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Save T3 Bankstown Line
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Submission for Connective City 2036 (Draft): Local Strategic Planning Statement

Introduction

Restore Inner West Line (RIWL) is a community action group, which has been active in the Bankstown LGA and surrounding suburbs since 2013

We promote the interests of public transport; both passengers needs and sustainable infrastructure planning

Comments on Heavy Rail (Sydney Trains Network)

We believe that that heavy rail with the Sydney Trains Network and sustainable development provide the most equitable outcomes for Canterbury-Bankstown

The changes to Sydney Trains timetable since 2013 involving the T2 Inner West Line and T3 Bankstown Line have been extremely detrimental to the growing population

The removal of the Inner West Line's "City to Liverpool via Regents Park" and Bankstown Line's "City to Bankstown via Regents Park" train service has added substantial demand on local roads and rail services through T3 via Sydenham

Commuters that formerly enjoyed a direct train from stations such as Villawood, Leightonfield, Chester Hill, Sefton, Regents Park, Birrong and Yagoona now have to interchange at Lidcombe for another train to the City Circle and Inner West

For stations between Sefton to Villawood, journeys to City Circle and Inner West now also requires an additional interchange at Birrong station

Many commuters from the western part of Canterbury-Bankstown LGA do not wish to interchange and instead drive to Birrong or Lidcombe station, which has significantly increased traffic congestion (e.g. Waldron Road in Chester Hill, Carlingford St in Sefton) and demand for parking at Birrong

T3 Bankstown Line trains often skip stations between Sefton to Villawood often have T3 Bankstown Line trains and these stations have service gaps of 30 minutes for much of the day

These issues with the Sydney Trains Network need to be addressed now, and the T3 Bankstown Line must not be allowed to fall into disrepair because of the Sydney Metro Southwest and future Metro projects

Direct Train from Bankstown to Parramatta

Canterbury-Bankstown Council should be reminded that a direct track exists between Berala and Auburn station

It is possible to catch a direct train from Bankstown to Parramatta during some trackwork shutdowns on the Sydney Trains Network

Canterbury-Bankstown Council should work with the NSW Government and Cumberland Council to have the track between Berala and Auburn duplicated to allow for regular Bankstown to Parramatta train services

It should be noted that such Bankstown to Parramatta train service (without interchange at Lidcombe) existed on the Sydney Trains timetable until the mid-2000s

Comments on Sydney Metro

Restore Inner West Line has partnered with local groups to form the Save T3 Bankstown Line (Save T3) campaign in 2018

We are concerned that Canterbury-Bankstown Council has been reluctant to defend the public transport interests and needs of residents especially those living west of Bankstown

The Sydney Metro Southwest (Sydenham to Bankstown) removes the final direct train to City Circle, Redfern, Erskineville, St Peters from 9 stations west of Bankstown

7 of these stations (Villawood, Leightonfield, Chester Hill, Sefton, Regents Park, Birrong, Yagoona) are in Canterbury-Bankstown LGA

Former rail executives [John Brew, Ron Christie, Bob O'Loughlin and Dick Day](#) have warned that 19,000 commuters would be forced to interchange

The Sydenham to Bankstown Metro furthers increases overcrowding and pressure on Birrong and Lidcombe station

A Sydney Metro single-deck train also has 70% less seats compared to the existing Sydney Trains heavy rail/double-deck train

Upgrading signalling on the existing T3 Bankstown Line heavy rail (Sydney Trains Network) also allows 20 trains per hour compared to Sydney Metro which will only have 15 trains per hour

There is also no patronage demand for Metro Southwest as passenger growth on T3 Bankstown Line is substantially lower compared to other lines on the Sydney Trains Network

Bankstown to Liverpool Metro Extension

Our opposition to Sydney Metro Southwest (Sydenham to Bankstown) also extends to opposing the Bankstown to Liverpool Metro extension

Canterbury-Bankstown Council should firstly work with the NSW Government to improve existing Sydney Trains services on T3 Bankstown Line via Cabramatta

A new railway built to Sydney Trains Network standards from Bankstown to Liverpool should be considered instead of Metro

Metro trains are designed for frequent stops between closely located stations in city centres and are not suitable for long-distance travel such as from Liverpool to Bankstown via Bankstown Airport

Parramatta to Kogarah via Bankstown

The Sydney Metro business model is based off Hong Kong's MTR which involves significant high-rise development along the railway corridor to fund the transport project

Upzoning is highly opposed and not supported by residents primarily in the Bass Hill ward and west/north of Bankstown

The proposed Parramatta to Kogarah via Bankstown railway should be constructed as part of the Sydney Trains Network as there is no reason why this new line ought to be a Metro

There is also strong opposition against Metro through the south eastern section of neighbouring Cumberland Council LGA

Comments on Bus Services

Current north-south bus services are inadequate and infrequent

The 908 bus from Bankstown to Merrylands via Auburn/Regents Park is an hourly service that finishes around 6pm on weekdays

The 908 bus does not currently suffice even for evening commuters as the full route is not serviced by the last few buses and there is no service beyond Auburn Hospital (to Bankstown) on Sundays

The 911 bus from Auburn to Bankstown via Bass Hill is an hourly service for most of the weekday, and there is no service on weekends

The 925 bus from Lidcombe to East Hills via Bankstown is an hourly service, which is inadequate to service the growing Chullora business park and industrial estate

Increasing the frequency of all bus services (908, 909, 911, 925, M91, M92) and having complete routes operate 7 days a week would deliver a significant improvement to public transport in the northern and western parts of Canterbury-Bankstown

Conclusion

We urge that Council adopts the following within the Connective City 2036: Local Strategic Planning Statement

- A commitment to the heavy rail network (Sydney Trains Network) and its expansion e.g. no downgrading/conversion of Sydenham to Bankstown into Metro, improvements to T3 Bankstown Line, all new rail lines through Bankstown to be part of the Sydney Trains Network
- Works with the NSW Government for the restoration of previously removed train services e.g. Inner West Line's "City to Liverpool via Regents Park" and Bankstown Line's "City to Bankstown via Regents Park", Bankstown to Parramatta direct service (without interchange at Lidcombe and duplication of track between Berala and Auburn)
- Recognise the need for improvement of local bus services primarily in the Bass Hill ward and through Chullora

Restore Inner West Line thanks Canterbury-Bankstown Council for the opportunity to comment on the draft Connective City 20136: Our Local Strategic Planning Statement

We hope that the Council's planning will prioritise heavy rail (Sydney Trains Network) and sustainable development

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