direct train to the City on the T1 Western Line (express only in off-peak) or T2 Inner West/Leppington Line

Bankstown's Stacey Street is already congested enough and cannot handle with additional north-south traffic of people driving to Padstow and Revesby for a direct train to City on the T8 Airport/South Line

The NSW Government needs to start building a new commuter carpark at Lidcombe and Bankstown stations to address the current lack of parking and the cater for future changes in travel habits

Most people will either drive to Lidcombe, Bankstown/Punchbowl, Revesby/Padstow to board direct train services instead of catching a train from west of Bankstown and then being forced to interchange

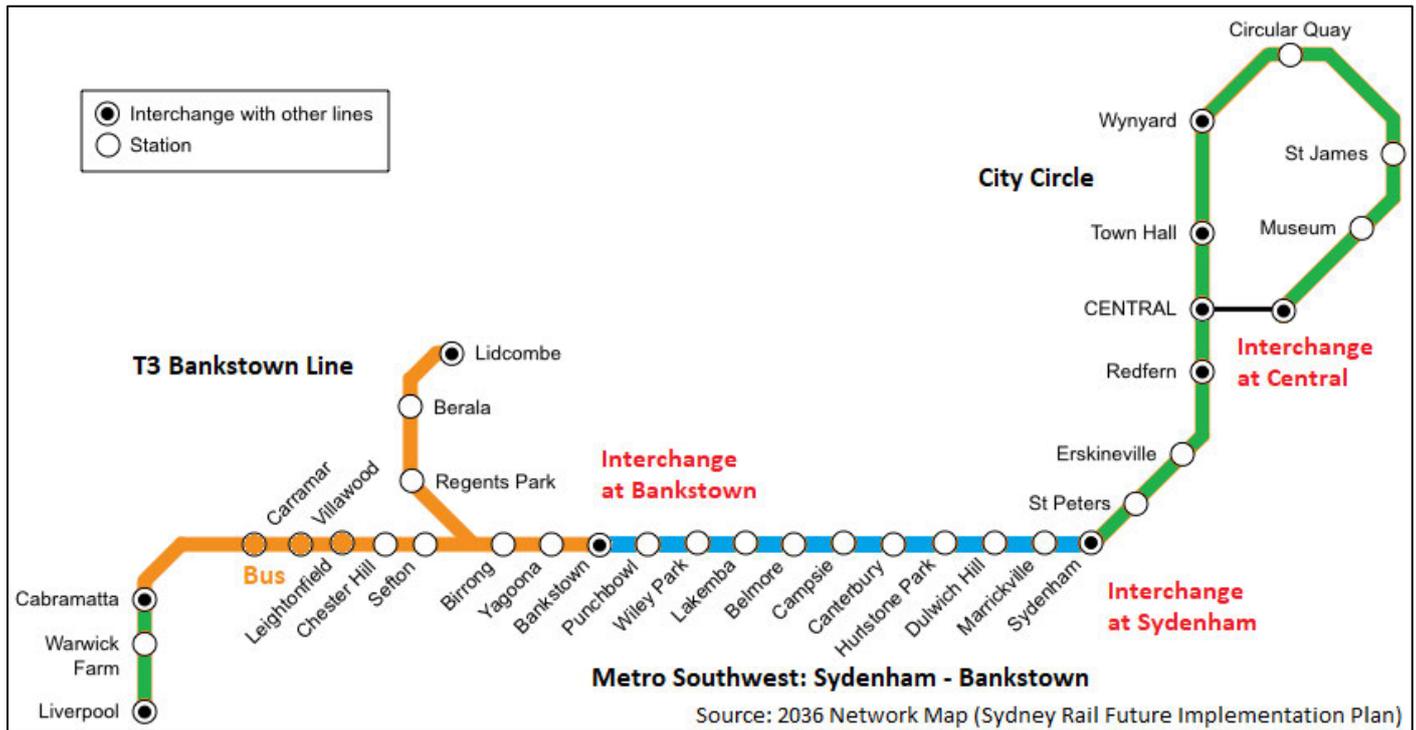
Buses and local traffic is often at a languid pace especially during peak hour in the Inner West, Canterbury-Bankstown and Cumberland LGA; so, the addition of 90 – 100 buses will turn the streets into the 'carparks' that actually need to be at local train stations



Video of a bus taking over 30 seconds to clear an intersection outside Campsie Station⁴²

⁴² Save T3 Bankstown Line: Bus takes over 30 seconds to clear intersection at 6pm (22 July 2019) <https://twitter.com/SaveT3Bankstown/status/1153236361677139970>

Metro Southwest Negatively Impacts on communities west of Bankstown



T3 Bankstown Line (Lidcombe – Bankstown – Cabramatta⁴³) operated by Sydney Trains
Sydney Metro Southwest: Sydenham to Bankstown
East of Sydenham (T4 Illawarra Line or T8 South Line) and City Circle operated by Sydney Trains

The NSW Government is planning to downgrade Sydenham – Bankstown as part of the Sydney Metro City and Southwest project which supposedly will open in 2024

Sydney Metro regularly refers to Metro Southwest as converting the “Bankstown LINE” to cover-up the existence of T3 Bankstown Line stations west of Bankstown

14 Stations west of Bankstown (and Local Government Area) negatively impacted:

- | | | |
|---|--|--|
| <ul style="list-style-type: none"> • Lidcombe (Cumberland) • Berala (Cumberland) • Regents Park (Cumberland/ Canterbury-Bankstown) • Birrong (Canterbury-Bankstown) • Yagoona (Canterbury-Bankstown) | <ul style="list-style-type: none"> • Sefton (Canterbury-Bankstown) • Chester Hill (Cumberland/ Canterbury-Bankstown) • Leightonfield (Canterbury-Bankstown) • Villawood (Canterbury-Bankstown) • Carramar (Fairfield) | <ul style="list-style-type: none"> • Cabramatta (Fairfield) • Warwick Farm (Liverpool) • Liverpool (Liverpool) • Casula* (Liverpool) <p>* Casula isn't a T3 Bankstown Line station but is a South West Sydney station also facing increased travel times</p> |
|---|--|--|

Cumberland, Fairfield and Liverpool LGA have been excluded from the planning process of the Sydenham – Bankstown Metro despite being negatively impacted by the project

The Bankstown – Liverpool Metro extension (new line) is not justification for Sydenham – Bankstown Metro as original plans was the conversion of the existing line from Sydenham – Lidcombe/Cabramatta

⁴³ Sydney Metro: Sydney Metro City & Southwest February 2017 Project Update, Page 31 (February 2017)

Released under the Information Access Act 2009

Our Concerns
As former rail executives we are very concerned that:

- A. There is no evidence to support the claims 1. 2.& 3. above.
- B. The plan does not address the major long term issues of the network.
- C. Removal of heavy rail on the Bankstown Line will cause:
 - Major disruption to the efficient operation of the network, resulting in
 - Reduction in network flexibility & reliability
 - 19,000 commuters will have to change trains for the first time since the network was built. Resulting in longer journey times for commuters from the Southern stations between Liverpool/Lidcombe turn-back and in between stations from Carramar, Villawood, Leightonfield, Chester Hill, Sefton (11,000) and Berala, Birrong, Yagoona (8,000) to Bankstown as they will need to change trains into metro services to the city.
 - Services on the Illawarra line will be required to stop at St Peters and Erskineville resulting in increased train journey times and a reduction in line capacity of the Illawarra line.
 - Loss of network flexibility as the Bankstown Line also acts as a relief line for the following lines during times of major disruption for:
 - Western Lines
 - South West Lines
 - South Line

Page A2.5

Transport for NSW GIPA TRA-000402 Page 6 of 10

Without community consultation with the western side of the T3 Bankstown Line, Gladys Berejiklian has decided to cut off 19,000 commuters from Sydney by removing the direct train to City from 9 stations such as Berala, Regents Park, Sefton, Chester Hill, Leightonfield, Villawood, Carramar, Birrong, Yagoona

For the first time in the history of the Sydney Trains network, an additional 19,000 commuters will have to interchange every day at either Lidcombe, Bankstown, Cabramatta, (and possibly Birrong)

Former rail executives John Brew, Ron Christie, Bob O'Loughlin and Dick Day, have also warned⁴⁴ that removal of heavy rail on the T3 Bankstown Line will cause significant disruption and a reduction in reliability to the network

Downgrading the T3 Bankstown Line into Metro removes the final direct train line to City for stations west of Bankstown, having already lost the Inner West Line (City to Liverpool via Regents Park and City to Bankstown via Regents Park) due to Gladys Berejiklian's 2013 timetable cuts

A commuter from west of Bankstown to travel along the current T3 route to City Circle would need to catch 3 separate trains and interchange at Bankstown and again at Sydenham or Central once Sydenham – Bankstown is downgraded into Metro

The current design of Bankstown Station as an interchange between Sydney Trains and Sydney Metro will see commuters having to walk up to 450 metres between trains (as the Metro platforms are on the eastern end of the station), which will increase travel times and make it even harder for less-mobile commuters to travel

⁴⁴ John Brew, Ron Christie, Bob O'Loughlin, Dick Day: A report dated July 2015 about the Sydney Metro and long term transport planning (July 2015) [GIPA TRA-000402]

Future Cut to T3 line at Cabramatta

The T3 Bankstown Line currently services all stations from City to Lidcombe and Liverpool via Bankstown, but this appears to be changing once the Sydenham – Bankstown Metro is built

Interchanging with Sydney Trains services

Sydney Metro customers will be able to change between Sydney Metro Trains and Sydney Trains services at Sydenham Station and Bankstown Station.

The T3 Bankstown Line beyond Bankstown will continue to be operated by Sydney Trains between Cabramatta, Lidcombe and Bankstown. Sydney Trains will no longer operate on the T3 Bankstown Line between Sydenham and Bankstown stations.

Property acquisition

In designing major infrastructure projects, Transport for NSW makes every possible effort to avoid the need to acquire private property. However, in some cases property acquisition is required to allow construction of a major project.

The Project team will make direct contact with any owner or tenant whose property is directly affected by the Project to explain the process. Following this contact a formal letter will also be sent confirming that a property is required, including details of the proposed property acquisition process.

16

Sydney Metro City & Southwest February 2017 Project Update⁴⁵



Map of the Sydney Trains and Sydney Metro network in 2036 with Cabramatta terminal of T3 Bankstown Line⁴⁶

⁴⁵ Sydney Metro: Sydney Metro City & Southwest February 2017 Project Update, Page 16 (February 2017)

⁴⁶ NSW Government: Sydney's Rail Future Implementation Plan, Page 72 (December 2013) [GIPA 19T-0072]

Travel Times to Increase by 17 minutes for South West Sydney

DRAFT - CABINET IN CONFIDENCE

Challenge to address: Opportunities to delay construction of 6 track Croydon to Granville tunnel to 2030's / 2040's

Timescale: 2026+

Problem arising / problem definition:

Converting Bankstown Line (T3) to rapid transit without completing the Croydon to Granville tunnel will have travel time impacts on passengers destined to the CBD from four stations on the South Line (Liverpool, Cabramatta and lower patronage stations at Warwick Farm and Casula).

These customers are likely to experience JT to CBD via South Line (without Croydon-Granville tunnel and running 20tph) of over 1 hour - c. 17 mins extra against today.

Opportunities to delay construction of 6 track Croydon to Granville tunnel to 2030's / 2040's				
ID	Options to address	Evaluation – Pros	Evaluation – Cons	Summary evaluation
#1	(Do nothing) retain existing South Line route for Liverpool customers via Granville. Consider implementing skip stop pattern.	Low capital cost and delivery risk.	<ul style="list-style-type: none"> Significantly reduced JT for Liverpool customers (c. 17 mins) due to increased number of services on South Line required. Too many trains (20) to implement skip stop pattern - therefore slower JT. Doesn't meet fundamental customer requirements 	Non-viable: Unacceptable customer outcomes

SRF Implementation Plan

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GIPA Application TRA-000628 - Page 34

Sydney's Rail Future (SRF) Implementation Plan (December 2013) obtained under GIPA⁴⁷

Liverpool and South West Sydney commuters can expect significant increases in travel times of 17 minutes as a result of downgrading the Sydenham – Bankstown into Metro as the T3 Liverpool to City via Bankstown express train will be removed as well

The “Sydney’s Rail Future Implementation Plan” suggests a remedy to the increased travel times for Liverpool, Cabramatta, Warwick Farm, Casula commuters with the construction of additional tracks (tunnel from Croydon or Homebush to Granville) for the T1 Western Line

However, plans to upgrade the Western Line with a tunnel from Croydon to Granville for the T1 Western Line were abandoned in 2013 with the [WestConnex M4 tolls given priority investment in our railways⁴⁸](#)

In February 2018, Transport for NSW sent an email to Roydon Ng (convenor of Restore Inner West Line & Save T3 Bankstown Line) regarding upgrading the T1 Western Line with additional tracks/tunnels:

“the project does not form part of the government’s committed plans”

“the NSW Government has committed to Metro West...”

I have included background research into additional tracks on Western Line being abandoned for WestConnex tolls⁴⁹ as part of my submission

⁴⁷ NSW Government: Sydney’s Rail Future Implementation Plan, Page 202 (December 2013) [GIPA 19T-0072]

⁴⁸ AltMedia (CityHub Sydney)/Roydon Ng: Upgrade dumped for WestConnex Tolls (18 March 2019) <http://cityhubsydney.com.au/2019/03/upgrade-dumped-for-westconnex-tolls/137857/>

⁴⁹ Western Line upgrade abandoned to increase toll revenue on M4 WestConnex <https://restoreinnerwestline.org.au/wp-content/uploads/2019/09/Western-Line-upgrade-abandoned-to-increase-toll-revenue-on-M4-WestConnex-compressed.pdf>

No Trains to City

The Metro Southwest: Sydenham – Bankstown project will remove the final direct train to City Circle (Central, Town Hall, Wynyard, Circular Quay, St James, Museum) and Redfern for 9 stations west of Bankstown

The letter from former rail executives John Brew, Ron Christie, Bob O’Loughlin and Dick Day also warns that 19,000 commuters from west of Bankstown will have to interchange for the first time in the history of the Sydney Trains network and overall reliability will suffer from converting Sydenham to Bankstown into Metro⁵⁰

The 9 stations west of Bankstown are: Berala, Regents Park, Sefton, Chester Hill, Leightonfield, Villawood, Carramar, Birrong and Yagoona

Need to Restore Inner West Line

Travelling from Berala to Circular Quay used to be a direct train on the Inner West Line, but this has not been possible since 2013

Over the past 6 years, I have been actively campaigning for the restoration of the Inner West Line (City to Liverpool/Bankstown via Regents Park) and serve as the convener of the Restore Inner West Line community action group

Restore Inner West Line is a non-partisan campaign with our aims have been endorsed by a variety of political parties/candidates/representatives at the local government and state government level

In 2018, the Restore Inner West Line community action group partnered with other local organisations to form the Save T3 Bankstown Line campaign to oppose the Metro Southwest

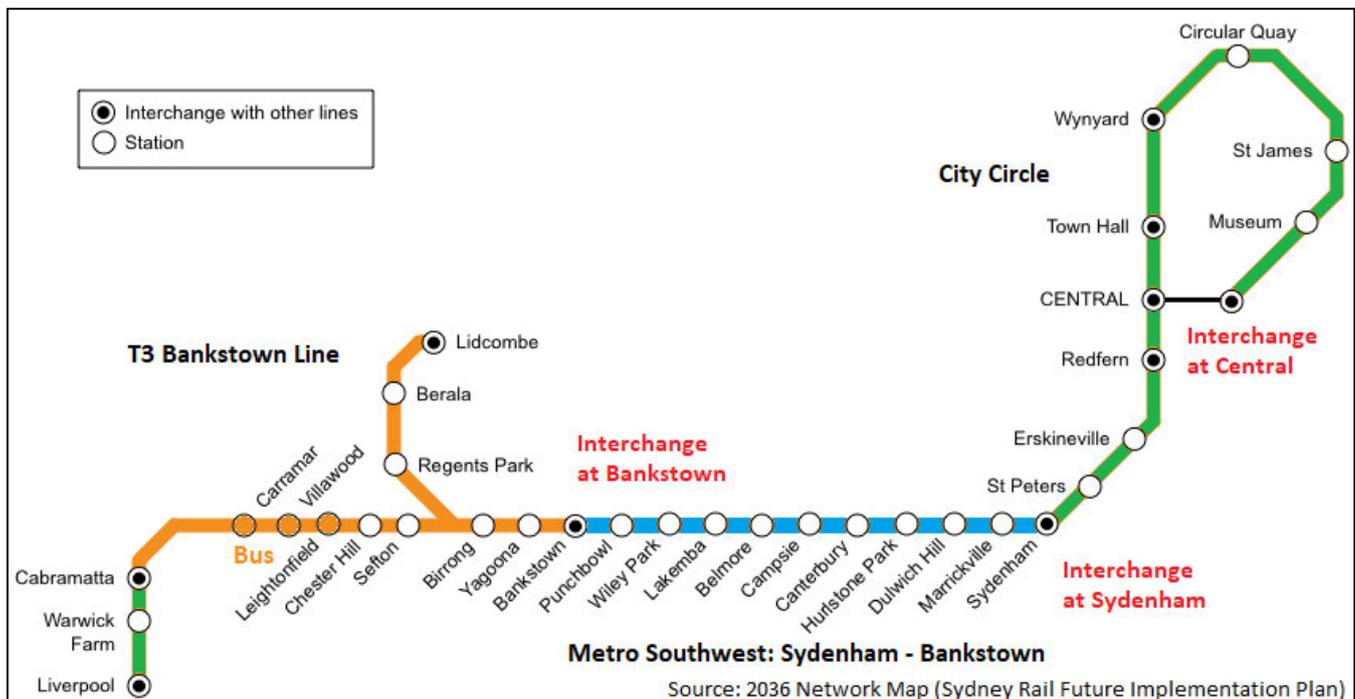
We rely solely on the gifts of time from volunteers and donations to support our public transport campaigns

Multiple Interchanges & Increased Travel Times

I am concerned that the NSW Government has not factored in the additional travel times of commuters from west of Bankstown having to interchange twice to reach the City Circle or Redfern

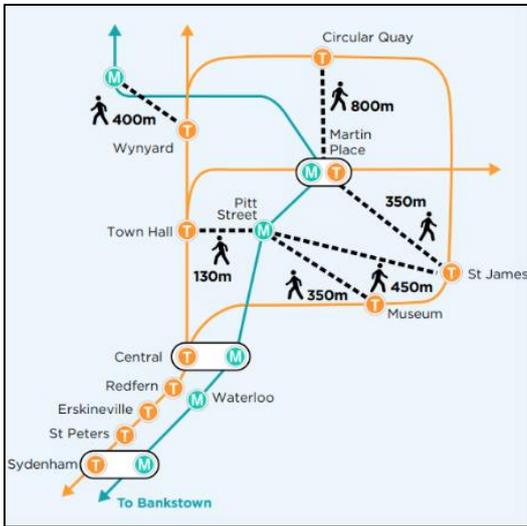
1 direct train will become 3 separate trains, and with the time taken to interchange twice, there will not be any time savings, but journey times will increase by around 10 to 15 minutes⁵¹

The current direct train via T3 Bankstown Line will become a train to Bankstown for an interchange to Metro followed by another interchange at either Sydenham or Central for Sydney Trains service to City Circle



⁵⁰ John Brew, Ron Christie, Bob O’Loughlin and Dick Day, Letter to Transport for NSW (GIPA TRA-000402), 2015

⁵¹ Roydon Ng, *Increased Journey Times for Stations West of Bankstown due to Sydney Metro (v2)*, September 2019



Sydney Metro City with new stations at Pitt St & Martin Place and walking distances to City Circle stations⁵²

The NSW Government’s argument that new Metro stations at Pitt Street and Martin Place are within walking distance of the City Circle fails to account for the commuters travelling to the outer side of the City Circle

For example: Darling Harbour is much closer to Town Hall than Pitt St, and the Sydney Opera House is much closer to Circular Quay than Martin Place

Also, the distance between Barangaroo Metro station (near Barangaroo Reserve) and Wynyard is at least 600-800m (not 400m as claimed by Sydney Metro)

Does the NSW Government really expect commuters to walk an extra 1.6km extra every day?

Negative Impact on Cumberland LGA

Berala and Regents Park (Regents Park ward)

- Loss of all direct trains to City Circle
- T3 Commuters forced to interchange twice to reach City Circle (at Bankstown then Sydenham or Central)
- Increased travel times

Lidcombe (Regents Park ward)

- Up to 19,000 more commuters changing trains daily at Lidcombe (after Sydenham-Bankstown Metro)⁵³
- 22% increase in commuters at Lidcombe (in peak hour during the Bankstown Line shutdown)⁵⁴
- Increased overcrowding on T1 Western Line and T2 Inner West and Leppington Line trains with additional commuters boarding at Lidcombe
- Increased traffic congestion and demand for parking with Berala, Regents Park and other commuters from west of Bankstown driving to Lidcombe to not reduce the number of forced train interchanges

Auburn and Granville (South Granville ward)

- Commuters will suffer from increased competition for seats on trains with increased Lidcombe commuters as these stations are on T1 and T2 lines

⁵² Sydney Metro: Sydenham to Bankstown Preferred Infrastructure Report (June 2018)

⁵³ John Brew, Ron Christie, Bob O’Loughlin, Dick Day: A report dated July 2015 about the Sydney Metro and long term transport planning (July 2015) [GIPA TRA-000402]

⁵⁴ 9 News Sydney/Eddy Meyer: Story about Bankstown Line shutdown (17 October 2018)

<https://twitter.com/9NewsSyd/status/1052457179582730240>

Chester Hill (South Granville ward)

- Like Berala and Regents Park, Chester Hill is 1 of the 9 stations west of Bankstown that will lose all direct trains to City Circle
- Commuters forced to interchange twice to reach City Circle (at Bankstown then Sydenham or Central)

Lack of Information for the future of services West of Bankstown

I am also concerned at the lack of information made available about the Bankstown interchange between Sydney Trains and Sydney Metro, and about train services west of Bankstown once Metro Southwest opens

The NSW Government owes it to the community to fast-track planning for Sydney Trains services west of Bankstown including timetables, service frequency and routes

It's been 5 years since Metro Southwest: Sydenham – Bankstown was announced, yet the community west of Bankstown still does not have any official information regarding train timetables, service frequencies and how the loss of the direct train to City will increase the number of interchanges/travel times

Commuters west of Bankstown aren't even guaranteed a full length (8-carriage) train service once the T3 Bankstown Line is downgraded for Metro Southwest: Sydenham – Bankstown

Other uncertainties include when direct services from Cabramatta to Chester Hill is replaced by bus with Leightonfield, Villawood, Carramar stations being shut down⁵⁵

The NSW Government also needs to acknowledge that the communities west of Bankstown are highly multicultural with the majority not having English as their first language

There is a substantial Chinese population in both Canterbury-Bankstown and Cumberland LGA

The Sydney Metro website lacked a Chinese translation until I advised them of this issue in March 2019⁵⁶

Impact on the Western Line

It should also be noted that the 2017 extension of the Inner West Line from Homebush to Parramatta has been at the expense of Lidcombe, Auburn, Clyde, Granville, Harris Park's express trains on T1 Western Line

The T2 Inner West Line has replaced all express trains during peak and for most of the day at stations west of Burwood formerly serviced by the T1 Western Line

Transport for NSW's "More Trains More Services (MTMS) Stakeholder Engagement Plan" indicates that the "most significant issues caused by the introduction of the 2017 timetable will relate to Burwood, Harris Park, Granville, Auburn, Lidcombe, Clyde..."⁵⁷

The NSW Government has unfairly targeted Cumberland LGA with the removal of the Inner West Line (Berala, Regents Park, Chester Hill) in 2013, the removal of express trains from Lidcombe, Auburn, Clyde, Granville in 2017, and soon for Berala, Regents Park, Chester Hill: the total disconnection from the City due to Metro Southwest: Sydenham – Bankstown conversion

The Liverpool via Regents Park train service was opened in 1924 to reduce overcrowding on the Western Line around Granville and is the shortest route to City from Liverpool⁵⁸

By removing the Inner West Line (Liverpool via Regents Park), the NSW Government has worsened overcrowding on the Western Line

It is clear that there is no lack of track capacity between Homebush and Lidcombe for Inner West Line services so there is no reason why the City to Liverpool/Bankstown via Regents Park service cannot be restored

It is time for the NSW Government to cease its attacks on public transport and restore our train services!

⁵⁵ Sydney Metro: Sydney Metro City & Southwest February 2017 Project Update, Page 16 (February 2017)

⁵⁶ Emails between Roydon Ng & Sydney Metro about Sydney Metro website lacking Chinese translations (March 2019)

⁵⁷ Transport for NSW, More Trains More Services (MTMS) Communications and Stakeholder Engagement Plan [GIPA TRA-000529]

⁵⁸ Auburn Council, Liberty Plains: A History of Auburn N.S.W. Centenary Edition, Page 298 (1992)

Other Matters

Unknown Cost of Metro Southwest: Sydenham to Bankstown

The government has also failed to provide specific costings for the Sydenham to Bankstown section of the project (separate to the cost of the Chatswood to Sydenham section of Metro City & Southwest)

A NSW Treasury member of staff said over the phone that the details of the cost of Sydenham to Bankstown were “too granular”

Cancellation of Walking and Cycling Strategy

The Sydenham to Bankstown Walking and Cycling Strategy has been cancelled by Sydney Metro and has not been included in the Temporary Transport Plan or the project going forward

This will undoubtedly hurt local traffic and worsen congestion in the Inner West and Canterbury-Bankstown

Metro Southwest designed for developers, not public transport

As the Business Case for Sydney Metro Southwest has not been released, there are serious questions of the merits behind claims that the project is designed in the interest of public transport

Metro Southwest was initially announced in parallel with an Urban Renewal Strategy for the Sydenham to Bankstown corridor which would result in serious over-development

Patronage demand trends over recent years are contrary to the purpose of a Metro train which is best suited to be moving a large number of people quickly over short distances

Not only does the Bankstown Line not have the necessary patronage to justify a Metro⁵⁹, but the stations are also too far apart for a true Metro service

The only way Metro Southwest would meet its financially sustainable patronage levels would be to introduce excessive high-rise into the community

Transport for NSW's Abuse of GIPA

Transport for NSW has contravened the spirit of open access to information and abused the GIPA Act

The abuse of GIPA is a substantial issue that extends from the office of Transport Minister Andrew Constance, the Department of Transport to Transport for NSW and its sub-agencies (e.g. Sydney Trains, Sydney Metro)

Instances of the spirit of GIPA being abused include:

- Transport for NSW/Sydney Metro charging \$1170 to access the Temporary Transport Plan (information about replacement services during the Bankstown Line shutdown)⁶⁰
- Transport for NSW delays 4 GIPAs to prevent information being submitted to Parliamentary Inquiry into Metro Southwest (Sydenham – Bankstown conversion)⁶¹
- Transport Minister's Office lacking professionalism in dealing with GIPA (suspiciously not finding records of correspondence between myself and the department/minister's office)⁶²

⁵⁹ The Conversation/Matthew Hounsell: Which lines are priorities for Sydney Metro conversion? Hint: it's not Bankstown (13 March 2019)

⁶⁰ Roydon Ng: Transport for NSW/Sydney Metro charging \$1170 to access the Temporary Transport Plan

⁶¹ Roydon Ng: Transport for NSW delays 4 GIPAs to prevent information being submitted to Parliamentary Inquiry into Metro Southwest

⁶² Roydon Ng: Transport Minister's Office lacking professionalism in dealing with GIPA

- Sydney Trains GIPA Disclosure Log entries removed after request for previously released GIPA regarding 2019 network capacity projections⁶³
- Transport for NSW denying that 'Medium Term Rail Development Plan' exists despite it being included on the Disclosure Log, then removing from the Disclosure Log after my GIPA request for it and then deeming it 'Cabinet in Confidence' after an External Review the document by the Information Commissioner into TfNSW's decision to "not hold" the document⁶⁴
- NSW Treasury forwarding a GIPA about the cost of "Sydenham to Bankstown Metro" and "Transport Access Projects" to Transport for NSW and then for Transport for NSW to deem "Transport Access Project" section as Invalid. TfNSW also failed to transfer request for Metro costing to Sydney Metro⁶⁵

GIPA ought to be used to promote proactive disclosure of information, and not a tool for revenue-raising!

Important: Sydenham to Bankstown Station, not Bankstown Line

I urge the Committee also to be conscious of how the Inquiry refers to the Metro Southwest project, as it is NOT the entire T3 Bankstown Line that is being converted

The naming of the Inquiry as "Sydenham – Bankstown LINE" as this is an inaccurate representation of the stations to be converted into Metro Southwest

Sydenham to Bankstown station is less than half the number of stations on the current T3 Bankstown Line

Please do not see Metro Southwest as a conversion of the entire Bankstown Line, as the project is only between Sydenham to Bankstown

By referring to Metro Southwest as the Bankstown "LINE" as the NSW Government often does, the public and media are being misled into assuming that all stations will be converted, which seriously overshadows the impact on stations east and west of Sydenham to Bankstown stations

The NSW Government has regularly implied that the entire Bankstown Line⁶⁶ is part of Metro Southwest to cover-up the impact on stations west of Bankstown (outside of the project area)

The NSW Government, Transport Minister, Transport for NSW and Sydney Metro needs to make a concerted effort in acknowledging that only the project is only between Sydenham to Bankstown, and not the entire T3 Bankstown Line

We request that the Inquiry refer accurately to the Metro Southwest as "Sydenham – Bankstown" and not the Bankstown "LINE"

⁶³ Roydon Ng: Sydney Trains GIPA Disclosure Log entries removed

⁶⁴ Roydon Ng: GIPA for Medium Term Rail Development Plan

⁶⁵ Roydon Ng: NSW Treasury forwarding a GIPA about cost of "Sydenham to Bankstown Metro" to Transport for NSW and then for Transport for NSW to deem it as Invalid

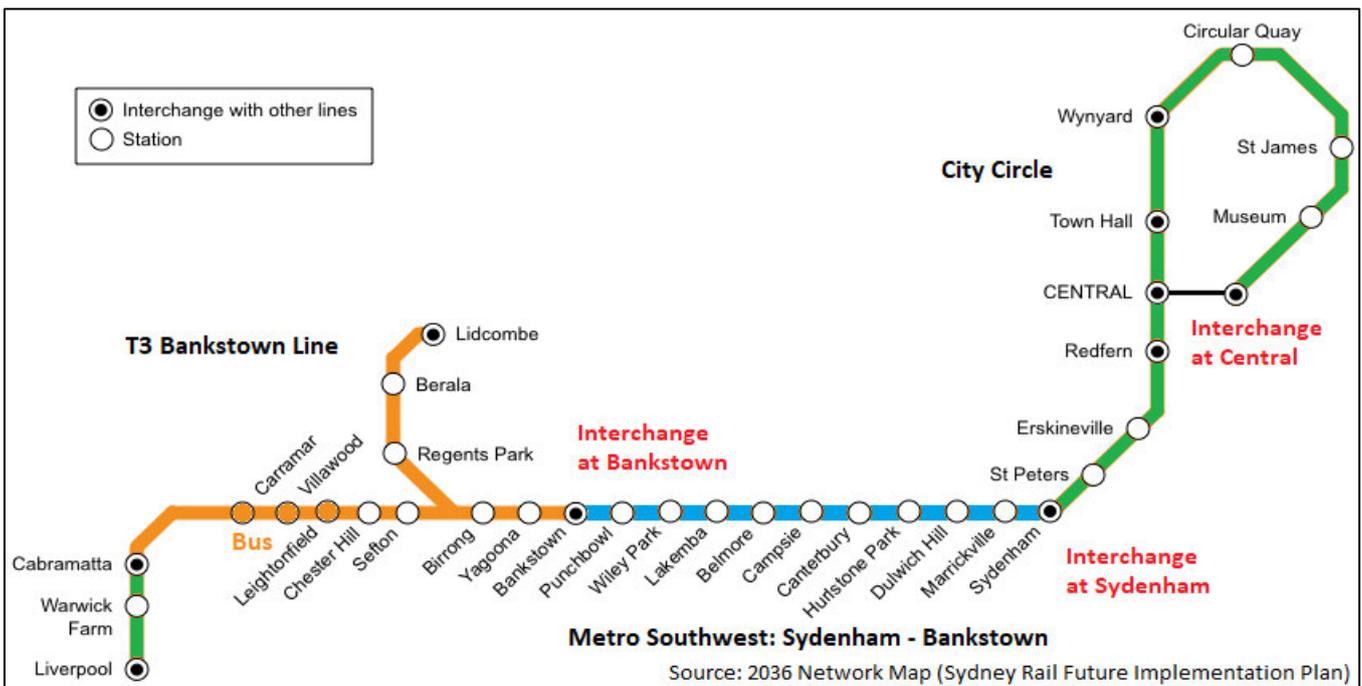
⁶⁶ Transport for NSW: Sydney Metro – Bankstown Line upgrade (YouTube video)

<https://www.youtube.com/watch?v=v393m7uIFzc>

<https://www.sydneymetro.info/files/sydney-metro-bankstown-line-upgrade>



Existing T3 Bankstown Line: City Circle to Lidcombe/Liverpool. Clockwise from Central since 2013



Future: Sydenham to Bankstown Metro and T3 west of Bankstown (to Cabramatta)⁶⁷

Transport for NSW has still not confirmed how St Peters and Erskineville will be serviced (either on the T4 Illawarra or T8 South Line) nor provided further details about the Cabramatta turnback

Stop the Downgrade

Given the NSW Government's changes to the Sydney Trains network in 2017 and during the shutdown of the Bankstown Line for Metro Southwest construction proving that the "Homebush bottleneck" was unsubstantiated, questions must be asked whether the "Bankstown bottleneck" is as real as the government claims it to be

The NSW Government's "Sydney's Rail Future" document published in 2012 shows a three tier system including rapid transit (Sydney Metro), Sydney Trains (suburban) and NSW Trains (InterCity)⁶⁸

⁶⁷ NSW Government: Sydney's Rail Future Implementation Plan, Page 74 (December 2013) [GIPA 19T-0072]

⁶⁸ NSW Government: Sydney's Rail Future, Page 11 (June 2012)

A statement published on the Sydney Trains website in September 2013, a month before the October 2013 timetable change which terminated the Inner West Line at Homebush and Bankstown Line at Lidcombe states that “the new timetable moves the network closer to the three tier model outlined in Sydney’s Rail Future”⁶⁹

A look at the original plans for Sydney Metro shows the conversion of the Inner West Line from Central to Homebush⁷⁰ and the Bankstown Line from Sydenham to Lidcombe/Cabramatta⁷¹

The NSW Government has faked the “Homebush bottleneck” as part of its original plans to convert both the Inner West Line and Bankstown Line into Sydney Metro

The removal of the Inner West Line (City to Liverpool/Bankstown via Regents Park) in 2013 had more to do with introducing Sydney Metro than an actual lack of track capacity between Homebush and Lidcombe

Transport Minister Andrew Constance has not responded to my email sent through his ministerial webform asking him to deny or present evidence to contrary of the fact that the 2013 timetable changes were early preparations for introducing Sydney Metro

Now can we really trust the government’s claims about the “Bankstown bottleneck”?

Or is it just an excuse to cut the T3 Bankstown Line in half (Sydenham – Bankstown conversion into Metro Southwest) leaving 19,000 commuters from west of Bankstown without any train to the City...

I urge the NSW Government to be honest with the community and stop the downgrading of public transport by committing to Restore Inner West Line (City to Liverpool/Bankstown via Regents Park) and Save T3 Bankstown Line (no to Metro Southwest)

The benefits of restoring the Inner West Line are immense and should be implemented instead of further downgrades to the public transport

Benefits of restoring the Inner West Line (City to Liverpool/Bankstown via Regents Park):

- Stations west of Bankstown will have a direct train to City Circle, Inner West, Redfern, Liverpool and east of Bankstown
- 19,000 commuters will not have to interchange twice every day (at Bankstown then Sydenham or Central)
- Lidcombe, Auburn, Clyde, Granville, Harris Park commuters can have express trains
- Overcrowding on the T1 Western Line is reduced, with Liverpool having its shortest route to City restored

The NSW Government must be held to account for its attack on public transport based on falsehoods of the “Homebush bottleneck” and “Bankstown bottleneck”, which have been marketed as propaganda for Sydney Metro

Questions

Premier Gladys Berejiklian and Transport Minister Andrew Constance owe the community answers:

- Why is the NSW Government not content with having downgraded public transport services for commuters west of Bankstown through the removal of the Inner West Line in 2013?
- Will the Inner West Line (City to Liverpool/Bankstown via Regents Park) service be restored if Metro Southwest is built⁷²?
- If the Inner West Line won’t be restored, why does the NSW Government believe 9 stations west of Bankstown and 19,000 commuters deserve to lose all 2 direct train lines to City?

⁶⁹ Sydney Trains: New train timetable starts Sunday 20 October (17 September 2013)

<https://web.archive.org/web/20131020102529/http://www.sydneytrains.info/news/2013/130917-timetable>

⁷⁰ Sydney Morning Herald/Jacob Saulwick: Paris-style train plan for city (6 October 2011)

<https://www.smh.com.au/national/nsw/paris-style-train-plan-for-city-20111005-119pp.html>

⁷¹ NSW Government: Sydney’s Rail Future, Page 16 (June 2012)

⁷² Map of Inner West Line (Liverpool via Regents Park)

- Why has the community from west of Bankstown (including Cumberland LGA) not been formally consulted regarding the loss of all trains to the City Circle and Redfern as a result of the Metro Southwest: Sydenham – Bankstown conversion?
- Why does the Sydney’s Rail Future Implementation Plan show the T3 Bankstown Line terminating at Cabramatta (instead of continuing to Liverpool via Warwick Farm) after Metro Southwest is open?⁷³
- Why Metro advocates within the Transport Ministers’ office, Department of Transport, Transport Infrastructure Development Corporation/Transport for NSW have been allowed to hijack the public transport agenda at the expense of the Sydney Trains system?’
- Why has the Restore Inner West Line & Save T3 Bankstown Line community action group not been invited to be involved in any formal consultation as a stakeholder regarding the 2017 timetable change or the planning of the Sydney Metro City & Southwest project?

I thank the Committee for their work with this Inquiry

I have not made any political donations, and I am not a member of any political party

I consent to the publication of this submission by the Committee

Yours Sincerely,

Roydon Ng

⁷³ NSW Government: Sydney’s Rail Future Implementation Plan, Page 74 (December 2013) [GIPA 19T-0072]

Appendix

Footnote	Item	Published/Released	Author
1	Network Map 2003	2003	CityRail
2	Network Map 2013	20 October 2013	Sydney Trains
3	2013 Customer Timetable Stakeholder Engagement Plan [GIPA TRA-000257]	August 2013	Transport for NSW
4	GIPA TRA-000257 Notice of Decision	28 September 2016	Transport for NSW
5	Inner West Line train timetable factsheet Bankstown Line train timetable factsheet	17 September 2013	Transport for NSW
6			
7	New train timetable starts Sunday 20 October	17 September 2013	Sydney Trains
8	Sydney's Rail Future	June 2012	NSW Government
9			
10	Rail options for the Sydney Greater Metropolitan area	November 2011	Transport for NSW
11	Paris-style train plan for city	6 October 2011	Sydney Morning Herald Jacob Saulwick
12	T2 Inner West & Leppington Line timetable factsheet	November 2017	Transport for NSW
13	Buses replace trains for the T3 Bankstown Line upgrade (Temporary Transport Plan)	6 September 2019	Transport for NSW
14			
15	Network Map 2019	26 May 2019	Sydney Trains
16	Timetable Assurance: Operational Review 2013 SWTT V2.01 Turnaround Time Report [GIPA 19T-0197]	June 2013	Transport for NSW
	2013 Standard Working Timetable Post Implementation Review [GIPA 19T-0197]	March 2015	
17	GIPA 19T-0197 Notice of Decision	26 July 2019	Transport for NSW
18	Inner West Train Line, Legislative Assembly Hansard [Hansard]	25 June 2015	NSW Parliament
19	Inner West Train Line, Legislative Assembly Hansard [Video]	25 June 2015	NSW Parliament
20	Network Map 2017	26 November 2019	Sydney Trains
21	More Trains More Services (MTMS) Communications and Stakeholder Engagement Plan [GIPA TRA-000529]	June 2017	Transport for NSW
22	GIPA TRA-000529 Notice of Decision	9 November 2017	Transport for NSW
23	Sydney's Rail Future	June 2012	NSW Government
24	Information about train set types used on the Sydney Trains' network prior to and after 26 November 2017 when a new train timetable was introduced [GIPA STR-000308]	12 January 2018	Sydney Trains
25	Sydney's Rail Future Implementation Plan [GIPA 19T-0072]	December 2013	Transport for NSW
26	Rail line closures to force 100,000 commuters a day to catch buses	18 July 2019	Sydney Morning Herald Matt O'Sullivan
27	A report dated July 2015 about the Sydney Metro and long term transport planning [GIPA TRA-000402]	July 2015	John Brew, Ron Christie Bob O'Loughlin, Dick Day
28	GIPA 19M-006 Notice of Decision	16 January 2019	Transport for NSW
29	Bankstown Line Conversion – Access, Possessions and Shutdowns [GIPA 19M-006]	17 December 2018	Transport for NSW
30			
31			
32	Sydney Metro City & Southwest February 2017 Project Update	February 2017	Sydney Metro
33	Sydenham to Bankstown Environmental Impact Statement Volume 1C (Appendices C to I)	September 2017	Sydney Metro

34	Rail line closures to force 100,000 commuters a day to catch buses	18 July 2019	Sydney Morning Herald Matt O'Sullivan
35	Bankstown braces for travel chaos when trains stop for Christmas holidays	22 July 2019	Canterbury-Bankstown Express Lawrence Machado
36	South West Metro Upgrades to ramp up over holidays	18 July 2019	Transport for NSW Media Release
37	Buses replace trains for the T3 Bankstown Line upgrade (Temporary Transport Plan)	6 September 2019	Transport for NSW
38	Temporary Transport Plan model runs - presentation of key results [GIPA 19M-0001]	21 December 2017	Transport for NSW
39	Story about Bankstown Line shutdown	17 October 2018	9 News Sydney Eddy Meyer
40	Sydenham to Bankstown Alliance flyer produced in July 2018 regarding the number of commuters from the T3 Bankstown Line using the T8 Airport and South Line during the Bankstown Line shutdown	July 2018	Sydenham to Bankstown Alliance
41	Budget Estimates 2019: Transport – Answers to Questions on Notice, Question 66	25 September 2019	NSW Parliament
42	Bus takes over 30 seconds to clear intersection at 6pm (Twitter video)	22 July 2019	Save T3 Bankstown Line
43	Sydney Metro City & Southwest February 2017 Project Update	February 2017	Sydney Metro
44	A report dated July 2015 about the Sydney Metro and long term transport planning [GIPA TRA-000402]	July 2015	John Brew, Ron Christie, Bob O'Loughlin, Dick Day
45	Sydney Metro City & Southwest February 2017 Project Update	February 2017	Sydney Metro
46	Sydney's Rail Future Implementation Plan [GIPA 19T-0072]	December 2013	Transport for NSW
47			
48	Upgrade dumped for WestConnex Tolls	18 March 2019	AltMedia/CityHub Sydney Roydon Ng
49	Western Line upgrade abandoned to increase toll revenue on M4 WestConnex	-	Research Compiled by Roydon Ng
50	A report dated July 2015 about the Sydney Metro and long term transport planning [GIPA TRA-000402]	July 2015	John Brew, Ron Christie Bob O'Loughlin, Dick Day
51	Increased Journey Times for Stations West of Bankstown due to Sydney Metro (v2)	September 2019	Save T3 Bankstown Line Roydon Ng
52	Sydenham to Bankstown Preferred Infrastructure Report	June 2018	Sydney Metro
53	A report dated July 2015 about the Sydney Metro and long term transport planning [GIPA TRA-000402]	July 2015	John Brew, Ron Christie Bob O'Loughlin, Dick Day
54	Story about Bankstown Line shutdown	17 October 2018	9 News Sydney Eddy Meyer
55	Sydney Metro City & Southwest February 2017 Project Update	February 2017	Sydney Metro
56	Emails between Roydon Ng & Sydney Metro about Sydney Metro website lacking Chinese translations	March 2019	Roydon Ng Sydney Metro
57	More Trains More Services (MTMS) Communications and Stakeholder Engagement Plan [GIPA TRA-000529]	June 2017	Transport for NSW

58	Liberty Plains: A History of Auburn N.S.W. Centenary Edition	1992	Auburn Council
59	Which lines are priorities for Sydney Metro conversion? Hint: it's not Bankstown	13 March 2019	The Conversation Matthew Hounsell
60	Transport for NSW/Sydney Metro charging \$1170 to access the Temporary Transport Plan (information about replacement services during the Bankstown Line shutdown) [GIPA TRA-000760] [GIPA 19M-0001] [GIPA 19T-0093] [GIPA 19M-0006] [GIPA 19T-0194] [GIPA 20M-0002]	2018 – 2019	Roydon Ng Transport for NSW Transport Minister's Office
61	Transport for NSW delays 4 GIPAs to prevent information being submitted to Parliamentary Inquiry into Metro Southwest (Sydenham – Bankstown conversion) [GIPA 20T-0026] [GIPA 20T-0052] [GIPA 20T-0053] [GIPA 20T-0054]	2019	
62	Transport Minister's Office lacking professionalism in dealing with GIPA (suspiciously not finding records of correspondence between myself and the department/minister's office)		
63	Sydney Trains GIPA Disclosure Log entries removed after request for previously released GIPA 1415G-946 released on 6/2/15 regarding 2019 network capacity projections [GIPA 19S-0104] [Sydney Trains Disclosure Logs before and after my GIPA request]		
64	GIPA for Medium Term Rail Development Plan (released originally as GIPA 19T-0126 on 5/3/19) [GIPA 19T-0175]		
65	NSW Treasury forwarding a GIPA about the cost of "Sydenham to Bankstown Metro" and "Transport Access Projects" to Transport for NSW and then for Transport for NSW to deem "Transport Access Project" section as Invalid. TfNSW also failed to transfer request for Metro costing to Sydney Metro [GIPA 20T-0037] Subsequent GIPA lodged to Sydney Metro for Sydenham – Bankstown cost [GIPA 20M-0009]		
66	Sydney Metro – Bankstown Line upgrade		
67	Sydney's Rail Future Implementation Plan [GIPA 19T-0072]	December 2013	Transport for NSW
68	Sydney's Rail Future	June 2012	NSW Government
69	New train timetable starts Sunday 20 October	17 September 2013	Sydney Trains
70	Paris-style train plan for city	6 October 2011	Sydney Morning Herald Jacob Saulwick

71	Sydney's Rail Future	June 2012	NSW Government
72	Map of Inner West Line (Liverpool via Regents Park)	2012	CityRail
73	Sydney's Rail Future Implementation Plan [GIPA 19T-0072]	December 2013	Transport for NSW