

**Submission  
No 53**

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

**Organisation:** The Battler  
**Date Received:** 18 September 2023

---

Submission for the Inquiry into the Current and Future Public Transport needs in Western Sydney. The Battler puts forward this submission as a local community/activist group working in the suburbs of Auburn, Berala, Lidcombe and Regents Park. We have been involved in advocating and campaigning for improved public infrastructure at our railway stations since 2005 and campaigned for the restoration of the all stations Inner West Line since 2013. Our suburbs Auburn, Berala, Lidcombe and Regents Park have been targeted by successive NSW State Governments and Developers to massively increase our built density and population without any improvement to our local infrastructure. In fact our public transport infrastructure has gone backwards.

We have lost express trains stopping at both Auburn and Lidcombe Stations during peak periods. We have lost our all stations service through Berala and Regents Park stations with commuters forced to change trains at Lidcombe Station. This also adds to the congestion in Lidcombe with an increased number of commuters travelling by car from suburbs beyond Regents Park to catch their train at Lidcombe.

We believe the proposed metro between Bankstown and Sydenham will add to the pressure on Lidcombe Station. We are concerned at the waste in the public transport system like the South West Metro where we are replacing a reliable heavy rail line with metro where we think metro and light rail is a good add on to heavy rail and should be servicing new areas that have inadequate or no public transport. It surprises us that Transport NSW also neglects and under utilises current rail assets such as the Pippita line that could provide a direct connection from Lidcombe to Olympic Park to Strathfield and onto the City. The line connecting Auburn through Berala and onto Bankstown is another example of wasted resources. Current transport policies seem to work as a disincentive to residents using public transport and sometimes its easy to conclude that transport infrastructure is geared to the needs of developers at the expense of ordinary residents.

We believe our future transport needs are best served by getting the most out of our current assets, properly maintaining and preventative maintenance of our rail infrastructure. Future public transport needs in Western Sydney also need to understand that employment for many resident's has changed where people operate across multiple worksites and travel between jobs, we need more flexible solutions to cater for western Sydney workers. Privatisation of our public transport system has outlived its usefulness.