

**Submission
No 31**

INQUIRY INTO CURRENT AND FUTURE PUBLIC TRANSPORT NEEDS IN WESTERN SYDNEY

Organisation: Canterbury Bankstown Council

Date Received: 18 September 2023



18 September 2023

Ref: PLAN 65-69

Please reference in all correspondence

PORTFOLIO COMMITTEE NO. 6 – TRANSPORT AND THE ARTS
portfoliocommittee6@parliament.nsw.gov.au

Canterbury-Bankstown Council (Council) provides the following comments for consideration in the inquiry into the “current and future public transport needs in Western Sydney”. Council welcomes investment into public transport infrastructure in our City and recognise the benefits it can deliver for commuters, for businesses and for sustainability.

Please note that the following submission has not received formal endorsement by the elected Council and is presented as a response from our technical officers, grounded in Council's previously adopted positions on transport matters.

Council's Community Strategic Plan, CBCity 2036, identifies seven high level aspirations for our vision for the City, one of which is to be Moving and Integrated, an accessible City with great local destinations and many options to get there.

The City of Canterbury Bankstown is called home by nearly 372,296 residents in 2021 (ABS Census 2021). This number is expected to grow by 19% by 2036 adding nearly another 80,000 residents. Currently, 74.8% of journeys are made by car while only 8.4% of journeys are made by public transport in the local government area (TfNSW Household Travel Survey). To encourage a greater uptake of public and active transport, residents need to be provided with improved levels of accessibility to public transport and active transport network.

As per the 2021 Census data, 64.8% residents work outside the local government area (LGA) with nearly 27% residents working to the north, south and west of the LGA, while 58.1% of local workers travel into the LGA and live outside. With the addition of another 20,000 jobs in the LGA in the next 20 years, along with anticipated economic growth across Western Sydney, infrastructure to support transport accessibility is required to support liveability and prosperity.

Western Sydney opportunities

Western Sydney is entering an unprecedented phase of development spurred by the Western Sydney City Deal, the Western Sydney International airport, Aerotropolis and large-scale infrastructure program. Despite this planned economic growth, the region is limited by poor accessibility and connectivity for existing and future residents and workers in the region. Currently, access to, through and within Western Sydney is heavily car dependent. This is largely due to low job density, sprawling land use patterns, and fragmented and poorly developed public and active transport networks.

With the Western Sydney International Airport set to open in 2026, provision of immediate bus transport connections via major metropolitan and town centres like Bankstown and Liverpool is needed to ensure access to new employment opportunities. Prioritising mass rail transit corridors connecting to the Western Sydney Airport will support long-term growth.



In 2020, Council prepared a paper on “Unlocking the potential of the Central City” (attached for reference), which discusses some of the opportunities for urban renewal and employment opportunities that could be realised through bringing forward infrastructure investment in Canterbury-Bankstown.

Liverpool connection and T3 line future (Services West of Bankstown)

Transport for NSW is currently upgrading the T3 Bankstown line, converting it to Metro standards between Sydenham and Bankstown, with all stations to be fully accessible with lifts and level access between platforms trains.

Council has provided a number of submissions throughout the planning stages of this project, including a 2017 submission that put forward a vision for an underground station that would transform the CBD, provide a new town square, a permeable street network and new development sites to support the growth envisaged and attract investment in the centre. While requiring higher upfront cost, an underground station would have enabled new public spaces and street connections, new development and greater activity, amenity and vitality in the CBD. This approach recognises the potential for transport infrastructure projects to reimagine cities and the experiences of our residents.

Presently, it is known that after the Metro services commence between Sydenham and Bankstown, commuters will need to change to the heavy rail line at Bankstown to continue further west. In addition to this, it is proposed that the existing direct train service between Bankstown and Liverpool is removed, with commuters forced to interchange at Regents Park to connect to Liverpool or Lidcombe. This results in the train stations of Yagoona and Birrong losing a direct City service. These forced interchanges will be a major deterrent to the uptake of public transport for commuters, adding to the already congested road network. There is also significant concern among local residents that these stations will be closed altogether and lose all rail services.

Canterbury-Bankstown Council calls on the State Government to commit to the extension of Sydney Metro City and Southwest from Bankstown to Liverpool to provide a direct high frequency connection between significant strategic centres of the Central River City and Western Parkland City, improving access to jobs and services for customers. This should be prioritised to minimise any period where there is no direct rail connection between Liverpool and Bankstown.

River Rail- Connection to Parramatta (Parramatta to Kogarah via Bankstown)

With population and economic growth migrating out of the Sydney CBD towards Parramatta and Western Sydney, supporting this area as an economic hub via accessible transport connections is crucial. Located in the geographical centre of Greater Sydney, the public transport network in Canterbury-Bankstown clearly demonstrates historical patterns of travel, with heavy rail infrastructure all supporting east-west movement towards to Sydney CBD.

Extending 30-minute access to Parramatta to a significant number of suburbs on the train network by unlocking north-south movement patterns, such as the Parramatta to Kogarah via Bankstown link, will improve the resilience and attractiveness of the train network by providing a mass transit rail link that does not traverse Sydney CBD.



Currently, approximately 13,000 workers travel into Canterbury Bankstown from the Georges River, Cumberland and Parramatta LGAs every day. Likewise, approximately 15,000 workers from Canterbury Bankstown travel outside the LGA to these localities. With demonstrated travel demand, as well as the movement of visitors, students and other non-work trips, providing a reliable efficient public transport connection should be prioritised. Although outside the scope of this inquiry, Council notes that road links providing these north-south connections, such as Stacey Street and Henry Lawson Drive, are also in need of upgrade to cope with demand.

Canterbury-Bankstown Council calls on the State Government to investigate alignment of this rail corridor, and to explore transit-oriented developments along this corridor to generate value capture and revenue for infrastructure required. In the short-term, rapid bus transport connections with high frequency and reliable services should be provided. The use of existing rail infrastructure to allow for direct shuttle-rail services between Bankstown and Parramatta via Yagoona, Birrong, Auburn, Granville could also be considered.

This connection also supports the State Government's direction for a truly decentralised and polycentric metropolis.

North-South connection / Macquarie Park to Kogarah or Hurstville

Likewise, there is a significant gap in the rapid bus transit/ mass rail transit corridors connecting the north and south districts of Sydney in contrast to the existing radial train and Metro network traversing via the Sydney CBD.

It is noted this inquiry focuses on the public transport needs of Western Sydney, however by providing a network grid across the City it could alleviate long term capacity pressures and improve the resiliency of the network as a whole.

In particular, Council believes that by providing an additional north-south connection through Macquarie Park, Rhodes and Hurstville passing through Campsie (as identified as a future initiative in Transport 2061) supports the growth of Campsie as a strategic centre. With an additional 19,000 jobs forecasted in Macquarie Park by 2036, this could enhance the 30-minute access to the economic hubs along the route.

This connection also supports the State Government's direction for a truly decentralised and polycentric metropolis.

Rapid Bus Connections

Identification of rapid bus corridors connecting strategic centres in Western Sydney has the opportunity to make short-term improvements to accessibility while long-term planning is undertaken for investment in rail/ Metro services.

High frequency bus routes should be investigated between:

- Parramatta and Bankstown via Chester Hill;
- Panania and Parramatta via Chester Hill;
- Sutherland, Hurstville with Bankstown via Padstow;
- Hurstville and Strathfield via Roselands along King Georges Road;
- Bankstown and Strathfield via Chullora;



- Sydney Airport and Burwood via Rookwood, Bexley and Campsie;
- Bankstown to Padstow; and
- Bankstown to Bankstown Airport.

Bus Operations

Currently, many suburbs in South, Southwest and Western Sydney have low public transport accessibility, which is made worse by below average serviceability of bus operators (noting the recent service transfer to U-Go mobility and the issues experienced by commuters such as cancelled or late services, driver shortages). Providing the community with reliable, regular and efficient bus transport services is critical to making it an attractive mode choice for commuters. Furthermore, making bus transport a viable option for extended service periods, such as late night/ 24 hour services and additional weekend services, will also assist mode choice shift.

Bankstown Bus Interchange

Council has been advocating to TfNSW for confirmation on its preferred location on the bus interchange in Bankstown, and agreement on a pathway for realisation of a preferred approach. A Memorandum of Understanding has been signed between TfNSW, Canterbury-Bankstown Council and Vicinity Centres to progress reference designs for the interchange. The location has significant impact on placemaking opportunities in the CBD, bus operations, traffic and access, and customer experience. It is critical that long-term investment is provided to ensure that any proposed solution can be implemented to support the transport needs of Western Sydney and Southwest Sydney.

For your reference, please also find attached recent correspondence from Councillors and residents who have requested Council raise their concerns about public transport services in the Council submission;

- Unlocking the potential of the Central City.
- Correspondence from Royden Ng and the “Restore Inner West Line” group, August 27, 2023.
- Correspondence from Nick Mitrevski on “Appalling Bus Service”, August 25, 2023.
- Notice of Motion from the Ordinary Council Meeting 29 August 2023- Future of Sydney Trains Stations West of Bankstown.

Thank you for the opportunity to provide this feedback. Should you require any further information, I can be contacted on _____ or via _____.

Yours sincerely

Andrew Smithwick
Manager City Plan and Transformation



UNLOCKING THE POTENTIAL OF THE CENTRAL CITY

A LOCAL GOVERNMENT RESPONSE

JUNE 2020

FOREWORD

WHILE THE FULL ECONOMIC IMPLICATIONS OF COVID-19 are not yet fully understood, and in many ways are still to play out, there is little doubt that a major focus for the public and private sectors, as well as our communities over the coming months, and years, will be the projects and policies that can help fuel jobs growth.

Canterbury Bankstown Council believes that the Central City growth corridor has the existing employment hubs and the world-class centres of education, research and recreation to play a major role in leading Sydney's economic recovery – with the right support.

For decades this is where our city's heavy lifting has been done, and with the area expected to accommodate more than half of Greater Sydney's population over the next 20 years, it's a trend that is set to continue well into the future.

The Central City is very much a sum of its parts, and maximising its potential requires each Council area to understand its role, be united in the vision and work together to deliver the infrastructure, jobs and services it needs.

Canterbury Bankstown Council has been engaging with surrounding Councils and other key stakeholders as a way to better understand where there is agreed strategic alignment and co-ordinate our efforts to deliver positive outcomes across the entire Central City corridor.

A MAJOR EMPHASIS OF OUR DISCUSSIONS HAS CENTRED ON JOBS AND INVESTMENT, AN AREA THAT HAS TAKEN ON EVEN MORE SIGNIFICANCE GIVEN THE SITUATION WITH COVID-19.

This paper has been prepared as a way to understand and prioritise the urban renewal, economic, transport, environmental and governance challenges that exist in the Central City, which in the face of rapid growth, and the threat of a post-COVID-19 economic downturn, deserves urgent State and Federal Government recognition.



CENTRAL CITY



© Mapbox

The success of the Western Parkland City, and the Western Sydney City Deal, as a collaborative mechanism has shown that a unified approach can deliver greater clarity, certainty and planning outcomes, and is a model that could serve the Central City.

While recognising that the Central City is not alone in advocating for the policies and projects that will unlock investment and employment opportunities, as a corridor with the existing job-generating assets, and a booming, smart population, it is certainly well-equipped to be leading Sydney's economic recovery.



CENTRAL CITY

CURRENT

53%

53% OF RESIDENTS
IN THE CENTRAL
CITY WORK IN THE
CENTRAL CITY
(20% IN THE CBD)

JOBS

HOME TO MAJOR
EMPLOYMENT
CENTRES* AT
PARRAMATTA,
WESTMEAD,
NORWEST,
MACQUARIE PARK

TOP

TOP EMPLOYMENT
SECTORS:
FINANCIAL &
INSURANCE
SERVICES,
CONSTRUCTION,
HEALTH CARE &
SOCIAL ASSISTANCE,
WHOLESALE TRADE,
PROFESSIONAL,
SCIENTIFIC &
TECHNICAL
SERVICES

4.5%

UNEMPLOYMENT AT
4.5% VERSUS 4.39%
(SYDNEY)

**More than 20,000 jobs*

PROJECTED

JOBS

WILL REQUIRE
MORE THAN 200,000
ADDITIONAL JOBS
BY 2036

TOP

TOP EMPLOYMENT
SECTORS: HEALTH
CARE AND SOCIAL
ASSISTANCE,
CONSTRUCTION,
RETAIL TRADE,
EDUCATION
AND TRAINING,
PROFESSIONAL,
SCIENTIFIC AND
TECHNICAL
SERVICES

1.5M

CURRENTLY HOME TO 1.5M PEOPLE. NEARLY 1/3 OF SYDNEY'S POPULATION

59%

ROAD TRAVEL MOST POPULAR COMMUTE MODE - 59% OF WORKERS

20%

CURRENTLY 20% OF THE POPULATION ARE ENROLLED IN UNIVERSITY/ TERTIARY (HIGHER THAN GS) *4% ENROLLED IN TAFE/ TECHNICAL EDUCATION

>50%

MORE THAN 50% SPEAK A LANGUAGE OTHER THAN ENGLISH AT HOME

830K

830,000 MORE PEOPLE WILL BE ACCOMMODATED IN THE NEXT 20 YEARS (MORE THAN 1/2 OF SYDNEY'S TOTAL GROWTH WILL OCCUR IN THE CENTRAL CITY)

313K

WILL REQUIRE 313,000 HOMES TO SUPPORT POPULATION GROWTH

JOBS

GENERATING, ATTRACTING AND IMPROVING access to jobs is a major priority for councils in the Central City. This growth area is currently home to approximately 1.5 million people and over the next 20 years is set to take on 50 per cent of all Greater Sydney's population growth.

Council's view is that this growth must be supported by the continued efforts of planning, infrastructure and economic policy makers to rebalance the east-west distribution of people and jobs across Greater Sydney, and ensure this critical north-south corridor is also recognised for the role it is playing (and will play) in the economic development of the city.

The Central City is home to a number of significant job-generating assets, particularly in the areas of **HEALTH AND EDUCATION**, while there are also opportunities to grow its **ADVANCED MANUFACTURING** offering and to better connect to **SYDNEY'S CENTRAL CBD - PARRAMATTA**.

HOME TO MAJOR STRATEGIC CENTRES	CURRENT JOBS	PROJECTED JOBS 2036
MACQUARIE PARK	58,500	79,000
PARRAMATTA CBD	51,500	85,600
NORWEST	32,400	53,000
SYDNEY OLYMPIC PARK	31,000	46,500
KOGARAH/HURSTVILLE	23,400	40,500
WESTMEAD	19,800	48,500
CANTERBURY-BANKSTOWN	16,000	41,000



HEALTH & EDUCATION

WESTMEAD is home to one of the largest health, education, research and training precincts in Australia and a key provider of jobs for the greater Parramatta and Western Sydney region. More than \$3 billion has been committed by government, universities and the private sector to upgrade and expand the precinct's health services, education and medical research facilities over the coming years. Spanning 75 hectares, the Westmead precinct comprises of over 400,000m² of high-end health-related developments, including four major hospitals, four world-leading medical research institutes, two university campuses and the largest research-intensive pathology service in NSW.

Macquarie Park's health and education precinct is home to a university, hospital and tech-driven employment hub catering for nearly 60,000 workers, the biggest in the Central City. Macquarie University is set across 126 hectares and is home to approximately 40,000 students.

Health care services is also a strong focus within the Norwest Strategic Centre, while at Bankstown the future relocation of Bankstown Hospital to Bankstown CBD, combined with the Western Sydney University's new Bankstown CBD campus, are set to create new employment, learning and research opportunities. Further south, Kogarah is home to two major hospitals, a UNSW Clinical school and a major TAFE campus. Close to the airport and Sydney CBD (within 20 minutes), these hospitals are also surrounded by numerous allied health, aged care, and women's health facilities. Providing people with access to the right skills, education and employment opportunities, and connecting the Central City's key health and education hubs is critical to growing economic activity in the corridor.

OPPORTUNITIES



OPPORTUNITIES IN ADVANCED MANUFACTURING

THE CENTRAL CITY has traditionally had a strong association with manufacturing and the provision of urban services, particularly in the Cumberland and Canterbury-Bankstown local government areas where the industry makes up a significant proportion of the employment base. There is an opportunity for innovative advanced manufacturing businesses to develop new materials and techniques with a focus on exporting these internationally, with specialised precincts in Camellia, Bankstown Airport, Kingsgrove, Lidcombe and Chullora, and the potential to emerge as new-age, industrial hot-spots.

The abundance of industrial lands, and a higher-than-average level of education and global connectivity in the population makes a transition to IP-intensive manufacturing exports ideally suited to the Central City.

ADVANCED MANUFACTURING

The NSW Government has identified Advanced Manufacturing (which is already the state's major exporter) as a significant growth area, particularly in the fields of aerospace, food processing and agribusiness. A large chunk of Western Sydney's 100,000-strong manufacturing workforce is currently based in the Central City, which in addition to Bankstown Airport, is also home to a large number of food-related manufacturers.

While the full economic implications of COVID-19 (at the time of writing) are still to be understood, the reliance on local manufacturers to support and enable Government and its health agencies to respond to the pandemic, through the provision of equipment and supplies, has been well-documented.

Once the city economy reaches its 'recovery' phase, it is expected that there will be further opportunities for domestic manufacturers to lead Australia's industrial renaissance, particularly if the Government is prepared to offer policy or investment incentives.

THE ROLE OF PARRAMATTA extends beyond just its support of the LGA population (of roughly 230,000) with the CBD a major employment destination for residents to the north and south, particularly in the Hills District, Merrylands, Bankstown and Kogarah. While Parramatta is well-serviced by an array of current, and future, east-west transport links, it does not have any mass transit north-south links connecting to the Central City's other strategic centres.

Infrastructure investment is seen as a major catalyst that will not only significantly improve worker mobility (noting that 53% of residents in the Central City also work in this corridor) but also help fuel urban renewal opportunities in other strategic centres.

The most obvious, and certainly most impactful, is the north-south (Central) metro which, as outlined in Transport for NSW's *Future Transport 2056 Strategy*, would connect the Hills to Kogarah via Parramatta, and has been identified as a long-term (20+ years) priority.

Preliminary modelling has shown that this project would massively expand the Central City's worker catchment, reduce commute times and reliance on car travel, and provide more people with the opportunity to work closer to home.

While respecting the depth, and cost, of the many infrastructure projects currently in the State Government's development pipeline, Canterbury Bankstown Council considers the construction of a Central Metro, which could also have the benefit of linking to the Metro network at Castle Hill, Parramatta/Westmead and Bankstown, as a project that can be realistically delivered by 2036.

THE ROLE OF PARRAMATTA



**IT'S ABOUT JOBS.
WE NEED TO BE
ABLE TO BETTER
CONNECT TO
OUR MAJOR
EMPLOYMENT
CENTRES."**

**CLR. KHAL ASFOUR
MAYOR, CANTERBURY
BANKSTOWN CITY COUNCIL**



CHALLENGES

CENTRAL CITY CHALLENGES: A COUNCIL PERSPECTIVE

- HOW DO WE IMPROVE ACCESS TO OUR KEY STRATEGIC CENTRES?
- HOW CAN COUNCILS WORK TOGETHER (AND WITH THE NSW AND FEDERAL GOVERNMENTS) TO SUPPORT JOBS GROWTH, ADDRESS UNEMPLOYMENT AND UNDEREMPLOYMENT, AND ENSURE THE NEXT GENERATION OF WORKERS HAVE THE SKILLS AND KNOWLEDGE TO MEET FUTURE INDUSTRY DEMAND?
- HOW IS FUTURE DEVELOPMENT BEING CO-ORDINATED, AND IS THERE A STRONG ENOUGH EMPHASIS ON QUALITY URBAN DESIGN, PUBLIC SPACE AND AMENITY?
- IS THERE STRONG ENOUGH ENGAGEMENT AND COLLABORATION BETWEEN ALL OF THE CENTRAL CITY COUNCILS AND OTHER RELEVANT MAJOR STAKEHOLDERS?
- HOW DO WE ENSURE THE CENTRAL CITY IS AN ATTRACTIVE PLACE FOR INVESTORS AND VISITORS?

53%

OF RESIDENTS CURRENTLY IN THE CENTRAL CITY
WORK IN THE CENTRAL CITY (20% IN THE CBD)

JOB ENABLERS

#1. CONNECTIVITY : INFRASTRUCTURE AS AN ECONOMIC DRIVER

ENABLERS

CENTRAL CITY METRO: LINKING THE HILLS TO GEORGES RIVER VIA PARRAMATTA

KEY ASKS

THIS CORRIDOR WAS LISTED AS A 20+ YEAR PRIORITY IN THE FUTURE TRANSPORT PLAN, PROVIDING A NEW NORTH-SOUTH MASS TRANSIT LINK THROUGH THE CENTRAL CITY. WITH THE RELATIVE GROWTH IN POPULATION DENSITY IN THE CENTRAL CITY OVER THE NEXT 20 YEARS AND THE NEED FOR THE NSW AND FEDERAL GOVERNMENTS TO INVEST IN TRANSPORT INFRASTRUCTURE PROJECTS THAT STIMULATE ECONOMIC ACTIVITY, POST COVID-19, THERE IS A STRONG CASE FOR THE RE-PRIORITISATION OF THIS PROJECT TO BE DELIVERED IN THE NEXT 10 TO 15 YEARS.

TO ACHIEVE THIS, A CORRIDOR STUDY BRINGING TOGETHER STATE AND LOCAL GOVERNMENT MUST BE INITIATED TO EXAMINE THE IDEAL ALIGNMENT AND REQUISITE CORRIDOR PROTECTION MEASURES, AS WELL AS STAGING AND OPTIONS TO DELIVER INTERIM TRANSPORT OPTIONS FOR THE CORRIDOR INCLUDING MORE FREQUENT BUS AND TRAIN SERVICES, GRADE SEPARATED BUSWAYS AND AUTONOMOUS HIGH CAPACITY 'TRACKLESS TRAMS'.

ROAD UPGRADES: A3 AND A6

ALSO FLAGGED IN THE FUTURE TRANSPORT STRATEGY WAS A NORTH-SOUTH MOTORWAY CONNECTION THROUGH THE CENTRAL CITY. WHILE THE COMPLETION OF WESTCONNEX WILL DRASTICALLY ENHANCE THE MOVEMENT OF TRAFFIC FROM EAST TO WEST ACROSS GREATER SYDNEY, IT WILL ALSO BRING INTO FOCUS THE INADEQUATE NORTH-SOUTH ROAD CONNECTIVITY THROUGH THE CENTRAL CITY. A CORRIDOR OPTIONS STUDY SHOULD BE INITIATED TO EXAMINE ALL OPTIONS TO IMPROVE NORTH-SOUTH ROAD ACCESS WITH A FOCUS ON SHORT TERM, LOWER COST PROJECTS TO SHORTEN TRAVEL TIME ON THE A3 AND A6 ROAD CORRIDORS, AS WELL AS LONGER TERM OPTIONS FOR A NEW MOTORWAY.

182,000

NEW JOBS ARE FORECAST FOR: PARRAMATTA / WESTMEAD, NORWEST, SYDNEY OLYMPIC PARK, MACQUARIE PARK, BANKSTOWN AND HURSTVILLE BY 2036

ENABLERS

IMPROVED DIGITAL CONNECTIVITY

KEY ASKS

THE ROLL OUT OF 5G AND THE INCREASING COVERAGE OF THE FIXED FIBRE NETWORK CREATES OPPORTUNITIES FOR GOVERNMENT, BUSINESS AND THE COMMUNITY TO CHANGE THE WAY WE INTERACT WITH EACH OTHER AND THE CITY WE LIVE IN.

SOCIAL DISTANCING MEASURES INTRODUCED DURING THE COVID-19 PANDEMIC HAVE SHOWN THAT WORKING REMOTELY IS A LEGITIMATE OPTION FOR SOME, AND IS LIKELY, A SCENARIO THAT WILL GAIN MORE POPULARITY OVER THE COMING YEARS AS MORE BUSINESSES EMBRACE DIGITAL PLATFORMS. A COHERENT REGIONAL STRATEGY FOR THE CENTRAL CITY CAN HELP TO ACHIEVE ECONOMIES OF SCALE IN SERVICE DELIVERY AND CITIZEN ENGAGEMENT FOR COUNCILS, MAXIMISE EFFICIENCY IN OUR TRANSPORT AND UTILITIES NETWORKS AND FOSTER NEW DIGITALLY-DEPENDENT INDUSTRY SECTORS SUCH AS ADVANCED MANUFACTURING AND OTHER IP-INTENSIVE EXPORTS.

MORE NORTH-SOUTH ACTIVE TRANSPORT LINKS

CENTRAL CITY COUNCILS SHOULD, AS A PRIORITY, DEVELOP ITS OWN ROADMAP FOR CONNECTING THE REGION'S CURRENTLY DISJOINTED NETWORK OF DEDICATED CYCLEWAYS TO HELP DRIVE AN INCREASE IN THE ACTIVE TRANSPORT MODE SHARE. AT ITS CORE IN PARRAMATTA AND OLYMPIC PARK, THE CENTRAL CITY BOASTS SOME OF SYDNEY'S BEST LOCAL CYCLING AND WALKING FACILITIES, HOWEVER ACROSS THE REGION, THERE IS A LACK OF CONTINUOUS CORRIDORS RELATIVE TO THE EASTERN AND WESTERN CITIES.

FASTER RAIL – CENTRAL CITY CONNECTION AT PARRAMATTA/ SYDNEY OLYMPIC PARK

THE IMMINENT RELEASE OF THE NSW GOVERNMENT'S STUDY ON FAST/FASTER RAIL OPTIONS FOR THE STATE IS EXPECTED TO PROVIDE A ROADMAP FOR ENHANCED INTER-REGIONAL CONNECTIVITY BETWEEN SYDNEY AND IMPORTANT REGIONAL HUBS.

IT IS CRITICAL THAT ANY NEW AND ENHANCED SERVICES CONNECT TO PARRAMATTA AS THE CENTRAL CITY'S KEY ECONOMIC HUB.

JOB ENABLERS

#2. INVESTMENT IN CENTRES : SUPPORTING OUR ECONOMIC HUBS

ENABLERS

INDUSTRY ATTRACTION STRATEGY AND GOVERNMENT SUPPORT FOR MAJOR STRATEGIC CENTRES

KEY ASKS

TO PROVIDE GREATER CLARITY AND A MORE COHERENT, CO-ORDINATED APPROACH, A SPECIALISED 'JOBS ACTIVATION TASKFORCE' TO DELIVER 200,000 JOBS FOR THE CENTRAL CITY, NEEDS TO BE ESTABLISHED. THIS TASKFORCE WOULD SUPPORT THE NSW GOVERNMENT'S INDUSTRY AND ECONOMIC STRATEGY, DEVELOPED IN RESPONSE TO COVID-19 AND IN ADDITION TO PROVIDING AN ECONOMIC DEVELOPMENT PLAN THAT SETS OUT CLEAR TARGETS, ACTIONS AND METRICS, THE TASKFORCE WOULD ALSO BE RESPONSIBLE FOR DELIVERING A NUMBER OF STRATEGIC PROJECTS, SUCH AS:

- A MEDIA CENTRE AT CANTERBURY-BANKSTOWN TO POTENTIALLY HOUSE PUBLIC BROADCASTING AND CREATIVE STUDIOS, WITH TIES TO WSU'S JOURNALISM, MEDIA AND ARTS PROGRAMS
- A UNIVERSITY CAMPUS AT KOGARAH HOSPITAL
- RELOCATION OF NSW GOVERNMENT AGENCIES, INCLUDING DEPARTMENT OF FAMILY & COMMUNITY SERVICES TO BANKSTOWN, AND CREATE NSW & DESTINATION NSW TO PARRAMATTA AND SYDNEY OLYMPIC PARK.

STRATEGY TO SUPPORT FUTURE GROWTH/ TRANSITION OF CENTRAL CITY INDUSTRIAL LANDS

MANUFACTURING IS ONE OF THE CENTRAL CITY'S MAJOR EMPLOYERS, WITH THE AREA ALSO HOME TO A NUMBER OF STRATEGIC INDUSTRIAL SITES AT CAMELLIA, RYDALMERE, SILVERWATER, KINGSGROVE, CHULLORA, LIDCOMBE AND BANKSTOWN AIRPORT.

A REGIONAL INDUSTRIAL LAND USE AND EMPLOYMENT STRATEGY, IN PARTNERSHIP WITH THE NSW GOVERNMENT AND GREATER SYDNEY COMMISSION, WILL MAP OUT AND INTEGRATE THE FUTURE PLANS FOR EACH PRECINCT, THE OPPORTUNITIES FOR THEM TO BETTER LINK, UNDERSTAND ANY COMMON OR POTENTIAL SYNERGIES AND HOW THESE AREAS ARE EQUIPPED TO RESPOND TO THE NSW GOVERNMENT'S ADVANCED MANUFACTURING STRATEGY AND AEROTROPOLIS AGENDA.

>200,000

THE CENTRAL CITY WILL REQUIRE MORE THAN 200,000 ADDITIONAL JOBS BY 2036

#3. AMENITY : CREATING AN ATTRACTIVE PLACE TO INVEST, LIVE AND VISIT

ENABLERS

RIVER ACTIVATION AND REGENERATION

KEY ASKS

THE CENTRAL CITY'S RIVER NETWORK IS ONE OF ITS MOST IMPORTANT NATURAL ASSETS, YET DESPITE EFFORTS BY LOCAL COUNCILS, COMMUNITY GROUPS AND WATER AGENCIES, ITS POTENTIAL ACTIVATION, INCLUDING ITS FORESHORE, REMAINS LARGELY UNTAPPED.

TO ENSURE GREATER ACCOUNTABILITY AROUND THE MANAGEMENT, REGENERATION, ACTIVATION AND RECREATIONAL USE OF THE PARRAMATTA RIVER, DUCK RIVER, COOKS RIVER, GEORGES RIVER AND NEPEAN/HAWKESBURY RIVERS COULD BE ADDED TO THE NSW MINISTER FOR PLANNING AND PUBLIC SPACES PORTFOLIO, WITH THE AIM OF PROVIDING CLEARER DIRECTION FOR FUTURE USE, DAY-TO-DAY MANAGEMENT AND SAFETY, AND TO SECURE MUCH-NEEDED FUNDING.

#4. GOVERNANCE : A FRAMEWORK FOR SUCCESS

GOVERNANCE

COORDINATED PROGRESS IN THE CENTRAL CITY WITH AN APPOINTED CO-ORDINATOR GENERAL AND MINISTER RESPONSIBLE FOR THE AGENCY, THE COLLECTIVE INTERESTS OF THE CENTRAL CITY COUNCILS AND ITS BOOMING POPULATION WILL HAVE THE REQUIRED BUREAUCRATIC AND POLITICAL CHAMPIONS TO ENSURE KEY PRIORITIES AND PROJECTS ARE PROGRESSED.

ULTIMATELY, A FORMAL CITY DEAL FOR THE CENTRAL CITY IS RECOMMENDED AS A MEANS OF SECURING FEDERAL GOVERNMENT BUY-IN TO THE REGION, INCLUDING SUBSTANTIAL FUNDING COMMITMENTS TO THE BROAD RANGE OF PROJECTS - BIG AND SMALL.

A MULTI-BILLION DOLLAR INVESTMENT FOR THE SYDNEY METRO WEST PROJECT WOULD BE THE IDEAL CATALYST FOR STRIKING A NEW CITY DEAL FOR THE REGION.



TAYLOR STREET Advisory

Strategy | Engagement | Analysis | Advocacy

TAYLOR STREET ADVISORY IS A CORPORATE ADVISORY, PUBLIC AFFAIRS AND STRATEGIC COMMUNICATIONS FIRM THAT HAS BEEN OPERATING SINCE 1995.

OUR TEAM BRINGS TO ITS CLIENTS DEEP EXPERIENCE IN GOVERNMENT RELATIONS, CORPORATE ADVISORY, MARKETING & BRAND, PUBLIC POLICY, MANAGEMENT CONSULTING, STRATEGIC MEDIA ENGAGEMENT, STAKEHOLDER RELATIONS AND PROJECT MANAGEMENT.

TSA IS HEAVILY INVOLVED IN ITS LOCAL COMMUNITY AND SEES PUBLIC POLICY ACTIVISM AS A PLATFORM FOR BOTH SOCIAL PROGRESS AND ECONOMIC DEVELOPMENT.

Margaret Southwell

From: Margaret Southwell
Sent: Tuesday, 12 September 2023 11:06 AM
Subject: Future Rail West of Bankstown
Attachments: Inner West Line and Bankstown Line pre 2013.jpg

From: [XXX>](#)

Sent: Sunday, August 27, 2023 11:30 pm

To: Mayor ; Khal Asfour ; George Zakhia
Chris Cahill Rachelle Harika
; Charlie Ishac ; Barbara Coorey
; Jessie Nguyen ; Clare Raffan
Charbel Abouraad Linda Downey
David Walsh Sazed Akter
; K Saleh Bhadra Waiba

Subject: Future Rail West of Bankstown

Dear Mayor El-Hayek and fellow Councillors,

My name is Roydon Ng, a rail commuter and community advocate from the West of Bankstown for the “Restore Inner West Line” community action group.

We express our thanks to Canterbury Bankstown Council for its resolution (25 February 2020) to support the full restoration of the former T2 Inner West Line (City to Liverpool via Regents Park and City to Bankstown via Regents Park).

Thank you also to Canterbury Bankstown Council for its advocacy for the underground Bankstown Metro Station. It is disappointing that Sydney Metro has not adopted Council’s proposal.

Arising from Sydney Metro’s refusal for an underground Bankstown Metro Station is the often overlooked matter of future rail services in the West of Bankstown area (towards Lidcombe and Liverpool).

It is my understanding that the current Sydney Metro Review has provided local Councils impacted by the Sydney Metro City & Southwest project the opportunity to make a submission.

On behalf of the 19,000 commuters from 9 immediate stations in the West of Bankstown including 6 in the Bass Hill Ward (Yagoona, Birrong, Regents Park, Sefton, Chester Hill, Leightonfield, Villawood), we request Council make representations for our Sydney Trains services.

CANTERBURY BANKSTOWN COUNCIL AND NSW LEGISLATIVE COUNCIL RECOMMENDATION IGNORED BY TRANSPORT FOR NSW

Canterbury Bankstown Council resolved on 25 February 2020 to make a submission to Transport for NSW in support of restoring the T2 Inner West Line to its pre-2013 route (City to Liverpool via Regents Park and City to Bankstown via Regents Park).

The NSW Legislative Council Inquiry into Sydenham to Bankstown line conversion (2019-20) report recommended that ALL stations in the West of Bankstown have direct trains restored to City Circle via Regents Park/Lidcombe (former T2 Inner West Line).

But Transport for NSW has only partially adopted the Canterbury Bankstown Council and the NSW Legislative Council Inquiry's recommendation for restoration of train services for ALL stations in the West of Bankstown area.

The 2024 timetable only includes a partial restoration of the former T2 Inner West Line being City to Liverpool via Regents Park, but not City to Bankstown via Regents Park.

WEST OF BANKSTOWN ARE THE FORGOTTEN COMMUTERS

Prior to the 2013 timetable's removal of the former T2 Inner West Line (City to Liverpool/Bankstown via Regents Park), stations in the West of Bankstown had 2 lines to City Circle (via Regents Park/Lidcombe [T2 Inner West] or via T3 Bankstown/Sydenham).

But once Sydney Metro Southwest (Sydenham to Bankstown) opens, the final direct route of T3 Bankstown Line will be removed, therefore the stations of Birrong and Yagoona will have 0 trains to Central Station.

In 2020, Transport for NSW also discreetly announced the removal of direct trains between Liverpool and Bankstown in the 2024 timetable, with commuters being forced to interchange at Regents Park.

Therefore, the current direct train for example between Chester Hill and Canterbury will from 2024 become Chester Hill to Regents Park (interchange) to Bankstown (interchange) to Canterbury.

LONG-TERM FUTURE OF RAIL WEST OF BANKSTOWN IN DOUBT

Furthermore, it appears that the partial restoration of direct trains from West of Bankstown to City Circle via Regents Park/Lidcombe (former T2 Inner West Line) will be for the short-term future, with long-term plans being bus replacing trains in the 2030s.

During the NSW Legislative Council Inquiry into Sydenham to Bankstown line conversion (2019-20), Transport for NSW executives indicated that rail services for the West of Bankstown would only be maintained in the short-term future after Sydney Metro Southwest opened.

Transport for NSW is also considering the full closure of all 9 West of Bankstown stations in the long-term future with bus replacing trains firstly on the Lidcombe to Bankstown line, and then with the removal of the restored City to Liverpool via Regents Park service in the 2030s.

The proposed future bus routes replacing train are: Lidcombe – Regents Park (bus interchange), Bankstown – Regents Park (bus interchange), Cabramatta – Regents Park (bus interchange).

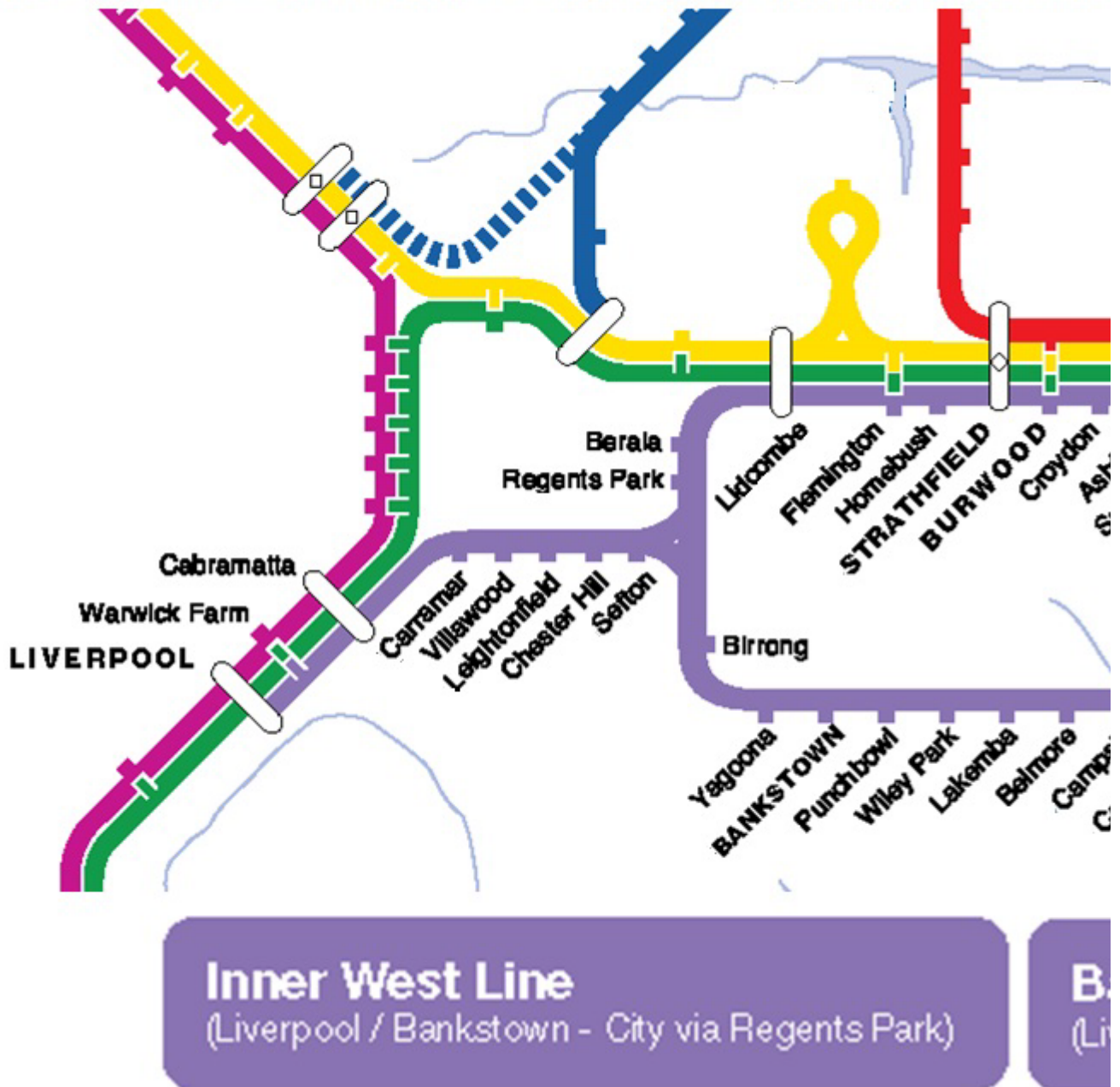
FUTURE OF BANKSTOWN TRAIN STATION AND BANKSTOWN ARTS CENTRE IN DOUBT

We are also concerned that Transport for NSW is continuing with plans for the Metro Southwest extension (especially without an underground Bankstown Metro station) with future intentions to demolish the Sydney Trains (western side of the) station and the Bankstown Arts Centre (as tunnel entrances).

Without an underground Bankstown Metro Station, it is impossible to extend Metro Southwest to Liverpool and maintain Sydney Trains from Lidcombe/Liverpool to Bankstown (as Sydney Trains from Yagoona won't have any Bankstown platforms as Metro is running west through station).

Below is a map of the Sydney Trains Network that would be ideal for all current commuters especially from the West of Bankstown area:

Inner West Line and Bankstown



We kindly ask that Council includes these concerns with its submission to the Sydney Metro Review, Sydney Trains Review, and the NSW Legislative Council Inquiry into Current and future public transport needs in Western Sydney.

Thank you for your attention to this matter.

Kind regards
Roydon Ng

Margaret Southwell

From: Margaret Southwell
Sent: Tuesday, 12 September 2023 11:09 AM
Subject: Appalling Bus Service in South Sydney Area

From: Nick Mitrevski <XXXXXXXXXXXXXXXXXX>
Sent: Friday, August 25, 2023 11:24 am
To:
Cc:

Mayor
Linda Downey

; Charbel Abouraad
David Walsh

Subject: Appalling Bus Service in South Sydney Area

Hi U-Go Mobility team,

Appalling Bus Service in South Sydney Area

I note your "sincere apology" on your website but note that this is not enough.

To say that the level of your service is poor would be an understatement. On a good day your buses are consistently late, cancelled or overcrowded and I've witnessed them broken down (at Padstow train station) and burning (yes it was one of your buses at my son's school).

I have 2 sons that rely on the M92 to get to school, and they had no trouble or issues with the previous operator (Transdev), but they now literally hate using or relying on your bus service. As a result, we have been forced to take them to school causing us additional cost and inconvenience, mind you it does provide us with some assurance that they're not on a bus that may well burst into flames or break down and leave them on the street and late to school. We have a child who is undertaking their HSC and the last thing they need to worry about is getting late to school missing out on valuable school time during a crucial period of his life, let alone having us worried that the buses are not mechanically sound resulting in injury or death.

I rarely complain but feel that your service is not even up to third world standards and will be passing on my concerns to NSW transport and politicians/local members (cc'd).

Regards

Nick Mitrevski
Director
Bluemarq Commercial

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Notice of Motions & Questions With Notice - 29 August 2023

ITEM 10.8 Future of Sydney Trains Stations in the West of Bankstown

I, Councillor Barbara Coorey hereby give notice that at the next Ordinary Meeting of Council I will move the following motion:-

“That Canterbury Bankstown Council affirms its support for the Sydney Trains Network in particular for the existing stations west of Bankstown (not part of Sydney Metro Southwest) including Birrong and Yagoona. And that Council writes to the NSW Transport Minister Jo Haylen, the current Sydney Trains Review conducted by Ms Carolyn Walsh, the relevant State MPs, and neighbouring Local Councils in west of Bankstown outlining opposition to the Transport for NSW plans for:

- Removal of Sydney Trains services from Birrong and Yagoona to Central/City Circle in 2024.
- More west of Bankstown commuters forced to interchange at Lidcombe for trains to City Circle.
- West of Bankstown commuters forced to interchange at Bankstown
- Removal of Sydney Trains services from Liverpool-Sefton to Birrong/Yagoona/Bankstown in 2024.
- West of Bankstown commuters forced to interchange at Regents Park if travelling from a Liverpool-Sefton station to a Birrong-Bankstown station.
- Renaming of former T2 Inner West Line “Liverpool to City via Regents Park” train services (removed in 2013, to be restored temporarily in 2024) as the second T3 Bankstown Line.
- Long-term permanent closure of Sydney Trains stations west of Bankstown with the replacement of trains with bus between Bankstown and Lidcombe and Liverpool via Regents Park.”

BACKGROUND

The Sydney Trains Network currently has 9 stations in the immediate area west of Bankstown, with 6 in the vicinity of Canterbury Bankstown LGA. (Liverpool, Warwick Farm, Cabramatta, and Lidcombe are also on the T3 Line west of Bankstown (and former T2 Inner West Line – Liverpool to City via Regents Park) but have access to other Sydney Trains Network lines).

9 immediate West of Bankstown stations

- Yagoona (Canterbury Bankstown LGA, Auburn electorate/East Hills electorate)
- Birrong (Canterbury Bankstown LGA, Auburn electorate)

(Birrong and Yagoona was serviced by the T2 Bankstown to City via Regents Park line until 2013).

- Carramar (Fairfield LGA, Fairfield electorate)
- Villawood (Canterbury Bankstown LGA/Fairfield LGA, Fairfield electorate)
- Leightonfield (Canterbury Bankstown LGA, Fairfield electorate)
- Chester Hill (Canterbury Bankstown LGA, Auburn electorate)
- Sefton (Canterbury Bankstown LGA, Auburn electorate)
- Regents Park (Canterbury Bankstown LGA/Cumberland LGA, Auburn electorate)
- Berala (Cumberland LGA, Auburn electorate)

(Carramar to Berala was serviced by the T2 Liverpool via Regents Park line until 2013).

In 2013, the T2 Inner West Line (Bankstown to City via Regents Park and Liverpool to City via Regents Park) was removed resulting in forced interchanges at Lidcombe and Birrong.

The NSW Legislative Council Inquiry into Sydenham-Bankstown line conversion (2019-2020) made a recommendation that the direct train to City Circle be restored for all stations in the west of Bankstown not being converted into Sydney Metro Southwest (Sydenham to Bankstown).

Source: Report No 11 - PC 6 - Transport and Customer Service - Sydenham-Bankstown Line conversion

https://www.parliament.nsw.gov.au/lcdocs/inquiries/2551/Report%20No%2011_PC%206_Sydenham-Bankstown%20line%20conversion.pdf

Canterbury Bankstown Council resolved on 25 February 2020 to support the restoration of the T2 Inner West Line to provide direct train services from the West of Bankstown to Central/City Circle without interchange at Lidcombe Station.

In 2020, Transport for NSW announced as part of Sydney Metro City & Southwest that changes to rail services in the West of Bankstown would be implemented in 2024 including:

- ***Partial restoration of the former T2 Inner West Line (Liverpool to City via Regents Park) for Liverpool, Warwick Farm, Cabramatta, Carramar, Villawood, Leightonfield, Chester Hill, Sefton, Regents Park, Berala, and Lidcombe commuters.***
(This is supported by the Canterbury Bankstown Council resolution of 25 February 2020).
- ***New T3 shuttle train service between Bankstown and Lidcombe (for Yagoona, Birrong, Regents Park, Berala commuters) with interchange at either terminus.***
(This motion seeks to re-affirm Canterbury Bankstown Council's opposition to the forced interchange at Lidcombe as the resolution of 25 February 2020 supports direct trains to City Circle through Lidcombe Station).

- **Removal of direct trains between Liverpool and Bankstown, with a new interchange introduced at Regents Park Station (between the T2 Liverpool to City via Regents Park with the T3 Bankstown to Lidcombe shuttle).**
(This motion seeks to affirm Canterbury Bankstown Council’s opposition to the removal of Sydney Trains between Liverpool and Bankstown).
- **The former T2 Inner West Line (Liverpool to City via Regents Park) will be renamed in 2024 as the second the T3 Bankstown Line (despite Bankstown Station not part of this route).**
(This motion seeks to request Transport for NSW to avoid causing confusion among commuters especially the culturally and linguistically diverse communities using public transport).

Source: Transport for NSW Planning for Rail Services West of Bankstown in 2024
www.transport.nsw.gov.au/projects/current-projects/planning-for-rail-services-west-of-bankstown



Left: Transport for NSW Map for Rail West of Bankstown in 2024 announced publicly with Liverpool to City via Regents Park as T3 Bankstown Line (in orange).

Right: Internal Transport for NSW Map (released under GIPA Act: GIPA 21T-0844) for Rail West of Bankstown with Liverpool to City via Regents Park as T2 Inner West Line (in blue).

The long-term future of Sydney Trains in the west of Bankstown also remains unclear, despite the NSW Legislative Council Inquiry into Sydenham to Bankstown recommending that direct trains to City Circle be restored via Lidcombe for ALL stations.

The Sydney Metro Southwest project team has created an “Alternative Shuttle Options” plan for the West of Bankstown proposing the following changes:

- Closure of Birrong Station and Yagoona Station
- Replacement of Sydney Trains between Bankstown and Lidcombe (including Yagoona and Birrong) with either bus or light rail or ride-share
- New bus interchange at Regents Park for commuters travelling to Bankstown (via Birrong/Yagoona)

Bus Rapid Transit

- Convert rail corridor Bankstown – Sefton Junction into a dedicated busway.
- Will require infrastructure at stations to provide level access for buses and turn-around.
- May provide a potential test bed for semi-automated or automated buses (although limited on-road connection required to Regent's Park).
- Alternative options include potential reroute of M92 or M91.
- Potential to provide equivalent journey time (Bankstown to Regent's Park) with much improved frequency.
- Operations outside of a dedicated bus corridor unlikely to provide competitive journey time due to on-road congestion and stopping frequency.



City & Southwest

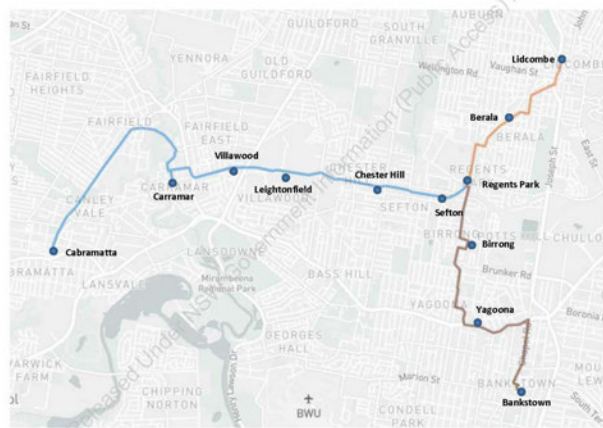
Source: Sydney Metro City & Southwest – Alternative Shuttle Options (extract from GIPA 23T-0182)

Transport for NSW claims that the Sydney Metro City and Southwest project team has delegated authority for planning closure of Sydney Trains Network stations (outside of the approved Sydney Metro Southwest/Sydenham to Bankstown corridor) under the Transport Administration Act 1988.

Other Transport for NSW and Sydney Metro documents for the West of Bankstown (released under GIPA Act) indicate more extensive plans to close stations in the West of Bankstown area including between Regents Park and Cabramatta (via Sefton, Chester Hill, Leightonfield, Villawood, Carramar) and between Regents Park and Lidcombe (via Berala).

Option 1 - Rail Replacement Bus Service/s

DRAFT



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FINANCIAL IMPACT

There is no financial impact associated with this motion.

CHIEF EXECUTIVE OFFICER'S COMMENT

The motion as written presents no financial impact for Council.