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### **Submission for Sydney Metro West EIS**

Dear NSW Department of Planning,

The Restore Inner West Line community action group is the major public transport lobby in the Cumberland LGA and surrounding areas. We believe that public transport must play the most important role in making Cumberland and Western Sydney a very liveable city that people want to live, work, and play in.

Our public transport campaigns include the restoration of the Inner West Line (City to Liverpool via Regents Park and City to Bankstown via Regents Park); Fast Trains for Lidcombe, Auburn, Clyde, Granville; and Save T3 Bankstown Line.

While we are in favour of additional rail lines for areas of Sydney that do not currently have access to rail, we believe that the Inner West and Western Sydney would be better serviced with a new heavy rail link built using Sydney Trains Network standards.

Construction of a new rail line towards Western Sydney should not be at the expense of improvements for the existing rail corridor (T1 Western Line, T2 Inner West and Leppington Line). It is important that signalling upgrades and additional tracks on the existing rail corridor be part of a holistic approach to improving train services for the Inner West and Western Sydney.

We believe that the NSW Government has not adequately made the case for the new rail line to be constructed as Sydney Metro standards. The case for a new Sydney Trains Network line between Sydney CBD and Westmead has not been adequately considered.

The new rail link should be constructed as Sydney Trains standards leaving the Western Line in tunnels at Westmead towards Central Station. Intermediary stations should be located at Parramatta, Sydney Olympic Park, (North) Strathfield, Sydney University, Railway Square (Central). After Sydney University, trains would enter into a tunnel in the Sussex St corridor to Town Hall, Wynyard, and Barangaroo, as per the formerly proposed CBD Relief Line. Other intermediary stations should also be considered such as Rosehill, Burwood North, Five Dock, and others along the route to provide rail access for the maximum number of communities.

The proposal for Sydney Metro West to not have platforms at Central, Town Hall, Wynyard will result in additional numbers of commuters interchanging at Martin Place and Wynyard stations. This interchange time has not been factored into travel time calculations. Central Station should be a benchmark locality for measurements in travel times.

It is important to note that travel times will not be reduced from Parramatta or Westmead to Sydney CBD on the Metro West, and most critically the current proposal fails to attract commuters who currently drive, out of their cars and on to public transport. Any time saving achieved on Metro West

between Westmead and Sydney CBD, in comparison to an express Sydney Trains service operating from Penrith or Richmond will be lost when also factoring in the additional time need to drive to Westmead Metro Station and find parking.

Cumberland Council and the City of Parramatta are now facing an avoidable commuter parking crisis at Westmead as tens of thousands of Western Sydney residents will converge every weekday morning into the residential suburb's streets in search for a parking spot in order to use the Metro West.

We are not opposed to a new rail line from Sydney CBD to Westmead as long as it has integration with the existing Sydney Trains Network. A heavy rail line in a tunnel from Westmead to Sydney CBD provides a fast journey from Westmead to Sydney CBD, allows for increased express services from Emu Plains, Penrith, and Richmond to Sydney CBD.

Existing Sydney Trains commuters from Wentworthville, Pendle Hill, Toongabbie, Seven Hills, Blacktown and beyond in Greater Western Sydney have no incentive to alight from their comfortable seats on the T1 Western Line and interchange for a majority standing room only Metro West services at Westmead or Parramatta.

An integrated heavy rail line would allow T1 Western Line commuters to start their journeys from their current station in Greater Western Sydney and have a choice of whether they would like to travel on the new express link to Sydney CBD or the existing line via Granville, Clyde, Auburn and Lidcombe.

Diverting some T1 Western Line trains into the tunnel from Westmead to Sydney CBD also frees up capacity on the existing corridor between Strathfield and Parramatta, allowing for faster and additional services for Berala, Regents Park, Chester Hill, Lidcombe, Auburn, Clyde, Granville, Merrylands, Guildford, Yennora, and other parts of South West Sydney.

The Sydney Metro West is an expensive way to provide extra rail capacity to Sydney's west and it would only benefit commuters travelling from Parramatta, Olympic Park, and the Bays Precinct to Sydney CBD.

With signalling upgrades similar announced in the More Trains, More Services program for the T4 Illawarra Line, T8 Airport and South Line, it is possible run heavy rail services on the Sydney Trains Network every 2-3 minutes, which is comparable with Sydney Metro.

If the NSW Government does proceed with construction of Sydney Metro West, it is important that the line is constructed with true 'Metro' characteristics instead of being used as a sub-par bullet train. 'Metro' trains should be a frequently stopping service without large gaps between stations. There should not be gaps greater than 1km between stations on a true 'Metro' service.

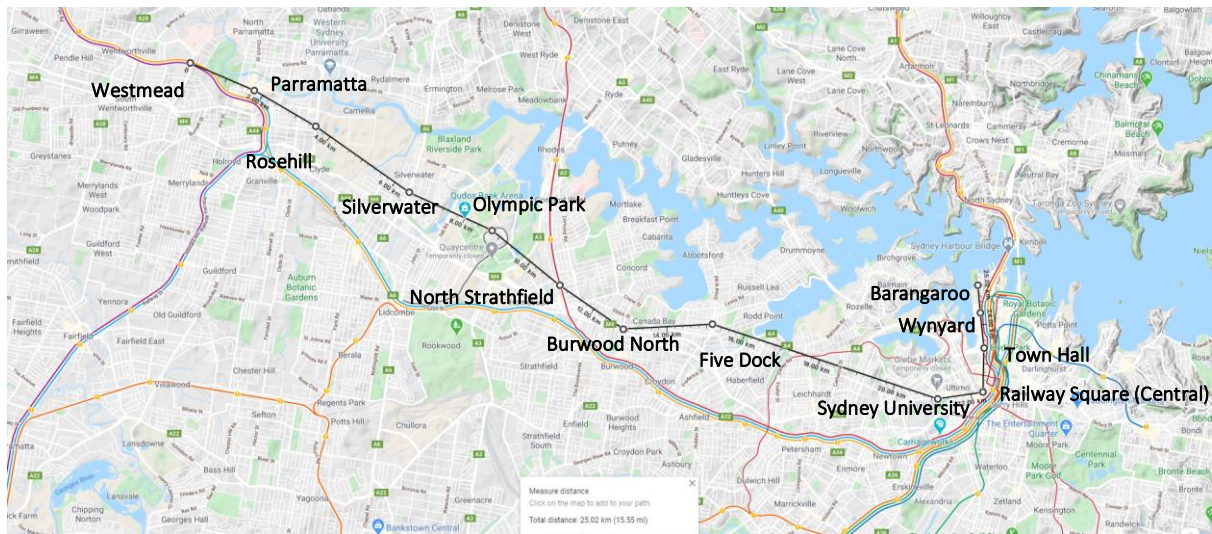
The current proposal for Sydney Metro West fails to provide address the main public transport issues facing commuters at Lidcombe, Auburn, Clyde, Granville. The only way overcrowding can be reduced on the T1 Western Line east of Parramatta is to have commuters interchange for Metro away from the Sydney Trains Network. As there is no incentive to leave a comfortable seat obtained on the T1 Western Line west of Parramatta, there is unlikely to be a tangible reduction in overcrowding at Lidcombe, Auburn, Clyde, Granville.

The lack of a Metro West station at Silverwater/Newington is of concern. Residents and workers of Newington and Silverwater face substantial transport disadvantage compared to their neighbouring suburbs in Sydney Olympic Park and Auburn/Lidcombe. The lack of a Silverwater/Newington Metro

West Station is a missed opportunity to relieve overcrowding at Lidcombe and Auburn by encouraging commuters to the north of the existing rail corridor to use the new rail link.

Changes to the Sydney Trains timetable in 2017 remain problematic for Lidcombe, Auburn, Clyde, Granville, and Harris Park with the removal of express trains for most the day. These services were previously provided by the T1 Western Line but have been replaced with all stations/slower services from Parramatta on the T2 Inner West Line.

The NSW Government's initiatives to create 30 minute cities will not be a success if only major centres such as Parramatta and Sydney CBD are within the half hour transport reach of each other, but the majority of existing intermediary stations such as Lidcombe, Auburn, Clyde, Granville require over 30 minutes to reach the City Circle.



*Our proposed alignment for Sydney Metro West preferably constructed for Sydney Trains services*

Regards  
Roydon Ng  
Restore Inner West Line  
Convenor