

Submission
No 49

**INQUIRY INTO CURRENT AND FUTURE PUBLIC
TRANSPORT NEEDS IN WESTERN SYDNEY**

Name: Name suppressed
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Partially
Confidential

As a lifelong resident of the Canterbury-Bankstown LGA, I wanted to provide my feedback and suggestions that would hopefully be considered in future urban planning of Canterbury-Bankstown in this submission, which was previously sent to haveyoursay@cbc.city.nsw.gov.au.

I have noticed over the past several years the many wonderful developments that have improved the aesthetics and attractiveness of the Bankstown CBD including the renovations to Bankstown Central and RSL, the opening of and continued changes to Little Saigon Plaza, as well as the new location of the Bankstown Library and WSU Bankstown campus. I also am continuously impressed by the many annual events that continue to occur such as Bankstown Bites and Ramadan Night Markets.

However, I have often seen that alongside these developments there remains difficulties with getting to these places via public transport, which tends to result in more car usage, and despite ample numbers of parking lots (Brandon Ave, Greenfield Pde, Marion St, Bankstown Central etc), they always seem to fill up especially during those annual events. I understand through the CBCity 2025 project that there will be increased walkability/biking options that may help to alleviate car congestion. However, in reading over the project's plan pdf, I was hoping for it to have any mention of any new potential railway lines, either heavy rail (metro/train) or light rail, but didn't find any of the sort. I would have hoped that the plan to increase movability via alternative means of travel and reduce car congestion may have included a possibility of linking suburbs not easily accessible via a train line with some (e.g. Milperra/Greenacre/Chullora).

I understand that it would most likely be a decision made mostly by the state government, and I'm sure they've all got their hands full getting the much needed Metro project underway! If new train stations are somehow not a feasible project then my next and probably a better suggestion would be to consider the construction of a light rail network linking the Bankstown CBD to surrounding suburbs? This would help the City of Canterbury Bankstown catch up in light rail development in tandem with the Parramatta Light rail, and stay ahead of the curve for any future urban development plans. For example, if there are ever any plans to extend the Metro line further west after the construction of the Sydenham-Bankstown Metro, a fully constructed light rail network will prevent the problem of having to rely heavily on the buses replacing trains for when the line is required to be shut down again. Commuters would have a faster alternative option to buses in place to get to where they need to go during the growing pains of the Metro conversion.

The construction of a light rail would also help link commercial/business areas of Canterbury-Bankstown that are not easily accessible after leaving a train station. E.g. HomeCo Bankstown, Chullora Marketplace, Entertainment Park on Milperra rd, Bass Hill Plaza, and the many businesses/parks on Henry Lawson Drive such as Flower Power and the several golf courses and reserves. A side note, I'm sure many residents of this LGA know how notorious Henry Lawson Drive is with car congestion, particularly for commuters heading northbound towards the City of Parramatta for work and it is wonderful to know that construction is already underway to upgrade this arterial road, but the addition of a light rail running through would tremendously help commuters who don't have faster alternatives when travelling north/south, as well as reduce the

need to excessively destroy wildlife along the Georges River due to addition of several asphalt laneways. By having light rail extended throughout the LGA, it can also help link several train lines that run east-west, reducing the reliance of catching slower buses or changing at Central, in order to help commuters cross train lines. For example, if a light rail were to run from the Bankstown CBD south to HomeCo on Chapel rd, it could theoretically keep extending to Padstow or Revesby station, linking the two train lines (T8 Airport + T3 Bankstown) at the midway point via a faster route than buses or having to travel all the way out east to Central, or out west to Parramatta/Glenfield/Cabramatta.

I hope that my suggestion is taken into consideration, and I would be more than happy to try and participate in any public open forums if there are future proposals for light rail development.

Thank you for taking the time to read and consider my proposal for a potential improvement to alleviating the car congestion of Canterbury Bankstown.