

Submission
No 58

INQUIRY INTO CURRENT AND FUTURE PUBLIC TRANSPORT NEEDS IN WESTERN SYDNEY

Organisation: Restore Inner West Line and Save T3 Bankstown Line

Date Received: 18 September 2023



NSW Legislative Council Inquiry into Current and future transport needs in Western Sydney Submission by Restore Inner West Line & Save T3 Bankstown Line (September 2023)

The [Restore Inner West Line](#) and [Save T3 Bankstown Line](#) community action group represents the 19,000 forgotten commuters in the West of Bankstown area (between Lidcombe – Bankstown – Cabramatta/Liverpool) in Cumberland LGA, Canterbury Bankstown LGA, Fairfield LGA, and Liverpool LGA outside of the Sydney Metro Southwest/Sydenham to Bankstown Metro corridor.

Until 2013, the T2 Inner West Line was a direct train for Liverpool to City Circle via Regents Park and also included Bankstown to City Circle via Regents Park services.

The NSW Government frequently refers to the Sydney Metro Southwest/Sydenham to Bankstown Metro as an upgrade of the “T3 Bankstown Line” giving the false impression that the entirety of the line is being converted into Metro, ignoring the impacts on the 19,000 commuters West of Bankstown.

Less than half of the T3 Bankstown Line is actually being converted into Metro, and 13 stations exist in the West of Bankstown area (with 9 being isolated from the entire Sydney rail network (and potentially facing permanent closures) of which Birrong and Yagoona are first to be cut off) after the opening of Sydney Metro Southwest/Sydenham to Bankstown Metro.

When commuters in the West of Bankstown raised concerns in 2013 about the loss of direct trains to Central/City Circle via Inner West, the NSW Government insinuated that commuters were making unreasonable complaints as a direct train (at 30 minute intervals) was available (on the longer route) via Bankstown/Sydenham.

With Sydney Metro Southwest/Sydenham to Bankstown Metro, the NSW Government has forgotten the needs of the 19,000 daily commuters especially from the 9 immediate West of Bankstown stations at Berala, Regents Park, Sefton, Chester Hill, Leightonfield, Villawood, Carramar, and especially Birrong and Yagoona.

Transport for NSW has no direct evidence that the Sydney Trains 2013 timetable changes most significantly impacting (as per internal Transport for NSW documents) and reducing services for the West of Bankstown (e.g. removal of T2 Liverpool to City Circle via Regents Park and Bankstown to City Circle via Regents Park) improved reliability as insinuated by the agency.

Furthermore, Transport for NSW undermined its own claims that the T2 Inner West Line lacked capacity to continue west of Homebush as the 2017 timetable extended the T2 Inner West Line to Parramatta through Lidcombe.

Commuters have also been further impacted by the removal of express trains from Lidcombe Station in 2017 which was touted by Transport for NSW in 2013 as the fast interchange option for West of Bankstown commuters after alighting from a terminated T3 Bankstown Line service (that no longer continued to City Circle via T2 Inner West Line).

Despite the Transport for NSW announcement (made in 2020) for the restoration of train services from Liverpool to City Circle via Regents Park in 2024 (as a result of the Restore Inner West Line community action group as acknowledged in an internal Transport for NSW document) using currently available Sydney Trains Network infrastructure, the long-term future of Sydney Trains for stations in the West of Bankstown area remains in doubt.

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www.RestoreInnerWestLine.org.au

Since 2020, Transport for NSW (and Sydney Metro) has released more information about bus/light rail/ride-share replacing Sydney Trains in the West of Bankstown area than updates provided to the public about the 2024 timetable and Sydney Trains services once Sydney Metro Southwest/Sydenham to Bankstown Metro opens in 2025.

Transport for NSW and Sydney Metro working groups appear to be prioritising the investigation for the removal of Sydney Trains and closure of existing stations (in the long-term future post 2030s) ahead of restoring direct trains to City Circle via Lidcombe (T2 Inner West Line) for ALL stations in the West of Bankstown as recommended by the NSW Legislative Council Inquiry into Sydenham to Bankstown line conversion (2019).

The Restore Inner West Line & Save T3 Bankstown Line submissions for the NSW Legislative Council Inquiries into Sydenham to Bankstown line conversion (2019) and Acquisition of land in relation to major transport projects (2021) [received as correspondence] should be reviewed as part of the present Inquiry into current and future transport needs in Western Sydney.

On behalf of the over 19,000 forgotten commuters in the West of Bankstown area, our submission to the NSW Legislative Council Inquiry into Current and future transport needs in Western Sydney is simple:

Is it unreasonable to request a direct train to Central?

This Inquiry is urged to review the Transport Administration Act 1988 which is being relied on by Sydney Metro as an agency to make plans (obtained under GIPA & published at <https://www.savet3.org/bankstown-lidcombe>) that include replacing existing Sydney Trains Network stations (outside of approved Metro corridors) with bus/light rail/ride-share.

The Save T3 Bankstown Line campaign is that of commuters in the West of Bankstown area wanting to keep our stations open with a direct train to Central ideally via the restored T2 Inner West Line route.

It should be noted that upon the opening of Sydney Metro Southwest/Sydenham to Bankstown Metro:

Broken Hill has a direct train to Sydney CBD, but Birrong will have NONE!

This Inquiry is also urged to review the failure of Transport for NSW to implement the recommendation made in the NSW Legislative Council Inquiry into Sydenham to Bankstown line conversion (2019) for ALL stations in the West of Bankstown area to have a direct train to City Circle via Lidcombe (T2 Inner West Line).

Yagoona and the 19,000 commuters from West of Bankstown deserve to be acknowledged as separate to that of the Sydney Metro Southwest/Sydenham to Bankstown Metro.

We call on Transport for NSW and Sydney Metro to immediately cease and desist with planning to close existing Sydney Trains Network stations in the West of Bankstown (non-Metro corridor).

We call for the immediate restoration of direct trains to Central/City Circle for ALL stations in the West of Bankstown area (Lidcombe – Bankstown – Cabramatta/Liverpool).

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PETITION: WESTERN SYDNEY PUBLIC TRANSPORT

The Restore Inner West Line & Save T3 Bankstown Line community action group also presents the petition (published online at www.WesternSydneyPublicTransport.org) from Western Sydney residents and commuters (especially in the Parramatta, Cumberland, Canterbury-Bankstown, Fairfield, Liverpool, Campbelltown LGAs) and brings to the attention of the NSW Legislative Council Inquiry into current and future public transport needs in Western Sydney changes to Sydney Trains Network (since 2013 to future) the following matters.

The attractiveness of the Sydney Trains Network has been reduced as a reliable alternative to car and vehicle dependency. We call upon the Inquiry into the Current and future public transport needs in Western Sydney to review the impacts of:

- **T1 Western Line:** [Removal of Express Trains from Granville and Lidcombe](#), and decision for [WestConnex/M4 Tolls over an upgrade/sextuplication of tracks from Homebush to Granville](#).
- **T2 Inner West Line:** [Removal of City to Liverpool \(and Bankstown\) via Regents Park](#) (despite Transport for NSW failure to provide evidence of claimed reliability improvements).
- **T2 Leppington Line:** [Removal of Express Trains from Liverpool to City Circle](#), and failure to extend South West Rail Link (Glenfield to Leppington) to Western Sydney Airport.
- **T3 Bankstown Line:** [Removal of Direct Trains to City Circle \(especially from West of Bankstown\)](#), removal of direct trains between [Liverpool to Bankstown](#), and [future closure of stations West of Bankstown](#) after opening of Metro Southwest.
- **T5 Cumberland Line:** [Removal of Direct Trains from Campbelltown to Parramatta](#), and [future removal of Merrylands to Harris Park \(Y-Link\)](#).
- **T7 Olympic Park Line:** [Removal of regular Olympic Park to Central services](#), future [closure of T7 Line](#) after opening of Metro West, and failure to implement [Pippita CityExpress](#) (Lidcombe - Pippita - Olympic Park - Pippita - Strathfield - Redfern - Central in 19mins).
- Sydney Metro project teams' delegated authority under Transport Administration Act to make plans for bus, light rail, ride-share (e.g. [Lidcombe to Bankstown](#)), and to close Sydney Trains stations (e.g. Birrong and Yagoona) outside of approved Metro corridors.
- The failure of the 2023 Sydney Trains Review and Sydney Metro Review to engage in public community consultation.
- The lack of transparency with the 2023 Sydney Trains Review and Sydney Metro Review panellists' pecuniary interest disclosures, engagement with lobbyists, and meetings with privileged stakeholders.
- The [limited provision of NightRide services especially for Yagoona, Birrong, and Carramar](#) etc.
- The [lack of accessibility at Chester Hill](#), Villawood, Carramar, Yennora, Clyde etc and the overall impact of Sydney Trains station designs on placemaking.
- The Transport for NSW and Sydney Trains community and stakeholder engagement process in future timetable development.
- The impact of digital signalling upgrades (e.g. European Rail Traffic Management System (ERTMS)) to increase frequency of Sydney Trains Network services as a cost effective alternative to conversion of existing lines into Metro.
- The feasibility of a MINIMUM 4 trains per hour on every Sydney Trains line regardless of peak/off-peak and weekday/end or public holiday.

This petition was signed by 711 people between 20 August 2023 and 18 September 2023. Copies of petition signatures will be provided to the Inquiry as a confidential appendix to respect the privacy of signatories.