

INQUIRY INTO DEVELOPMENT OF THE TRANSPORT ORIENTED DEVELOPMENT PROGRAM

Organisation: Restore T2 Inner West Line (City to Liverpool via Regents Park)
Community Action Group

Date Received: 19 March 2024



Restore T2 Inner West Line (City to Liverpool via Regents Park) Community Action Group

Submission for Inquiry into the Development of the Transport Orientated Development Program

28 March 2024

The Restore T2 Inner West Line (City to Liverpool via Regents Park) Community Action Group supports transport orientated development that is transparently planned and is based upon sufficient enabling infrastructure in order to reduce car dependency¹.

We represent the 19,000 commuters in the West of Bankstown area (between Lidcombe – Bankstown – Cabramatta and Liverpool)² and our transport objectives have been endorsed by Council resolutions in Strathfield³, Auburn⁴, Cumberland⁵, Canterbury-Bankstown⁶, and Liverpool⁷ LGAs.

Since the 2013 Sydney Trains timetable changes, the West of Bankstown area by Transport for NSW's own documentation is the most transport disadvantaged community in Greater Sydney⁸.

The most grotesque change in 2013 was the removal of the T2 Inner West Line from City to Liverpool via Regents Park (and the City to Bankstown via Regents Park) train services.

The 2017 timetable changes which removed T1 Western Line express trains in peak from Lidcombe have further added to car dependency for commuters in the West of Bankstown area arising from being disincentivised to use public transport.

Replacing express trains with all-stations T2 Inner West Line trains from Parramatta (not only proves that T2 Inner West Line has capacity west of Homebush which undermines the 2013 timetable claim) but has increased travel times from Lidcombe to Central from 22 minutes to 33 minutes.

¹ Roydon Ng (Restore Inner West Line) witness testimony, NSW Parliament Inquiry into Current and future public transport needs in Western Sydney (4 December 2023) <https://www.parliament.nsw.gov.au/lcdocs/transcripts/3133/Transcript%20-%20Portfolio%20Committee%20No.%206%20-%20Current%20and%20future%20public%20transport%20needs%20in%20Western%20Sydney%20-%204%20December%202023%20-%20CORRECTED.pdf>

² Letter from 4 Sydney Rail Executives (John Brew, Ron Christie, Bob O'Loughlin, Dick Day) warning against Sydney Metro Southwest (July 2015), Transport for NSW GIPA TRA-000402 <https://www.transport.nsw.gov.au/system/files/media/documents/2018/tra-000402.pdf>

³ Strathfield Council resolution "Trains between Liverpool and Homebush (via Regents Park)" – 4 November 2014 <https://www.strathfield.nsw.gov.au/wp-content/uploads/2020/06/Council-Meeting-4-November-2014-Minutes.pdf>

⁴ Auburn Council mayoral minute "Train timetables" – 20 November 2013 https://cumberlandarchive.infocouncil.biz/Open/2013/11/ACCL_06112013_ATT_PLANS.pdf

⁵ Cumberland Council "New CityRail Timetable" – 21 February 2018 https://cumberland.infocouncil.biz/Open/2018/02/C_21022018_MIN.PDF

Cumberland Council "Planning for rail services West of Bankstown 2024" – 19 February 2020 https://cumberland.infocouncil.biz/Open/2020/02/C_19022020_MIN_2681.PDF

⁶ Canterbury-Bankstown Council "Restore the Inner West Line" – 25 February 2020 https://councilweb.azurewebsites.net/CBC/meetings/DOCS/2020/ORD_25022020_MIN.pdf

Canterbury-Bankstown Council "Future of Sydney Trains in the West of Bankstown" – 29 August 2023 https://www.cbcity.nsw.gov.au/Councilccb/docs/ORD_29082023_MIN.pdf

⁷ Liverpool Council "Rail Services West of Bankstown" – 26 February 2020 https://liverpool.infocouncil.biz/RedirectToDoc.aspx?URL=Open/2020/02/CO_20200226_MIN_407.PDF

⁸ Roydon Ng (Restore Inner West Line) tendered documents, NSW Parliament Inquiry into Current and future public transport needs in Western Sydney (4 December 2023) <https://www.parliament.nsw.gov.au/lcdocs/other/18820/Bundle%20of%20documents%20relating%20to%20inquiry.%20tendered%20by%20Mr%20Royden%20Ng.pdf>

All Transport for NSW claims alleging the changes to the T2 Inner West Line since 2013 have achieved reliability improvements for the Sydney Trains Network and claims that the Sydney Trains Network does not have capacity for “City to Liverpool/Bankstown via Regents Park” train services have been proven to be false throughout the NSW Parliament Inquiry into Sydenham-Bankstown line conversion (2019), NSW Parliament Inquiry into Sydney Metro West (2023), and NSW Parliament Inquiry into the Current and future public transport needs in Western Sydney (2023).

We thank the NSW Government for committing to restoring the T2 Inner West Line: “City to Liverpool via Regents Park” train service in the upcoming 2024 timetable (and stress that Transport for NSW has been incorrectly referring to this service as the T3 Bankstown Line despite Bankstown not on this route).

Concerns remain that the “City to Bankstown via Regents Park” train service is not being restored resulting in a shuttle service between Lidcombe and Bankstown, and the upcoming removal of current direct T3 Bankstown Line trains between Liverpool and Bankstown (via Sefton) in the 2024 timetable.

Additional concerns pertain to Transport for NSW considering to again remove the direct train from West of Bankstown (T2 Inner West Line: City to Liverpool via Regents Park) in the 2030s.

2026 to 2056

Desired outcomes:

- Improve 30 minute connections to from the study area to Parramatta CBD
- Transition towards a more legible and simple network (increased sectorisation)
- Right-sizing capacity, fleet and servicing requirements (i.e. avoid over-subscribing services in the absence of matching demand)

Issues to be explored:

| | |
|----------------------------------|--|
| SM-CSW Extension to Sefton | <ul style="list-style-type: none"> • What is the demand profile for a 4 to 6 platform interchange at Sefton? • Could local land use opportunities drive the need for a larger station precinct? |
| Parramatta to Kogarah | <ul style="list-style-type: none"> • Should it use existing T3 track between Sefton and Bankstown as part of its alignment or consist of an entirely new corridor with limited stops? |
| T3 (West of Yagoona) | <ul style="list-style-type: none"> • Determine line function (city-shaping, city-serving or centre-serving) • Is it desirable to retain re-introduced T2 services direct to the Harbour CBD in the 2030s, given SMW and T1 express travel choices? |
| Bankstown to Liverpool | <ul style="list-style-type: none"> • Does SM-CSW extension to Sefton to Yagoona preclude an extension to Liverpool? |
| Alternative modal considerations | <ul style="list-style-type: none"> • Cabramatta – Lidcombe – SOP – PLR2 (Light Rail) • Bankstown to Liverpool (Bus) |

The NSW Parliamentary Secretary for Transport Majorie O’Neil confirmed in December 2023⁹ (in response to an enquiry regarding the Transport for NSW planning to remove “re-introduced T2 services direct to the Harbour CBD”) that stations in the West of Bankstown would remain open but did not commit to maintaining direct trains to Central beyond 2030.

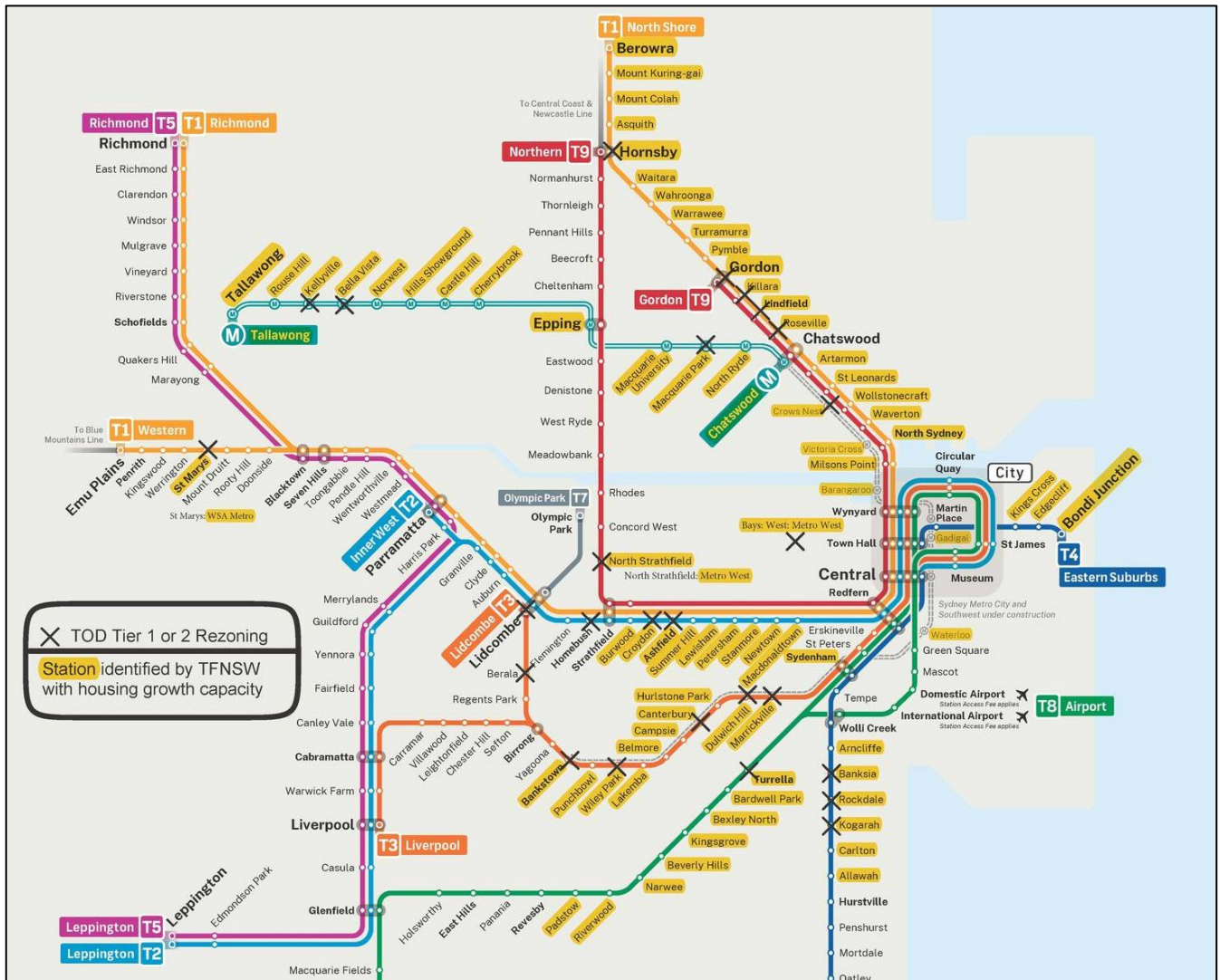
⁹ Letter from NSW Parliamentary Secretary for Transport: Majorie O’Neil MP to Roydon Ng dated 18 December 2023.
https://restoreinnerwestline.org.au/wp-content/uploads/2024/03/response_2023-09-19-12-21.pdf

Inadequate rail service for Berala and Lidcombe to be in the Transport Orientated Development Program

From a rail services perspective alone the stations of Berala, Lidcombe, and Homebush (which are or will be) on the T2 Inner West Line: City to Liverpool via Regents Park are unsuitable for to be included in the Transport Orientated Development Program.

With reference to “[Return to order - Transport Oriented Development Program - Documents received on Wednesday 28 February 2024 from the Acting Secretary of The Cabinet Office, together with an indexed list of documents](#)” Document DPHI.740.04 “FW: Rail Capacity to inform housing opportunities”¹⁰ indicates which stations and sections of rail lines have capacity for Transport Orientated Development.

It should be noted that Berala, Lidcombe, and Homebush are the 3 stations that are outside of the Transport for NSW identified locations that have capacity for housing opportunities.



Sydney Rail Network map with highlighted stations identified by Transport for NSW with adequate rail services to support housing growth. Stations marked with X are in the Transport Orientated Development Program.

¹⁰ “Document DPHI.740.04 “FW: Rail Capacity to inform housing opportunities” (from [Return to order - Transport Oriented Development Program - Documents received on Wednesday 28 February 2024 from the Acting Secretary of The Cabinet Office, together with an indexed list of documents](#)) uploaded to <https://restoreinnerwestline.org.au/wp-content/uploads/2024/03/DPHI.740.04.pdf>

From: Matthew McKibbin <
Sent: Wednesday, 21 June 2023 2:06 PM
To: Hanna Shalbat Stephanie Barker
Cc: Simon Hunter <
Subject: Rail capacity to inform housing opportunities

Hello Hanna and Stephanie,

Further to discussions on rail capacity in Greater Sydney, we have drafted some text which presents Transport's advice for broader communication to external audiences as part of the housing acceleration and TOD programs:

- * Sydney Metro lines provide high capacity to support growth, and are able to scale up capacity in response to changes in demand over time. Investment in additional rolling stock may be required to enable additional services into the future. All lines present capacity to support growth:

- * Sydney Metro North West
- * Sydney Metro City & Southwest
- * Sydney Metro Western Sydney Airport
- * Sydney Metro West

• As a result of existing committed investments (such as Sydney Metro and More Trains, More Services), several sections of the Sydney Trains network close to Sydney CBD have been identified as having capacity for additional growth, including:

- o **T2 Inner West** – between Burwood and Macdonaldtown
- o **T4 Eastern Suburbs** – entire line (Kings Cross, Edgecliff and Bondi Junction)
- o **T4 Illawarra** – between Allawah and Arncliffe
- o **T8 Airport** – between Padstow and Turella

DPHI.740.04

- o **T1 North Shore** – between Artarmon and Milsons Point
- o **T1 North Shore** – north of Chatswood

Document DPHI.740.04 “FW: Rail Capacity to inform housing opportunities

Internal NSW Government documents reveal new information on Berala and Lidcombe for Transport Orientated Development. Transport for NSW has indicated that Lidcombe and Berala rail services do not have capacity for housing growth. Berala even could be without a direct train to Central in 2030 yet have increased densities!

The T2 Inner West Line between Burwood and Macdonaldtown are only stations that have capacity for housing opportunities. The T1 Western Line and T3 Bankstown Line are not listed as having capacity for housing, so Lidcombe and Berala being included in the Transport Orientated Development Program is questionable.

We support Transport Orientated Development as means to reducing car dependency, but the NSW Government must justify how the existing infrastructure (including health, energy, education, open spaces, transport etc) at stations such as Berala and Lidcombe can adequately support the rezonings for increased densities.

Lack of Transport Services for Cumberland LGA

Attention is also drawn to the Rachel Merton MLC's written question on notice in the NSW Parliament regarding the Transport Orientated Development Program impacts on the Cumberland Council area and what future transport services would be available to support the increased housing densities (Berala and Lidcombe)¹¹. The answer provided indicated that the Cumberland Council area would receive the already under construction Sydney Metro West at Westmead and the Parramatta Light Rail at Westmead.

It should also be noted that Transport Minister Jo Haylen's response to Rachel Merton MLC does not reference the upcoming restoration of the T2 Inner West Line: Liverpool to City via Regents Park, therefore, to avoid any misconceptions, the restoration of the T2 Inner West Line (and the community campaign started in 2013) has proven that the direct train is needed regardless of any Transport Orientated Development Program.

The recent NSW Parliament Inquiry into Sydney Metro West¹² expressed frustration at the business case for the project being withheld and also questioned the reliability of patronage forecasts interchanging at Westmead Station between Sydney Trains and Sydney Metro.

It is ridiculous to expect the majority of Sydney Trains passengers having been seated upon boarding at Emu Plains, Penrith, St Marys, Richmond, Blacktown to surrender their seats, leave Westmead train station, cross the road to Westmead metro station, then stand for up to 25 minutes to reach Sydney CBD (Hunter Street station), and then potentially have to interchange again to reach Town Hall, Central or other City Circle stations.

The claim frequented by the NSW Government that Sydney Metro West will double capacity on the T1 Western Line and T2 Inner West Line for Cumberland Council area is unproven and not supported by the publicly available information. Sydney Metro West will also not achieve impactful additional seats for most of Cumberland Council area commuters on the T1 Western Line as Granville and Lidcombe are skipped in peak and only serviced by the near all stations T2 Inner West and Leppington Line to City.

One must look at the location and alignment of Sydney Metro West being to the north of the existing T1 Western Line and T2 Inner West Line, and north of Parramatta Road (i.e. north of Cumberland Council area) therefore, if most Cumberland residents were to access Sydney Metro West, this would involve driving to either Olympic Park, potentially Silverwater and/or Rosehill, or Parramatta metro stations. There is no north-south bus service that effectively connects the Cumberland Council area to Sydney Metro West, thus last mile transit has been overlooked and the Transport Orientated Development Program cannot rely on Sydney Metro West to provide additional transport services in Cumberland.

Parramatta Light Rail at Westmead will provide no relief to commuters at Berala or Lidcombe. Additionally, the NSW Government has ruled out extending Parramatta Light Rail Stage 2 from Olympic Park/Carter St to Lidcombe Station further undermining any capacity for Lidcombe to be suited for Transport Orientated Development.

Were Lidcombe and Berala to be suitable for the Transport Orientated Development Program; the Cumberland Council area would need additional investment in rail services beyond the previously announced restoration of T2 Inner West Line: Liverpool to City via Regents Park, Sydney Metro West, and Parramatta Light Rail.

¹¹ NSW Legislative Council Written Question on Notice 1783 - Transport - TRANSPORT IN WESTERN SYDNEY: Merton, Rachel to the Special Minister of State, Minister for Roads, Minister for the Arts, Minister for Music and the Night-time Economy, and Minister for Jobs and Tourism representing the Minister for Transport. Question asked 21 February 2024, answered 13 March 2024. <https://www.parliament.nsw.gov.au/lc/papers/pages/qanda-tracking-details.aspx?pk=98766>

¹² NSW Legislative Assembly: Inquiry into the Sydney Metro West project (2023) <https://www.parliament.nsw.gov.au/committees/inquiries/Pages/inquiry-details.aspx?pk=2982>

Important information withheld from Cumberland Council and the community

We support Cumberland Council's submission (adopted 6 March 2024) to the Department of Planning, Housing, and Infrastructure¹³ that Berala and Lidcombe should be excluded from the current Transport Orientated Development Program on the basis that insufficient work and collaboration has been undertaken with Council. Cumberland Council should be commended for its proactiveness in holding community information sessions about the NSW Government's Transport Orientated Development Program.

It should be noted that the Transport Orientated Development Program is part of the wider housing policy proposed by the NSW Government such as the changes to create low and mid-rise housing. The NSW Government should collaborate with all Councils to hold community consultations about the changes to create low and mid-rise housing as the effects of this housing policy will have much more significant impacts compared to the Transport Orientated Development Program.

With regard to the Transport Orientated Development Program and the changes to create low and mid-rise housing, the NSW Government should publish for Cumberland Council the following information:

- Current population and number of dwellings of a 400m radius around Berala Station and Lidcombe Station in the Transport Orientated Development Program.
- Current population and dwellings of all subject sites near town centres and train stations being rezoned for changes to create low and mid-rise housing.
- Population estimates and dwelling targets of a 400m radius around Berala Station and Lidcombe Station in the Transport Orientated Development Program.
- Population estimates and dwelling targets of all subject sites near town centres and train stations being rezoned for changes to create low and mid-rise housing.

With regard to the development of the Transport Orientated Development Program and the changes to create low and mid-rise housing (diverse and well located housing), the NSW Government should publish for Cumberland Council the following information:

- Land iQ Tool and GIS Spatial Analysis reports created by the Department of Planning, Housing, and Infrastructure for both the Transport Orientated Development Program (for Berala and Lidcombe) and the changes to create low and mid-rise housing (for entire Cumberland LGA).
- The indicative Housing and Productivity Contribution (HPC) amounts to be received by Cumberland Council in each financial year for the upcoming 5 years.
- Transport for NSW: Travel Survey data/results for Lidcombe, Berala, and Cumberland LGA.
- Transport for NSW: Future Transport Strategy (FTS) and Medium Term Rail Development Plan (MTRDP) indicative Greater Sydney rail network services for each existing station and any future stations in Cumberland LGA (e.g. alignment of Parramatta to Kogarah line via Bankstown).

It is also concerning that the NSW Ministry of Health, NSW Department of Education, and Ausgrid whom have had no opportunity to assess the impact of increase demand on services. Government information public access (GIPA Act) requests confirmed that such agencies were not consulted by the Department of Planning, Housing, and Infrastructure prior to announcement of the Transport Orientated Development Program.

¹³ Cumberland Council Meeting 6 March 2024 Agenda and Minutes "Item No: C03/24-474 DRAFT SUBMISSION - NSW GOVERNMENT'S TRANSPORT ORIENTED DEVELOPMENT PROGRAM"

https://cumberland.infocouncil.biz/Open/2024/03/C_06032024_AGN_3131_AT_WEB.htm

https://cumberland.infocouncil.biz/Open/2024/03/C_06032024_MIN_3131_WEB.htm



West of Bankstown 2024 Train Timetable

Sydney Trains Network after opening of Sydney Metro to Bankstown in 2025, with changes gradually implemented from mid-2024 upon opening of Sydney Metro City (Chatswood – Sydenham) and closure of Sydenham – Bankstown for Metro conversion

Important Notes:

- Sydney Trains heavy rail (double track) lines can run up to 20 trains per hour in each direction under current signalling systems.

Source: Douglas Economics: Model Train and Passenger Capacity (Report to Transport for NSW) dated July 2012

- Transport for NSW has requested that the Bankstown Station (Sydney Trains terminal) be designed to turnback up to 12 trains per hour (once Sydney Metro Southwest opens between Sydenham – Bankstown).

Source: Transport for NSW – Public Transport (PT) Planning & Programs, Greater Sydney - Request for Information (RFI): “Sefton Park In trains frequency” (RFI2022-243, MTMS3a) dated 2 August 2022

2013 – 2017 (current) Timetable Changes



Before 2013
Inner West Line
City to Liverpool via Regents Park
City to Bankstown via Regents Park



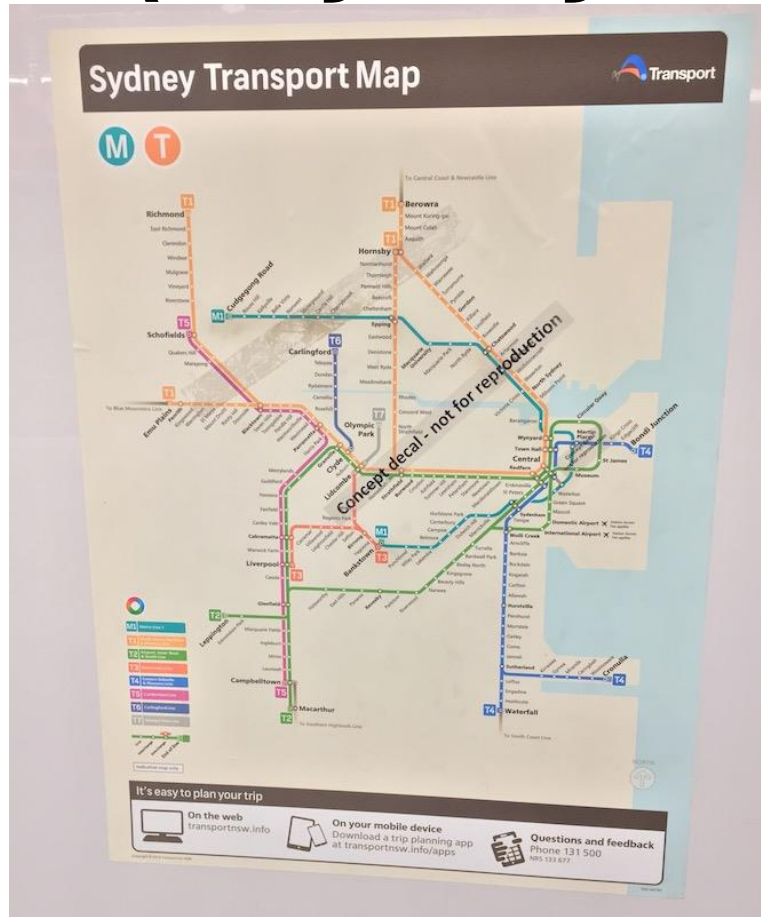
2013 – 2017
T2 Inner West Line
City to Homebush Only
No Trains to Liverpool/Bankstown



2017 – Present
Inner West Line
City to Parramatta Only
No Express at Lidcombe, Auburn, Granville

Source: CityRail and Sydney Trains Network Maps

Original 2024 Plans for West of Bankstown (if Sydney Trains were to operate)



Sydney Transport Map decal inside mock Sydney Metro carriage at Royal Easter Show circa 2016

Original 2024 Plans for West of Bankstown (if Sydney Trains were to operate)



*Shuttle services between Lidcombe – Bankstown
and Liverpool – Bankstown only (with Birrong as
interchange and without direct service to Central)*

*Sydenham, St Peters, Erskineville, Redfern on T4 Illawarra
Line once Sydney Metro City AND Southwest opens (per
Transport for NSW announcement of 16 January 2024)*

Source: Transport for Tomorrow. More Trains More Services Stage 3A – South West Package. Conventional Signalling Upgrades Design Report – Sefton Park Junction.
Prepared for Transport for NSW. Released under Freedom of Information (GIPA Act)

Restore T2 Inner West Line community campaign since 2013



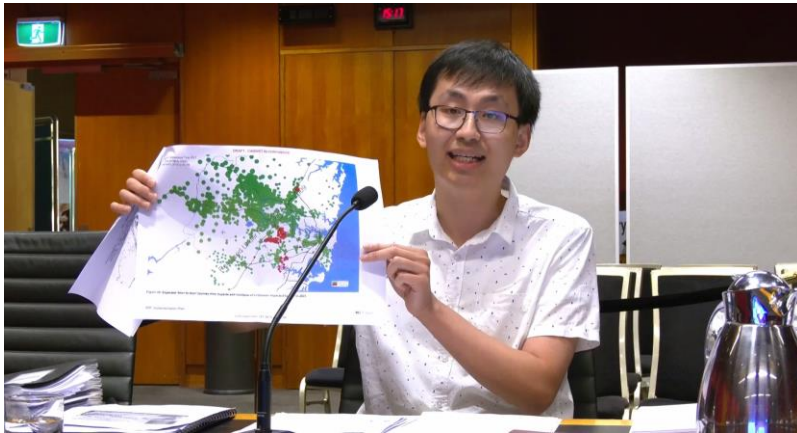
Berala Public School community meeting in February 2014
Credit: Carly M



Berala Rally in March 2014
Credit: George Voulgaropoulos



Media Coverage e.g. Bankstown Express / Daily Telegraph
Credit: Simon Bullard



Roydon Ng giving Parliamentary evidence in December 2023
Credit: NSW Parliament
24/01/2024

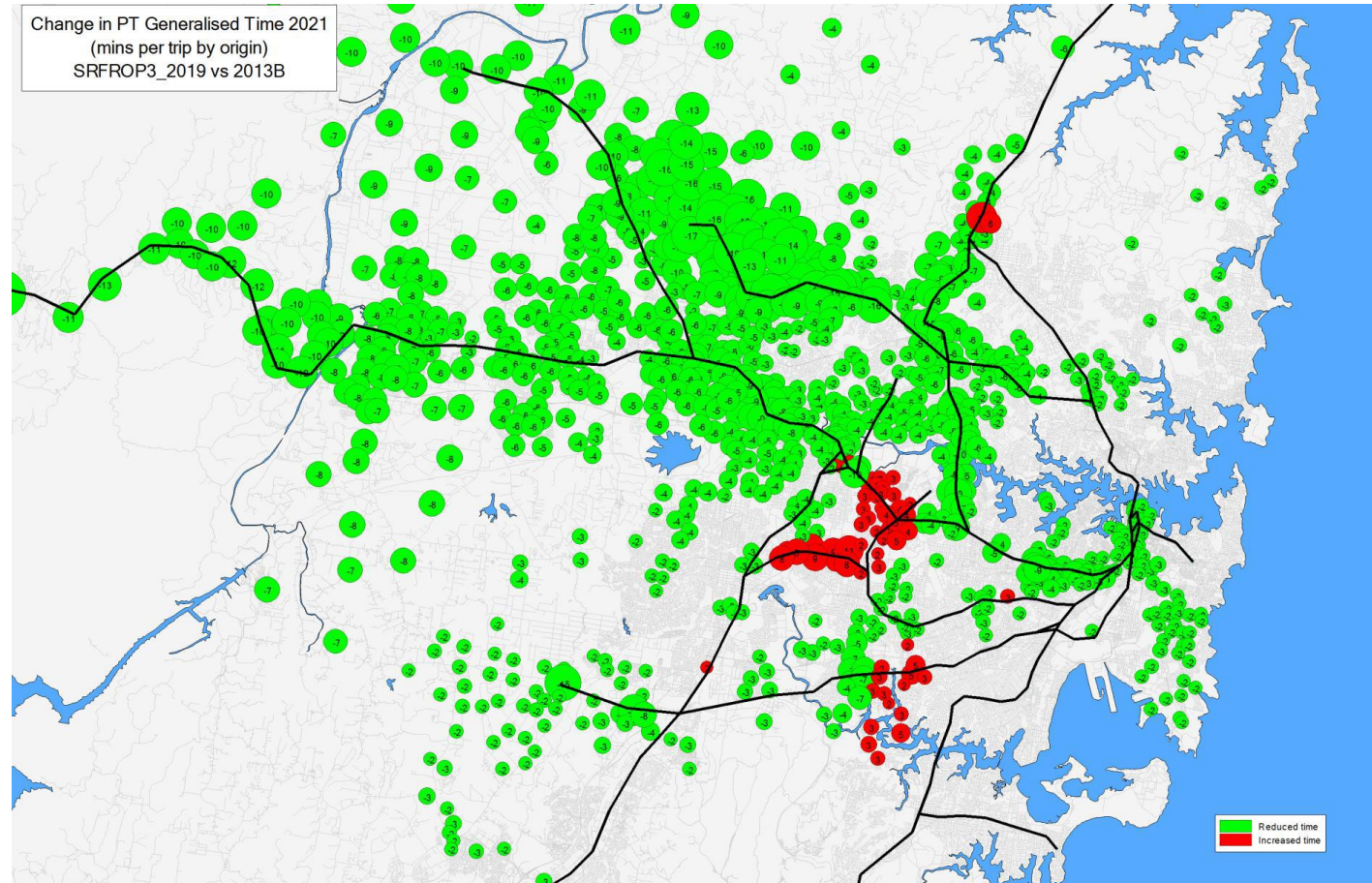


Regents Park Rally in October 2018
Credit: Australian Media Co
www.RestoreInnerWestLine.org.au www.SaveT3.org



Media Coverage e.g. Inner West Courier / Daily Telegraph
Credit: Justin Sanson

West of Bankstown area most significantly impacted with **INCREASED TRAVEL TIMES** from 2013 timetable changes (removal of T2 Liverpool / Bankstown via Regents Park)

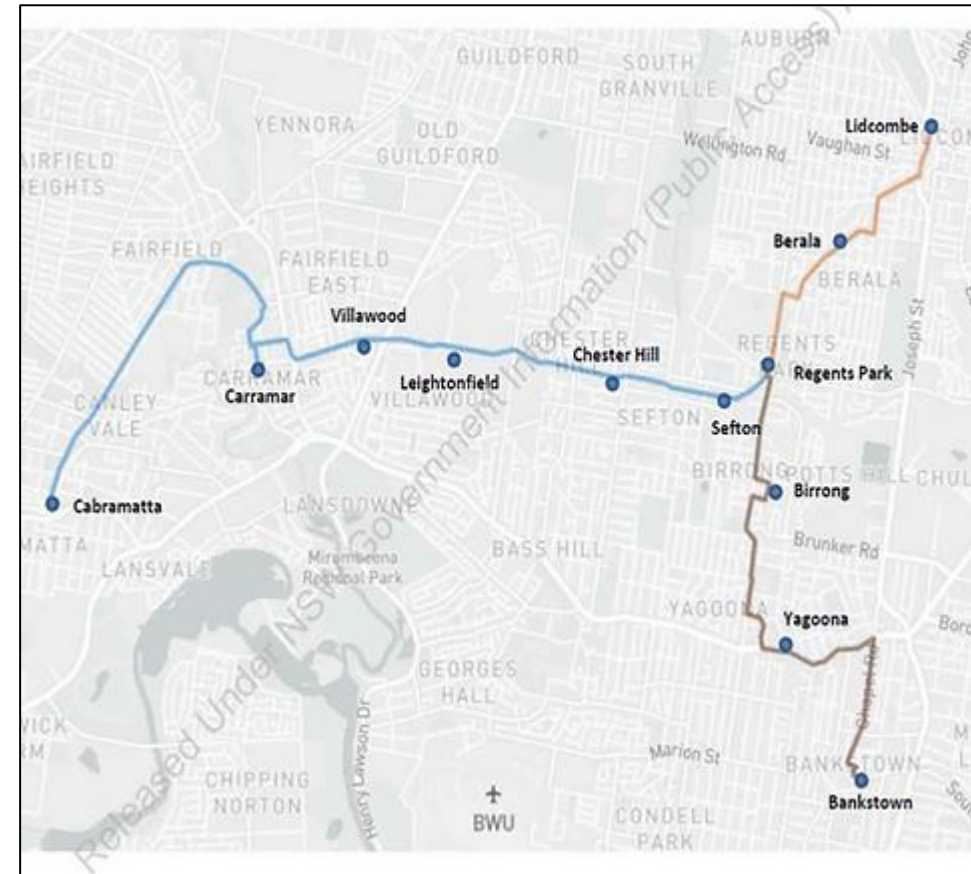


Source: Transport for Tomorrow. Sydney's Rail Future Implementation Plan 2013. Released under Freedom of Information (GIPA Act)

Save T3 Bankstown Line campaign to keep our stations open

Multiple Transport for NSW documents included planning to close Sydney Trains stations between Lidcombe / Cabramatta – Bankstown after the opening of Sydney Metro City & Southwest.

Transport for NSW made plans to replace Sydney Trains with either bus or light-rail or ride-share between Bankstown – Lidcombe – Olympic Park and Bankstown – Cabramatta / Liverpool.



*Internal Map of Bus Routes Replacing Trains in the West of Bankstown by Transport for NSW
Released under Freedom of Information (GIPA Act)*

NSW Parliament Inquiry into Sydenham – Bankstown line conversion (2019-20)

Recommendation 5:

“That the NSW Government restore regular direct services to the city via Lidcombe for those stations west of Bankstown affected by the conversion”

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

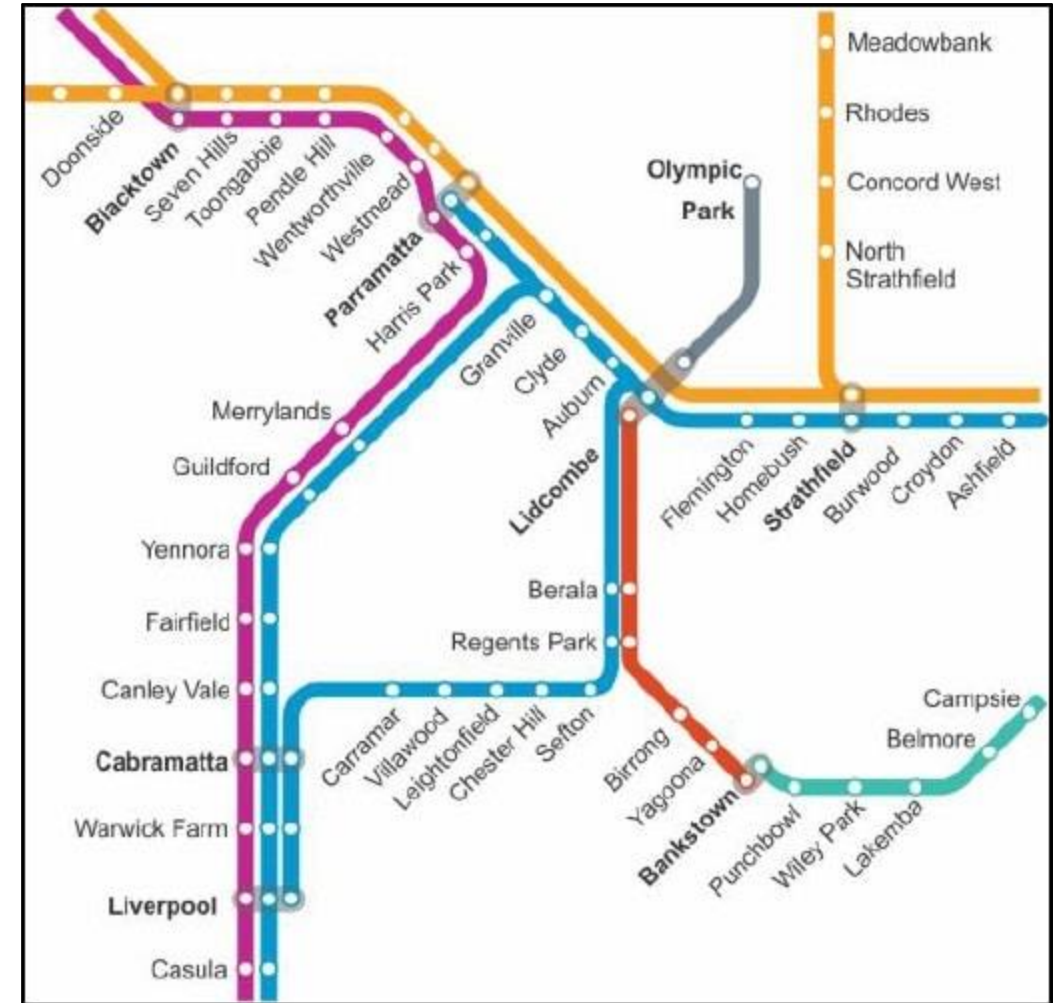
<https://www.parliament.nsw.gov.au/committees/inquiries/Pages/inquiry-details.aspx?pk=2551#tab-reportsandgovernmentresponses>

Restore T2 Inner West Line City Circle to Liverpool via Regents Park

**T2 Liverpool via Regents Park
to be restored from mid-2024 to 2030**

**Direct trains to City for Carramar,
Villawood, Leightonfield, Chester Hill,
Sefton, Regents Park, Berala**

**Thanks for supporting our community
campaign to bring back our trains and to
keep our stations open**



*Internal 2024 Map by Transport for NSW
Released under Freedom of Information (GIPA Act)*

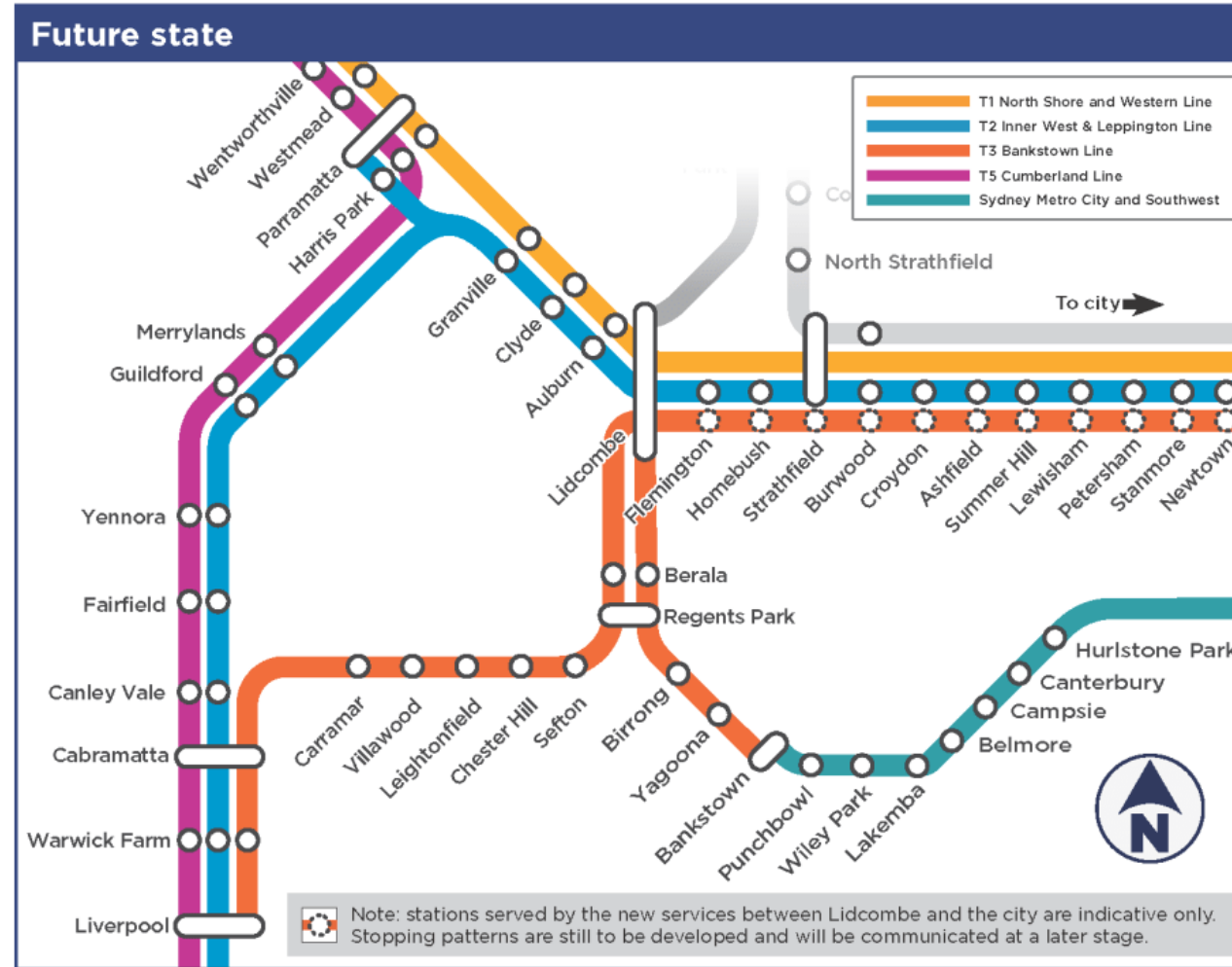
2024 Timetable

- The new timetable will include changes for current **T3 Bankstown Line** stations not converting to metro, as well as changes for other lines across the network.
- For stations west of Bankstown, rail services currently operating between Liverpool and the City Circle via Bankstown will instead run to the **Sydney CBD via Regents Park and Lidcombe**. A rail service will also operate between **Lidcombe and Bankstown, with Regents Park to be the main interchange** point for passengers travelling to Bankstown, Liverpool and the Sydney CBD.
- Erskineville and St Peters stations will continue to receive direct services to the Sydney CBD via the T8 Airport & South Line until these stations are moved to the T4 Eastern Suburbs & Illawarra Line permanently.

Source: More Trains, More Services (updated 16 January 2024)

<https://www.transport.nsw.gov.au/projects/more-trains-more-services>

Transport for NSW incorrectly labels “**City to Liverpool via Regents Park**” as the **T3 Bankstown Line** (instead of **T2 Inner West Line**) in publications of the 2024 timetable.

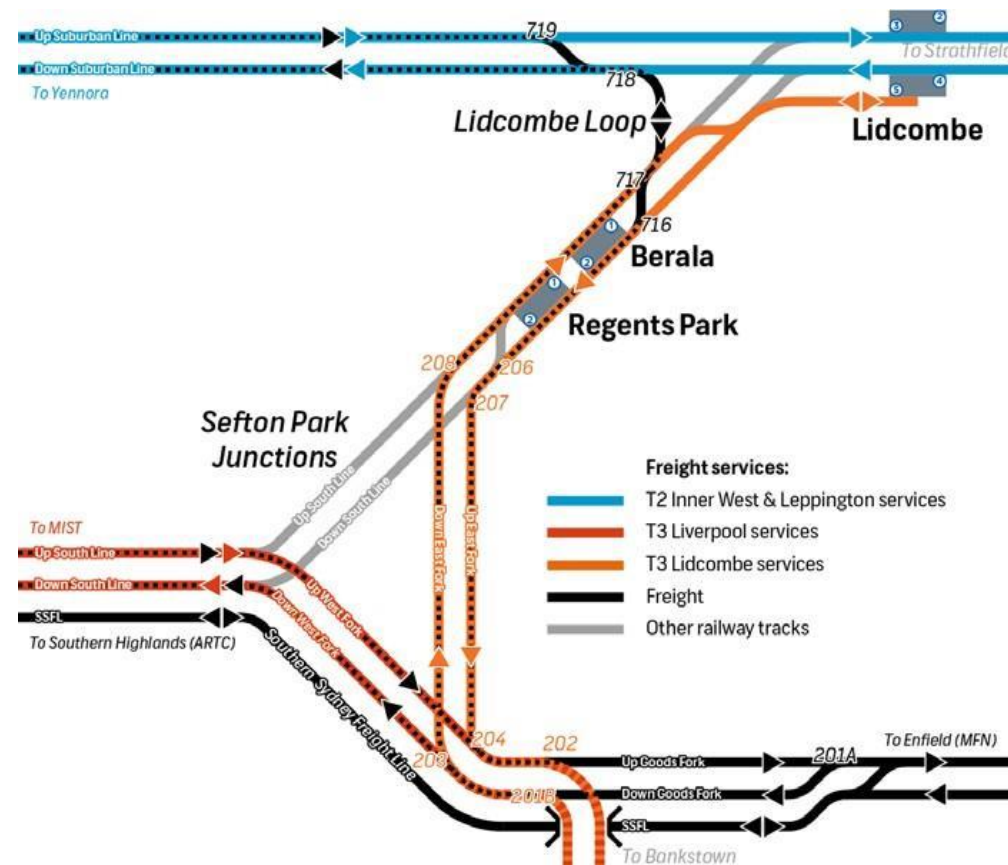


Source: Transport for NSW “Planning for rail services west of Bankstown”

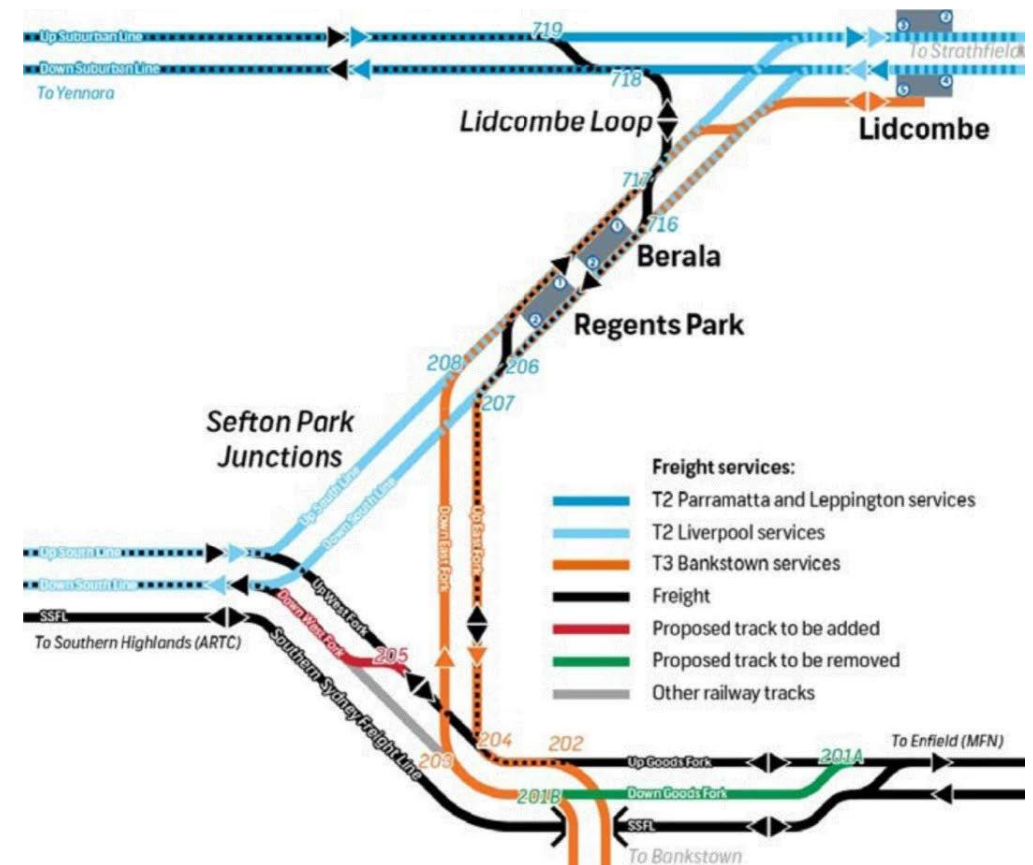
Changes to Lidcombe Loop and Sefton Park Junctions

Source: Transport for Tomorrow. More Trains More Services Stage 3A – South West Package. Conventional Signalling Upgrades Design Report – Sefton Park Junction.
Prepared for Transport for NSW. Released under Freedom of Information (GIPA Act)

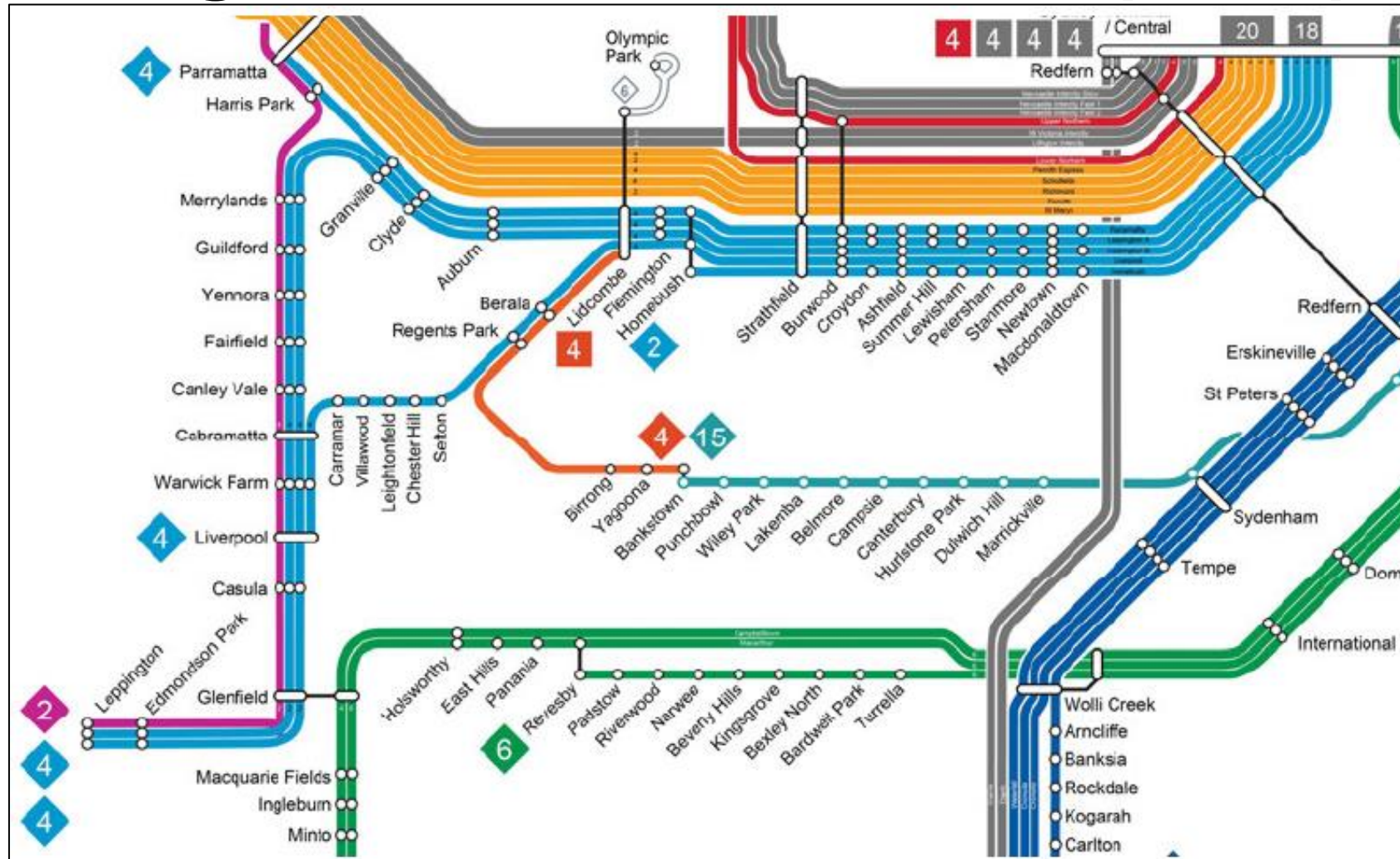
Current Operation



Future 2024 Operation



Transport for NSW: More Trains, More Services Stage 3A Peak Service Plan (2024)



Transport for NSW Train Plan for 2024. Released under Freedom of Information (GIPA Act)

www.RestoreInnerWestLine.org.au www.SaveT3.org

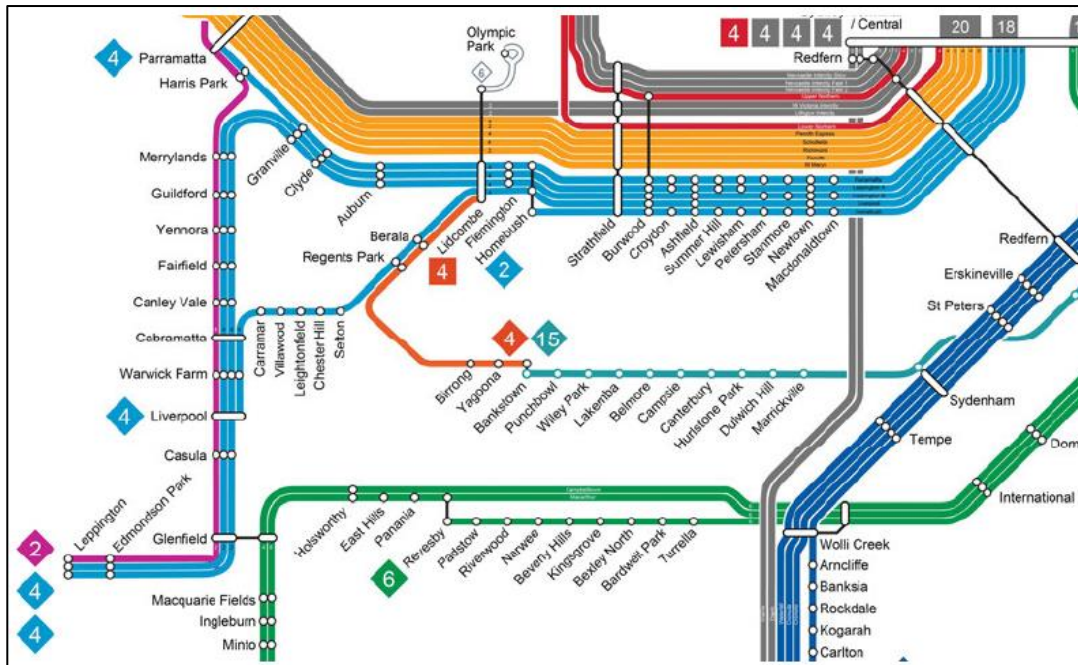
2024 Timetable Notes:

- Reinstated **T2 Liverpool to City Circle via Regents Park (former Inner West Line)** is a limited stops service between Lidcombe and Central (stopping only at Homebush, Strathfield, Burwood, Ashfield, Newtown, and Redfern).
- **No direct train services between Liverpool and Bankstown**, despite capacity for at least 2 trains per hour (more Liverpool starters).
- **No direct train services to Central (City Circle) from Birrong and Yagoona**, despite capacity for 4 trains per hour to continue through Lidcombe to T2 Inner West Line from Bankstown via Regents Park.
- **Bankstown to City Circle via Regents Park has not been reinstated**, despite capacity for 4 trains per hour to join the T2 Inner West Line (replacing the 2 Homebush starters).

Transport for NSW: More Trains, More Services

Stage 3A Peak Service Plan

2024 TIMETABLE



T2 LIVERPOOL TO CITY CIRCLE VIA REGENTS PARK

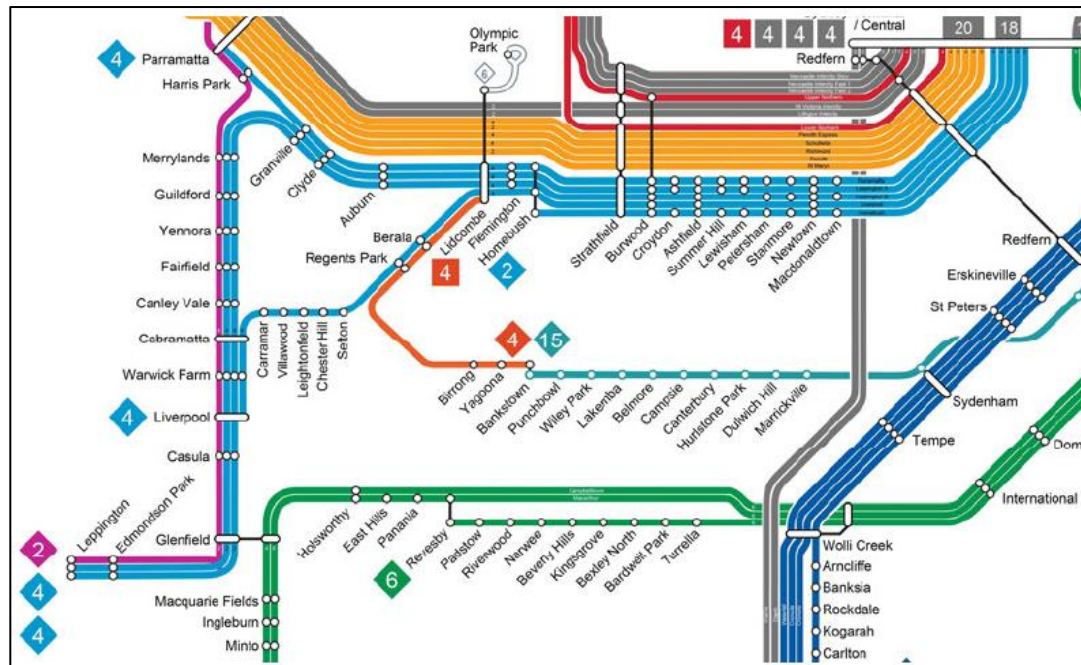
- 4 Trains Per Hour (peak)
- 2 Trains Per Hour (off-peak)

*Source: Transport for NSW. RFI
Reference No: MTMS3. Work
Package: Passenger services for
Sefton East and South Junction*

Transport for NSW: More Trains, More Services

Stage 3A Peak Service Plan

2024 TIMETABLE



T3 BANKSTOWN TO LIDCOMBE SHUTTLE

- 4 Trains Per Hour (peak)
- 3 Trains Per Hour (off-peak)

Source: Transport for NSW. RFI Reference No: MTMS3. Work Package: Passenger services for Sefton East and South Junction

Berala and Regents Park

- **Peak: 8 Trains Per Hour**

- 4 direct services from [Liverpool to City Circle via T2 Inner West Line](#)
- 4 services from [Bankstown terminating at Lidcombe on T3 shuttle](#)
- Train every 7.5 minutes

- **Off Peak: 5 Trains Per Hour**

- 2 direct services from [Liverpool to City Circle via T2 Inner West Line](#)
- 3 services from [Bankstown terminating at Lidcombe on T3 shuttle](#)
- Train every 12 minutes

- **Peak Journey Times from Berala to**

Central via [T2 Inner West Line](#): 31 minutes (through Lidcombe)

Strathfield via [T2 Inner West Line](#): 10 minutes (through Lidcombe)

- **Peak Journey Times from Regents Park to**

Central via [T2 Inner West Line](#): 34 minutes (through Lidcombe)

Strathfield via [T2 Inner West Line](#): 13 minutes (through Lidcombe)

Birrong and Yagoona

- **Peak: 4 Trains Per Hour**

- 4 services from **Bankstown** terminating at Lidcombe on T3 shuttle
- Train every 15 minutes

- **Off Peak: 3 Trains Per Hour**

- 3 services from **Bankstown** terminating at Lidcombe on T3 shuttle
- Train every 20 minutes

- **Peak Journey Times from Birrong to**

Lidcombe via **T3 shuttle**: 11 minutes

Central via **Lidcombe interchange**: 42 min (**11 min** + 3 min interchange + **28 min**)

Sefton, Chester Hill, Leightonfield, Villawood, Carramar

- **Peak: 4 Trains Per Hour**

- 4 direct services from [Liverpool to City Circle via T2 Inner West Line](#)
- Train every 15 minutes

- **Off Peak: 2 Trains Per Hour**

- 2 direct services from [Liverpool to City Circle via T2 Inner West Line](#)
- Train every 30 minutes

- **Peak Journey Times from Sefton to**

Lidcombe [via T2 Inner West Line](#): 7 minutes (via Regents Park)

Strathfield [via T2 Inner West Line](#): 16 minutes (through Lidcombe)

Central [via T2 Inner West Line](#): 37 minutes (through Lidcombe)

Peak Journey Times on T2 Inner West Line: Liverpool to City Circle via Regents Park

- Liverpool to Central: 56 minutes
- Liverpool to Sefton: 19 minutes
- Carramar to Central: 46 minutes
- Villawood to Town Hall: 47 minutes
- Chester Hill to Circular Quay: 48 minutes
- Sefton to Homebush: 13 minutes
- Berala to Flemington (with interchange at Lidcombe): 10 minutes.
 - 4 min from Berala to Lidcombe + 3 min interchange at Lidcombe + 3 min from Lidcombe to Flemington
 - T2 Inner West Line: Liverpool to City Circle via Regents Park does not stop at Flemington

2013 TIMETABLE - MYTHS BUSTED!!!

- A lack of capacity exists between Lidcombe and Homebush for **T2 Liverpool to City Circle via Regents Park** and the **Bankstown to City Circle via Regents Park** services.
- **T2 Liverpool to City Circle via Regents Park** and **Bankstown to City Circle via Regents Park** services caused congestion on the Sydney Trains Network worthy of the removal of such services.
- Additional infrastructure would be needed to run **T2 Liverpool to City Circle via Regents Park** and the **Bankstown to City Circle via Regents Park** services.
- The 2013 Timetable changes (removal of **City to Liverpool / Bankstown via Regents Park**) on **T2 Inner West Line** / **T3 Bankstown Line** is justified.

Is the T2 Liverpool via Regents Park being removed again in the 2030s?

2026 to 2056

Desired outcomes:

- Improve 30 minute connections to from the study area to Parramatta CBD
- Transition towards a more legible and simple network (increased sectorisation)
- Right-sizing capacity, fleet and servicing requirements (i.e. avoid over-subscribing services in the absence of matching demand)

Issues to be explored:

| | |
|----------------------------------|--|
| SM-CSW Extension to Sefton | <ul style="list-style-type: none"> • What is the demand profile for a 4 to 6 platform interchange at Sefton? • Could local land use opportunities drive the need for a larger station precinct? |
| Parramatta to Kogarah | <ul style="list-style-type: none"> • Should it use existing T3 track between Sefton and Bankstown as part of its alignment or consist of an entirely new corridor with limited stops? |
| T3 (West of Yagoona) | <ul style="list-style-type: none"> • Determine line function (city-shaping, city-serving or centre-serving) • Is it desirable to retain re-introduced T2 services direct to the Harbour CBD in the 2030s, given SMW and T1 express travel choices? |
| Bankstown to Liverpool | <ul style="list-style-type: none"> • Does SM-CSW extension to Sefton to Yagoona preclude an extension to Liverpool? |
| Alternative modal considerations | <ul style="list-style-type: none"> • Cabramatta – Lidcombe – SOP – PLR2 (Light Rail) • Bankstown to Liverpool (Bus) |

Restore T2 Inner West Line

Save T3 Bankstown Line

- ✓ Liverpool to City Circle via Regents Park (2024 – 2030)
Bankstown to City Circle via Regents Park
Liverpool to Bankstown via Sefton

www.RestoreInnerWestLine.org.au

www.SaveT3.org

Express to City from Lidcombe and Granville
Campbelltown to City Circle via Regents Park

Have Your Say on the T2 Inner West Line “Liverpool to City via Regents Park” running as a Limited Stops Service

www.RestoreInnerWestLine.org.au/survey

