



## Restore Inner West Line & Save T3 Bankstown Line Submission for the Sydney Trains Review (April 2023)

By Roydon Ng

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### Background

- T3 Bankstown Line since 2013 is City Circle to Lidcombe via Bankstown and T2 City Circle to Liverpool via Bankstown (not just Sydenham to Bankstown).
- Before 2013, there was also the Bankstown to City via Regents Park (through Lidcombe and T2 Inner West Line) service, which was removed in preparation for the original Metro Southwest. The original Metro Southwest proposed in Sydney's Rail Future (2012) was to convert the (near) entire T3 Bankstown Line to Lidcombe and Cabramatta in the west beyond Bankstown.
- Transport for NSW has been unable to provide any evidence of reliability benefits from ending the T3 Bankstown Line at Lidcombe (removal of Bankstown to City via Regents Park and T2 Liverpool to City via Regents Park) and forcing up to 19,000 commuters to interchange at Lidcombe.
- 9 stations west of Bankstown between Lidcombe and Cabramatta and Bankstown (i.e. Berala, Regents Park, Sefton, Chester Hill, Leightonfield, Villawood, Carramar, Birrong, Yagoona) have been significantly disadvantaged from Sydney Trains timetable cuts since 2013 per internal Transport for NSW documents.
- The NSW Legislative Council Inquiry into Sydenham to Bankstown line conversion (2019) recommended that direct trains to City Circle should be restored from the West of Bankstown area through Lidcombe (Inner West Line).

### Key Issues

- Forced interchanges at Lidcombe, Birrong, (and Strathfield) since 2013 especially in off-peak.

*For example: Sefton to Homebush used to be a direct train 16 minutes, now it's up to 53 minutes with up to 4 separate trains (Sefton → Birrong interchange → Lidcombe interchange → Strathfield interchange ← Homebush).*

- Increased travel times for Cumberland LGA (including Lidcombe, Berala, Regents Park etc).

*For example, since 2013: Berala and Regents Park commuters forced to interchange at Lidcombe instead of direct train to City, and commuters forced to wait up to 30 minutes for T3 Bankstown Line train at Lidcombe towards Berala, Regents Park.*

*And since 2017, express trains from Lidcombe to Central (20 minutes) have been removed resulting in a near all stops journey of 33 minutes.*

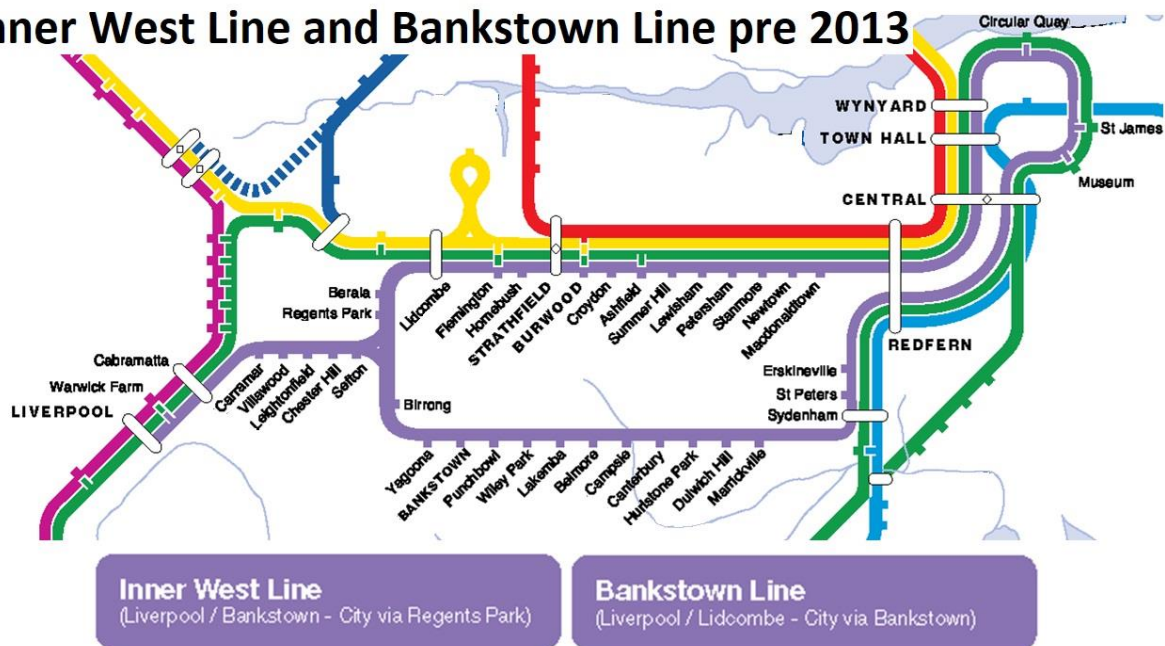
- NSW Future Transport Strategy and internal Transport for NSW planning suggests the in longer term West of Bankstown stations (not part of Metro Southwest) should be closed with bus replacing trains.

- Chris Minns and Jo Haylen gave press conference at Birrong Station in January 2023 opposing closure of West of Bankstown stations resulting in Transport for NSW sanctions on Roydon Ng (who obtained the internal Transport plans to close the stations with bus or light-rail or ride-share replacing trains).
- Digital Signalling Upgrades for T3 Bankstown Line costs less than Metro Southwest and keeps the important backup route for Sydney Trains Network open to South West Sydney (Liverpool, Leppington, Macarthur) and Western Sydney (Berala – Auburn...).

### Call to Action Items

1. Restore direct trains to City Circle from West of Bankstown (i.e. Bankstown to City via Regents Park and T2 Liverpool to City via Regents Park) through Lidcombe and Inner West Line.
2. Restore express trains from Lidcombe to Central by restoring the T2 Inner West Line to Liverpool/Bankstown via Regents Park, as the 2017 timetable change of T2 Inner West Line to Parramatta has removed express trains at Lidcombe, Auburn, and Granville.
3. Upgrade Sydney Trains Network with digital signalling using funds saved from cancellation of Metro Southwest.
4. Review of Transport for NSW future transport planning and Transport Administration Act 1988 allowing Sydney Metro City & Southwest project team to plan closure of stations west of Bankstown (e.g. Birrong and Yagoona), despite the Metro Southwest corridor being limited now to just Sydenham to Bankstown conversion.

### Inner West Line and Bankstown Line pre 2013



The Restore Inner West Line & Save T3 Bankstown Line community campaign advocates for the T2 Inner West Line and T3 Bankstown Line to operate as per above map (pre-2013) with station accessibility upgrades (as part of the Transport Access Program not Sydney Metro) and with digital signalling upgrades for up to 30 trains per hour.

**Please see attached presentation for Sydney Trains changes in the West of Bankstown since 2013.**



# Restore Inner West Line Save T3 Bankstown Line

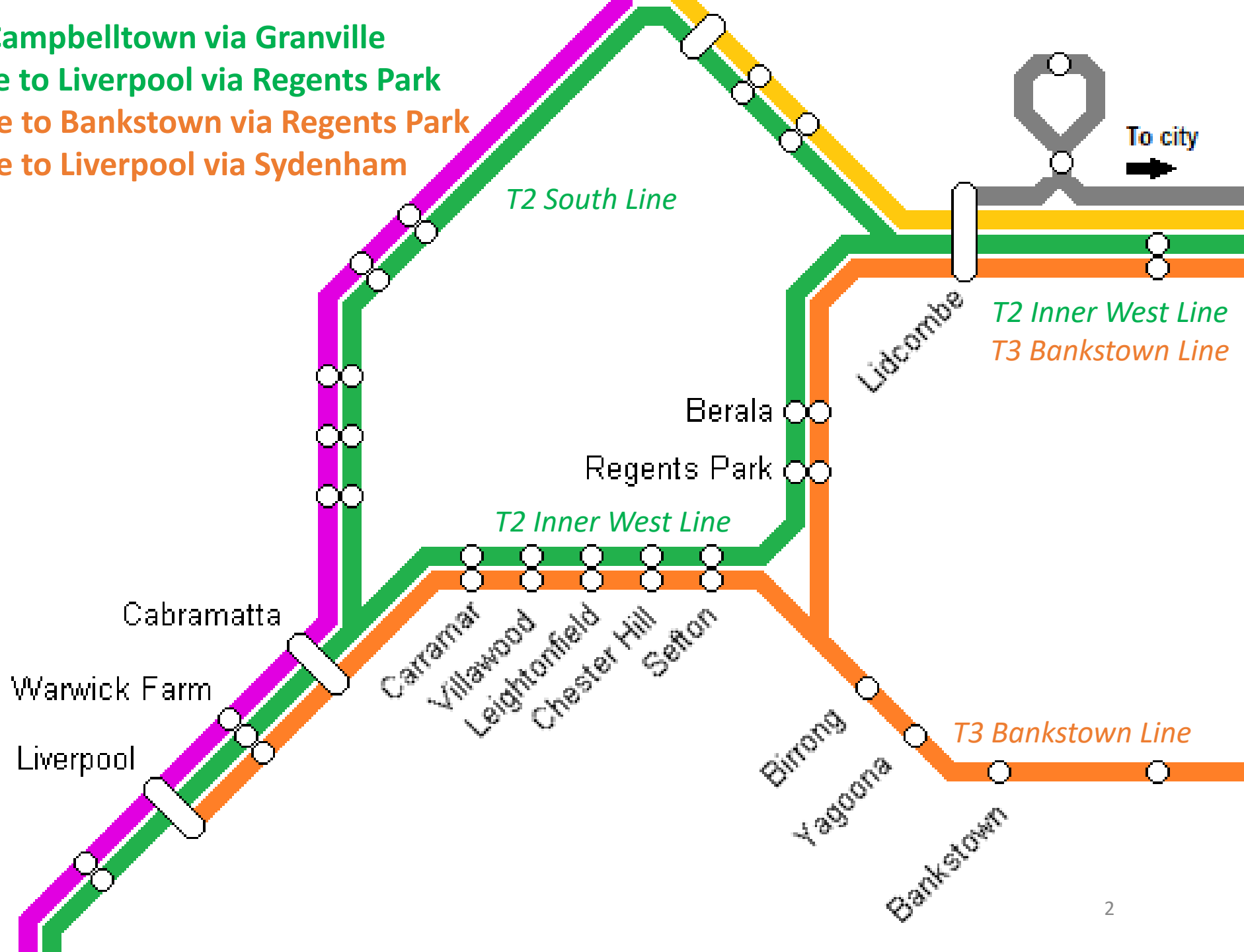
**Submission for Sydney Trains' Review  
April 2023**

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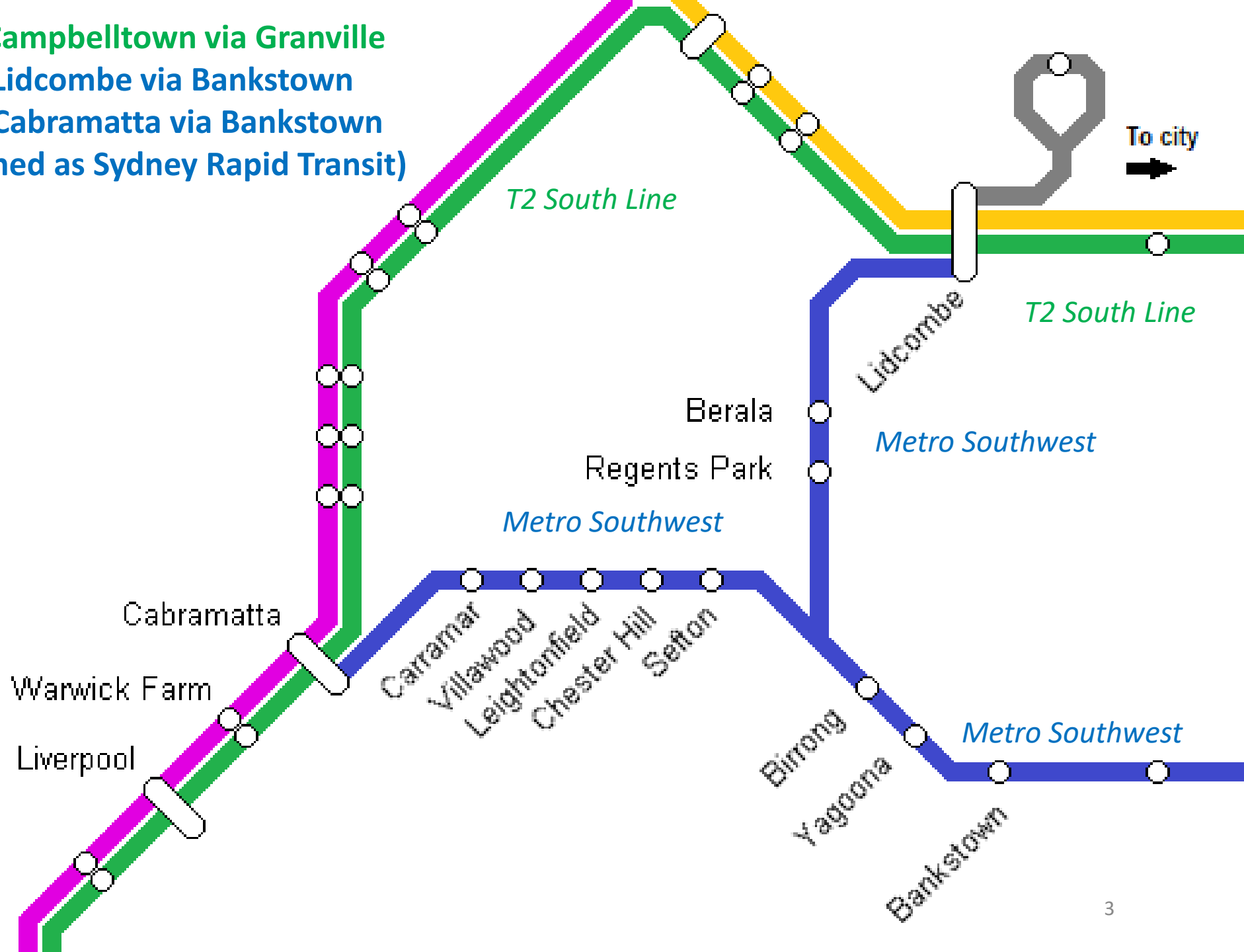
**PO Box 470 Lidcombe NSW 1825**

- T2 South Line: City Circle to Campbelltown via Granville
- T2 Inner West Line: City Circle to Liverpool via Regents Park
- T3 Bankstown Line: City Circle to Bankstown via Regents Park
- T3 Bankstown Line: City Circle to Liverpool via Sydenham



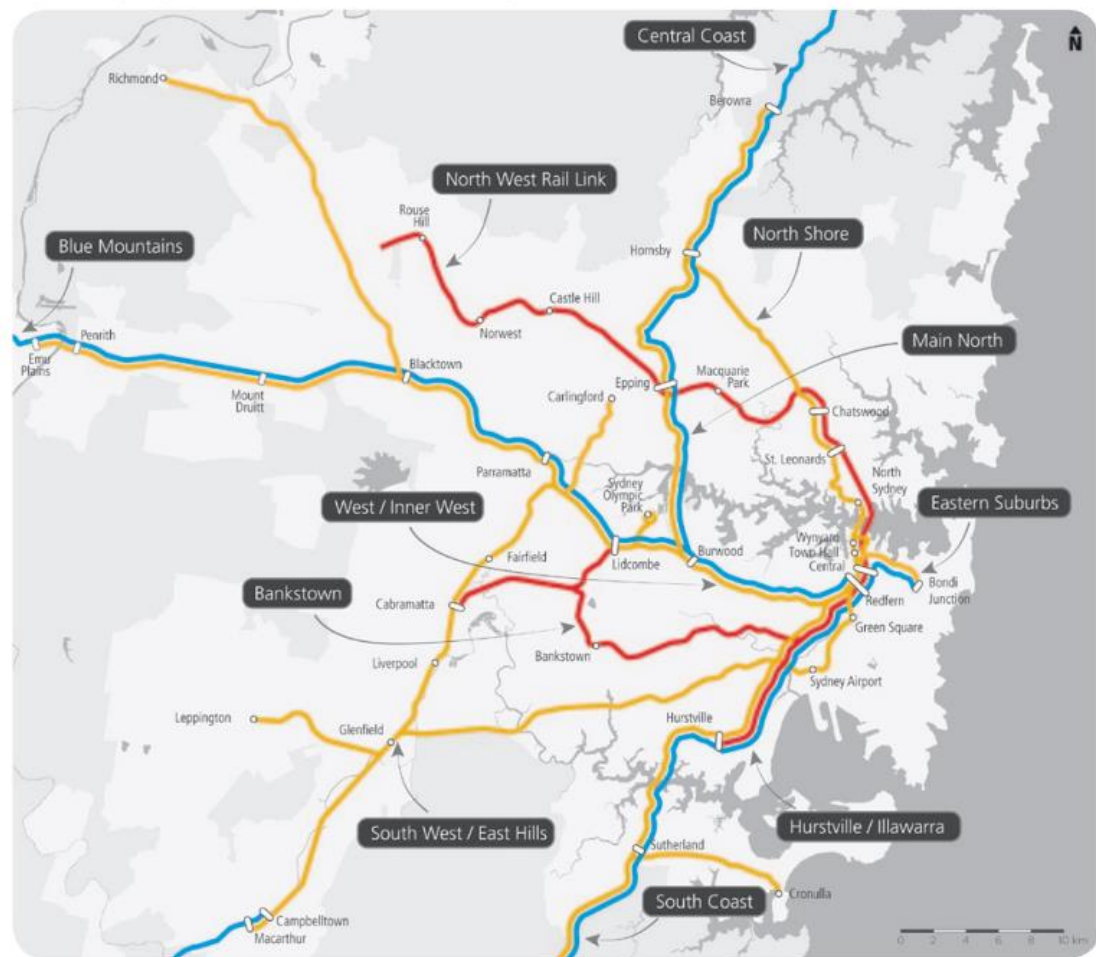
Before 2013

**T2 South Line: City Circle to Campbelltown via Granville**  
**Sydney Metro Southwest to Lidcombe via Bankstown**  
**Sydney Metro Southwest to Cabramatta via Bankstown**  
**(Sydney Metro originally named as Sydney Rapid Transit)**



**Sydney's Rail Future plan announced in 2012 for Sydney Metro conversion of the (near) entire T3 Bankstown Line**

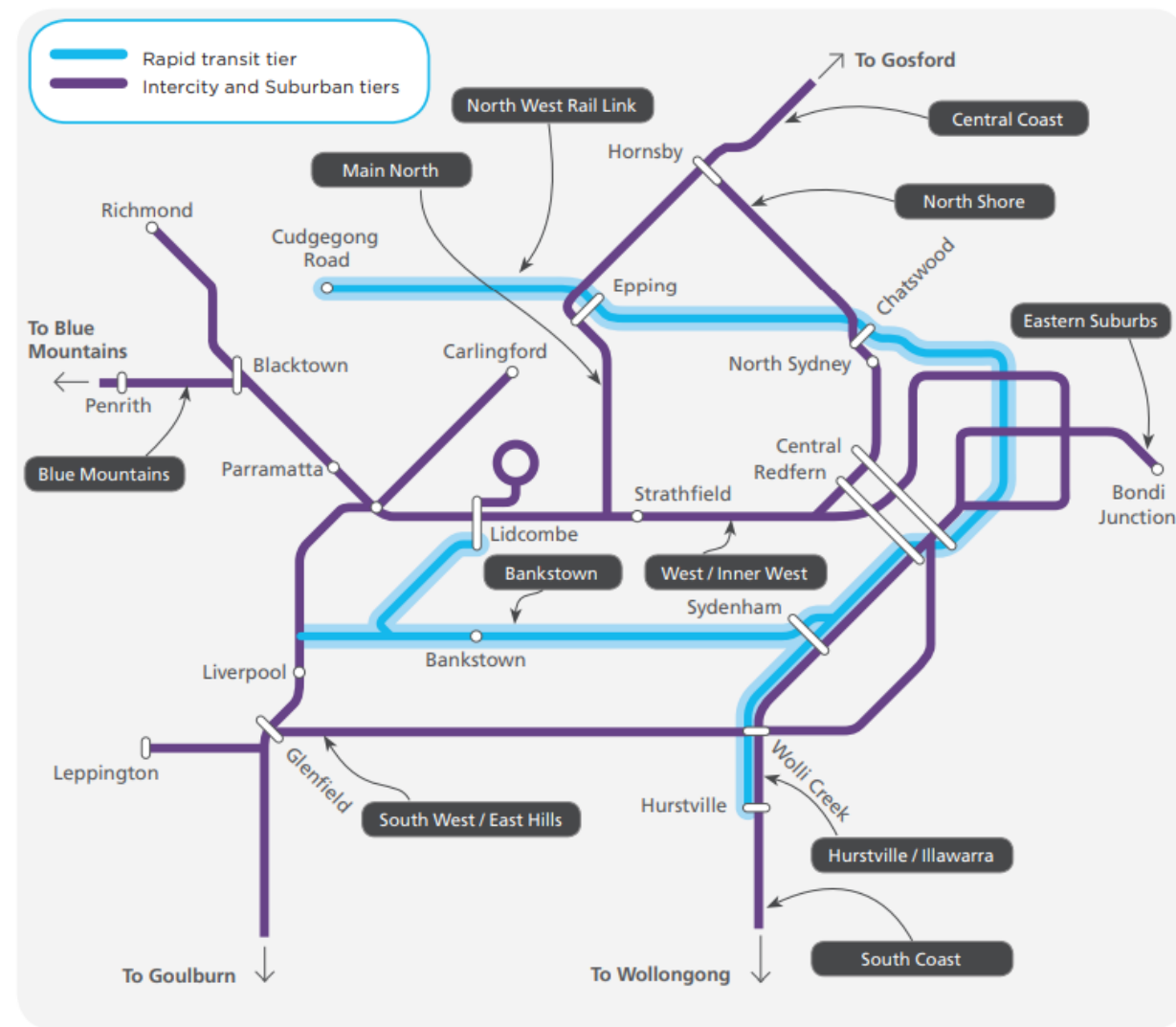
Figure 5: Sydney's Rail Future - A Three Tier Railway



- Rapid Transit Network (Single Deck)
- Suburban Network (Double Deck)
- InterCity (Double Deck) and Regional Diesel



Figure 6 - Your train line

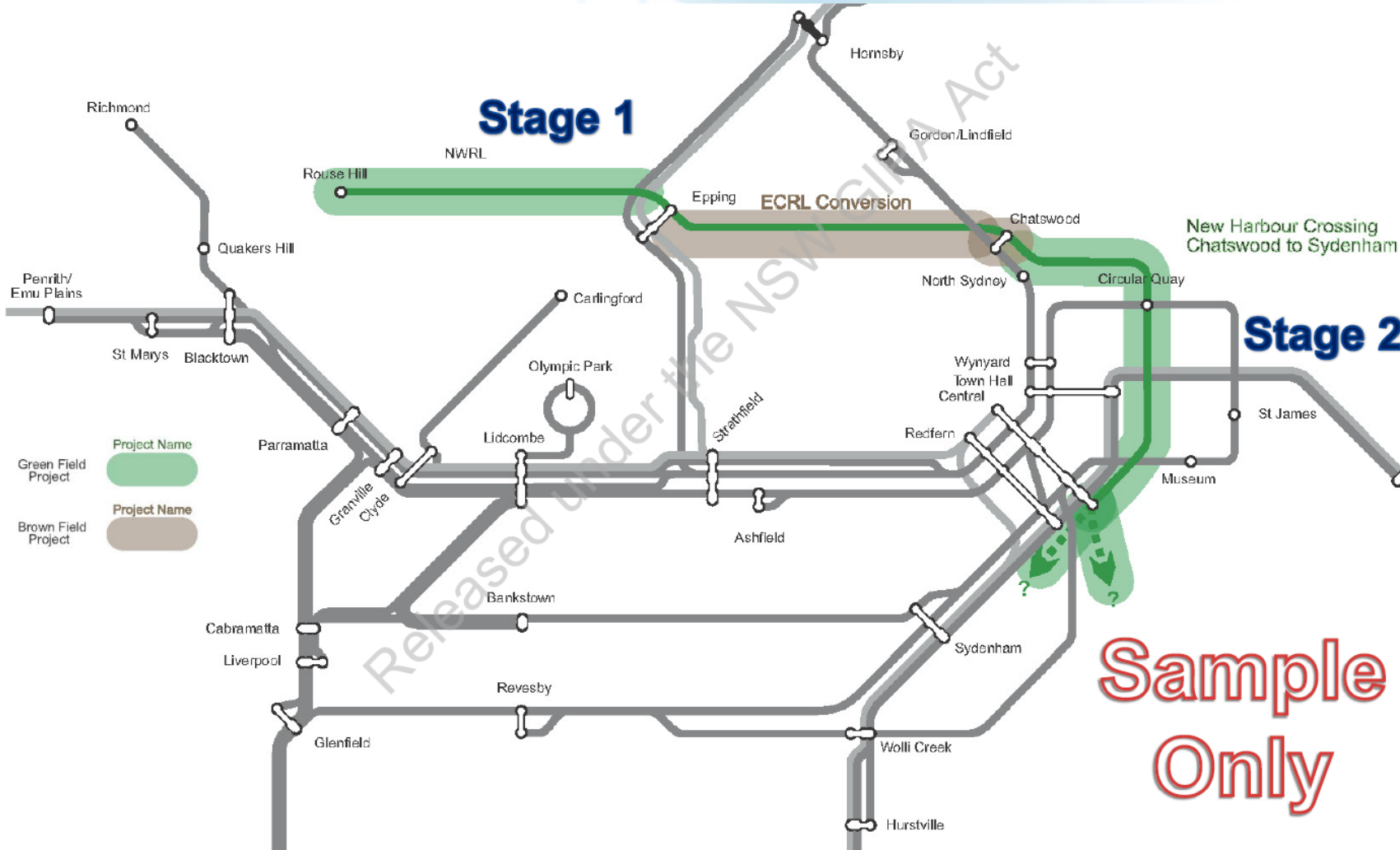


**Sydney's Rail Future plan announced in 2012 for Sydney Metro conversion of the (near) entire T3 Bankstown Line to Lidcombe and Cabramatta and partial conversion of the T4 Illawarra Line to Hurstville**





# Rail Future D – Independent Network



Transport for NSW Ministerial Briefing (12 April 2012) for then Minister for Transport Gladys Berejiklian with the alternative to conversion of the T3 Bankstown Line into Sydney Metro Southwest being a new independent line from North West/Chatswood through Sydney CBD to Sydney's South.

Note the alternative independent line allows the West of Bankstown area to have direct trains to City Circle via Lidcombe (Inner West) and also keeps direct trains to City Circle between Liverpool and Bankstown via Sydenham.

There are significantly less brownfields development opportunities with the new independent line for Sydney Metro through to the southern suburbs.

Sample Only

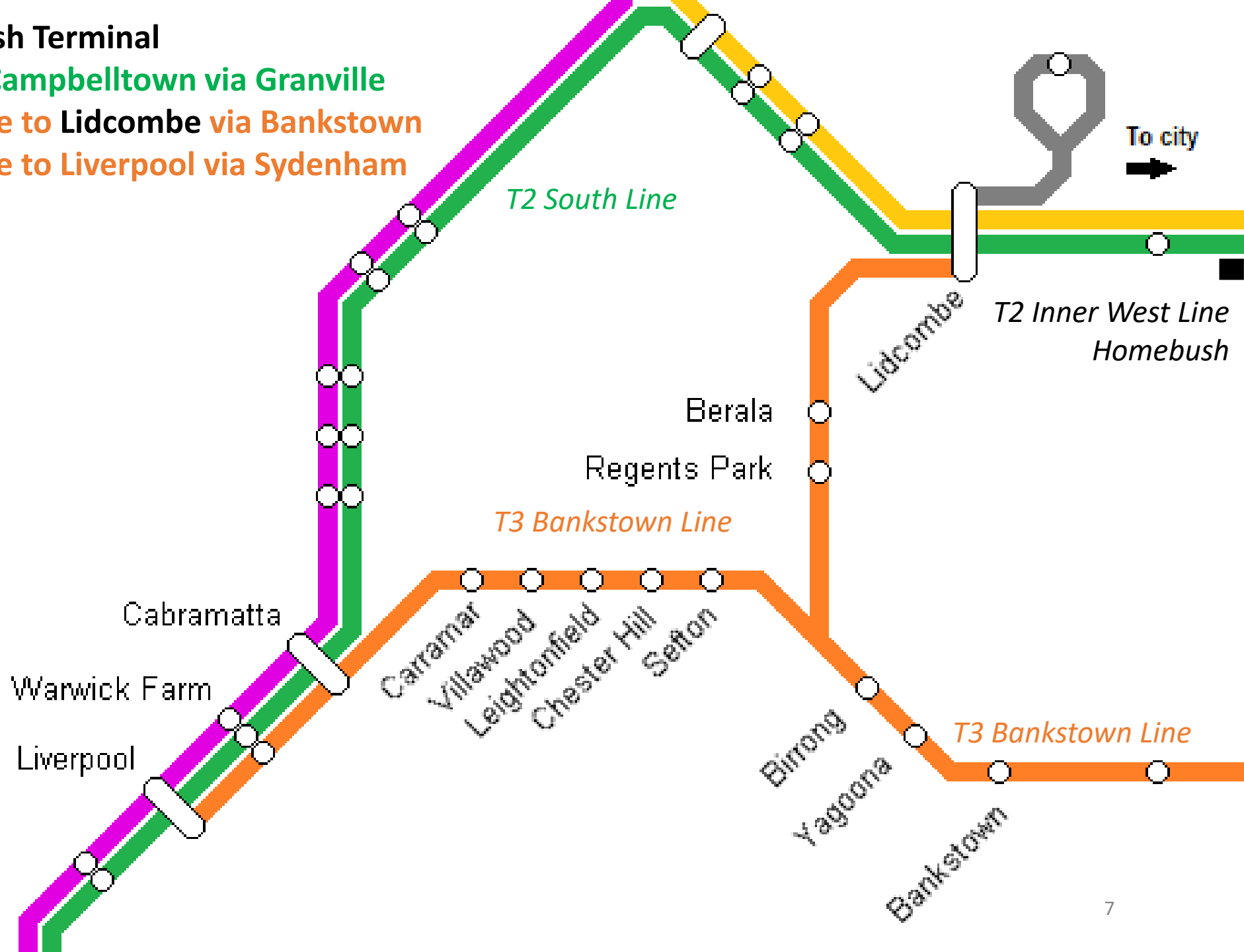


**T2 Inner West Line: Homebush Terminal**

**T2 South Line: City Circle to Campbelltown via Granville**

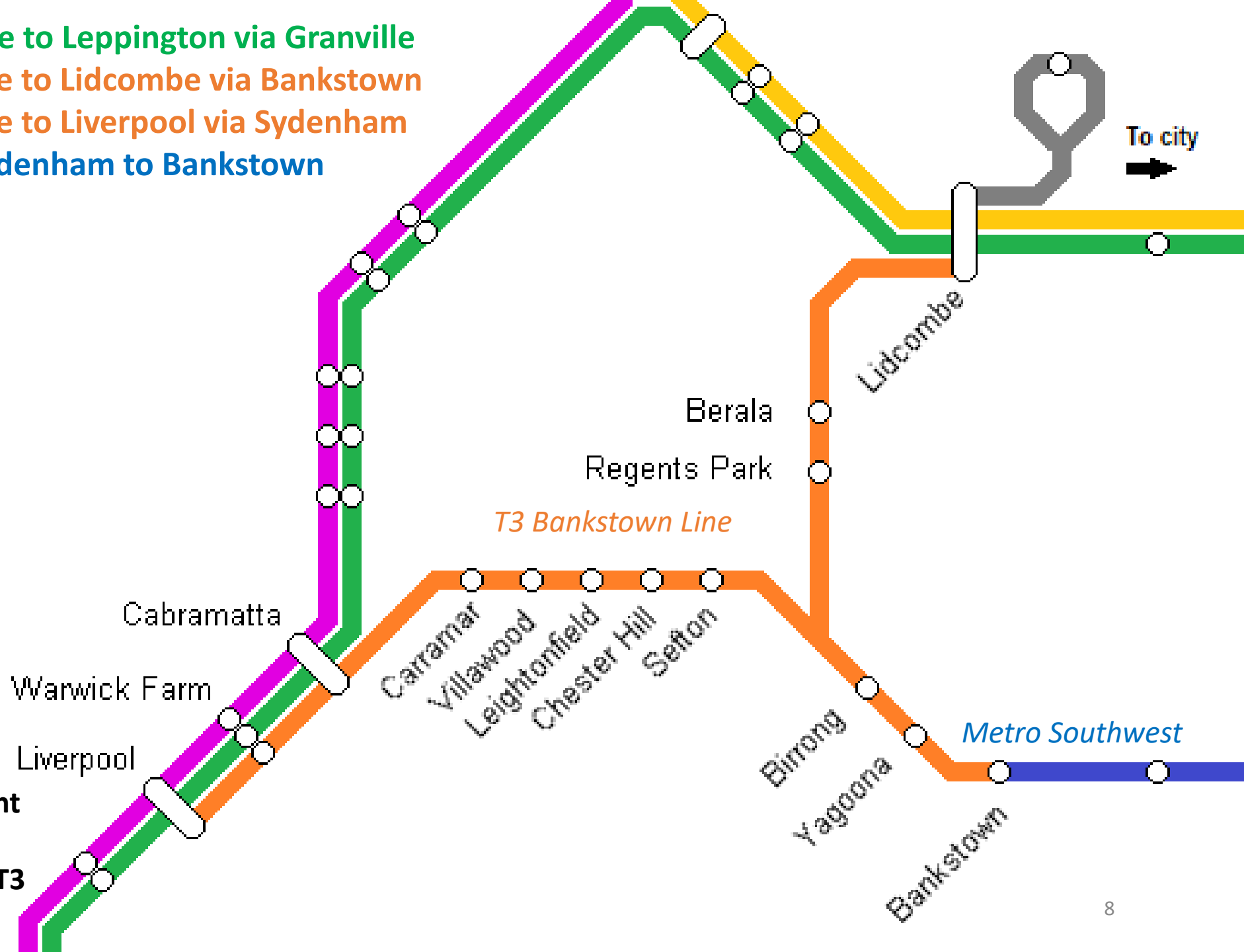
**T3 Bankstown Line: City Circle to Lidcombe via Bankstown**

**T3 Bankstown Line: City Circle to Liverpool via Sydenham**

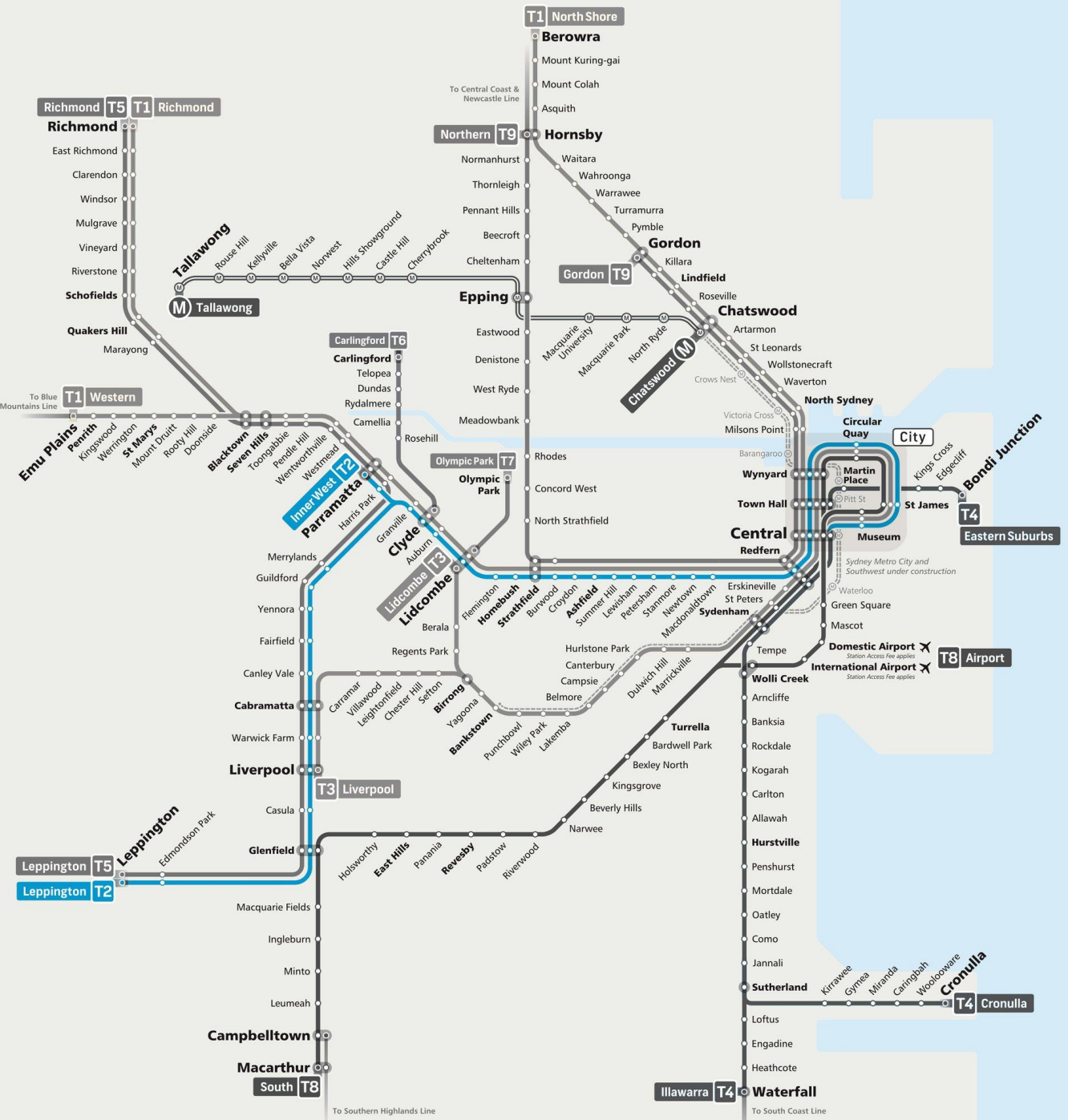


**2013 Timetable Change**

- T2 Leppington Line: City Circle to Leppington via Granville
- T3 Bankstown Line: City Circle to Lidcombe via Bankstown
- T3 Bankstown Line: City Circle to Liverpool via Sydenham
- Sydney Metro Southwest: Sydenham to Bankstown



NSW Government announcement in 2014 of future Sydney Metro Southwest as conversion of the T3 Sydenham to Bankstown line



In 2017, the Sydney Trains timetable introduced further changes for the T2 Line with the Inner West Line extended from Homebush through to Parramatta, and the South Line renamed as Leppington Line with T2 services via Granville now operating to Leppington not Campbelltown.

The 2017 timetable change undermined Sydney Trains' claims in 2013 that there was insufficient capacity between Homebush and Lidcombe for T2 Inner West Line/T3 Bankstown Line trains from Regents Park (Liverpool/Bankstown).

Following the NSW Parliamentary Inquiry into Sydenham to Bankstown line conversion (2019), Transport for NSW admitted in 2020 that the existing Sydney Trains Network could run direct trains from the West of Bankstown area to City Circle via Lidcombe (as per the former Inner West/Bankstown lines).

The extension of the T2 Inner West Line from Homebush to Parramatta has also replaced express trains at Lidcombe resulting in further increased travel times for commuters travelling to the City from the West of Bankstown area (being forced to interchange at Lidcombe since 2013).

**Future state**



In 2019, a NSW Parliamentary Inquiry into Sydenham to Bankstown Metro found that the project lacked merit and recommended for restoration of direct trains to City via Lidcombe (Inner West) for the West of Bankstown area.

The NSW Government announced in 2020 plans to restore the former T2 Inner West Line: City to Liverpool via Regents Park service (labelled as branch of T3 Bankstown Line) and to run a limited shuttle service between Lidcombe and Bankstown when the Sydenham to Bankstown Metro opened.

Timetable development for future rail services in the West of Bankstown was scheduled to commence in 2021, however as of 2023 no timetable has been created by Transport for NSW.

As a result of freedom of information requests (GIPA Act), Transport for NSW has released documents including plans to close stations in the West of Bankstown area with bus replacing trains.

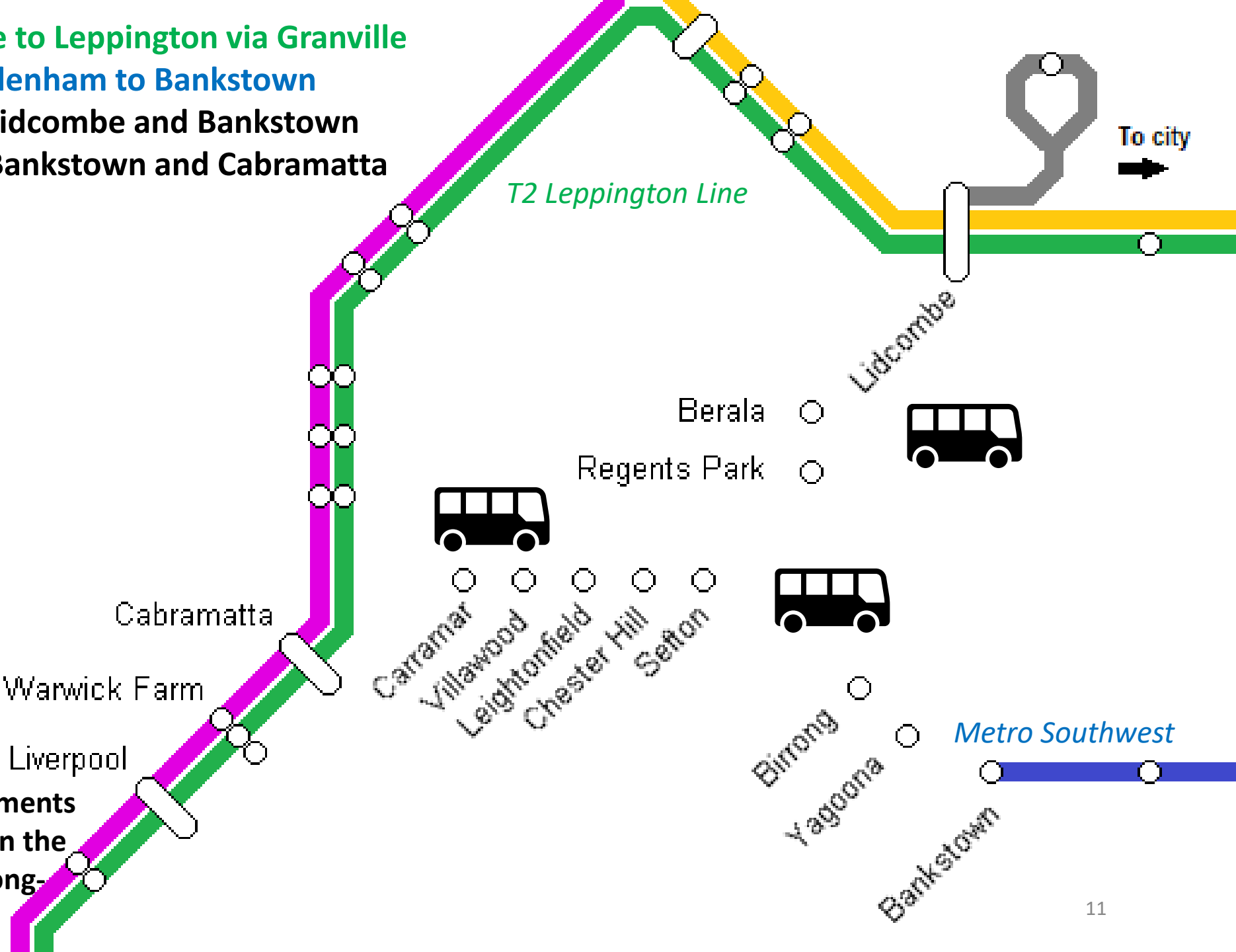
**T2 Leppington Line: City Circle to Leppington via Granville**

**Sydney Metro Southwest: Sydenham to Bankstown**

**Bus Replace Trains between Lidcombe and Bankstown**

**Bus Replace Trains between Bankstown and Cabramatta**

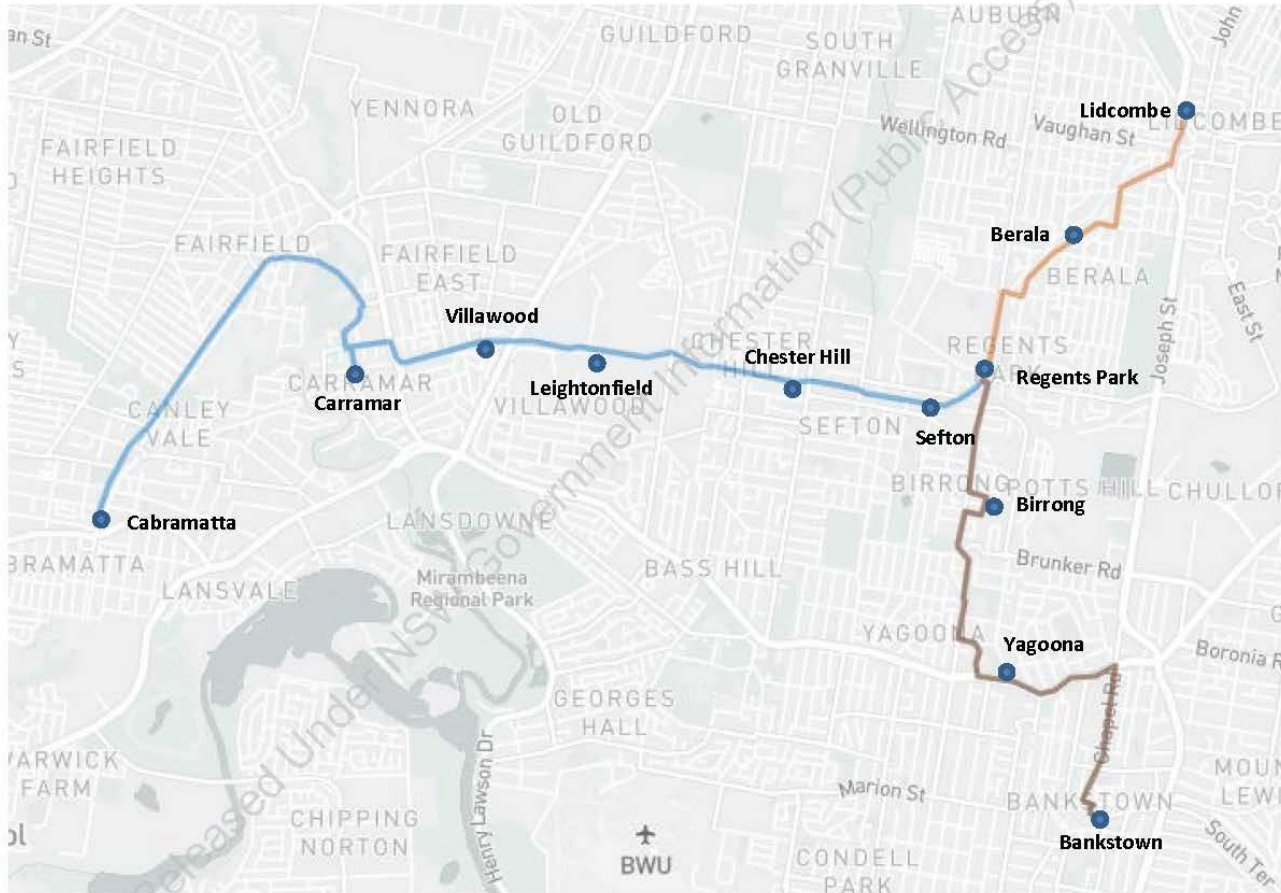
**Internal Transport for NSW documents suggest closure of train stations in the West of Bankstown area in the long-term future**





## Option 1 - Rail Replacement Bus Service/s

**DRAFT**



**Sydney Metro plans for bus replacing trains between Lidcombe and Regents Park, Regents Park and Bankstown, Regents Park and Cabramatta.**

**Document released by Transport for NSW under freedom of information (GIPA Act).**

**Transport for NSW is also considering changes frequency of local bus services such as 904 Liverpool to Fairfield, 905 Bankstown to Fairfield, 907 Bankstown to Parramatta, 911 Chester Hill to Auburn, 916 Chester Hill to Guildford, M91 Parramatta to Hurstville, and school services.**

**Freedom of information (GIPA Act) requests to Transport for NSW in 2022 for the future train timetables (or draft versions) have received a response that such information is not held.**

# Notes

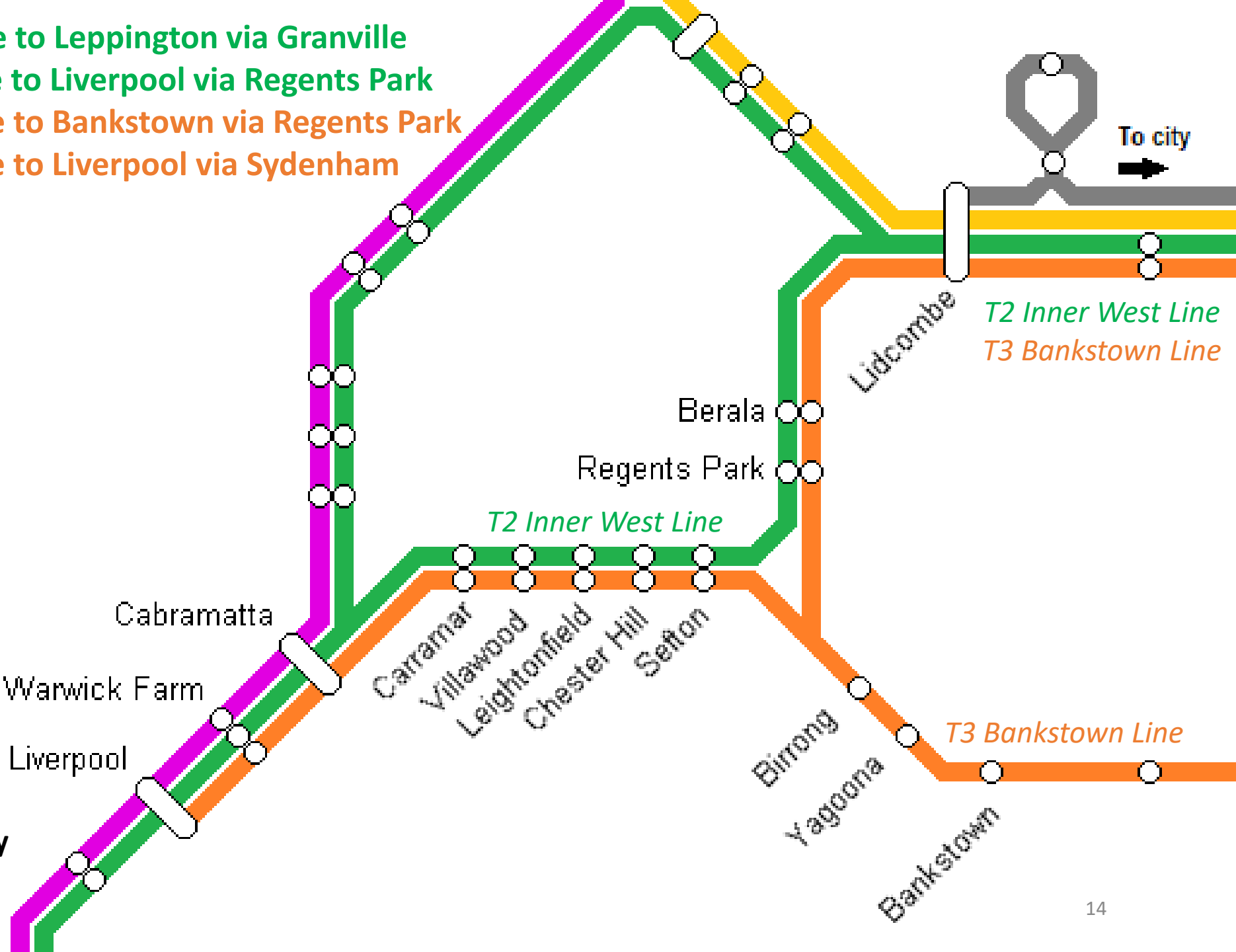
- Termination of the T3 Bankstown Line at Lidcombe and removal of “City to Bankstown via Regents Park” and “City to Liverpool via Regents Park” service in 2013 was the first step in Sydney’s Rail Future (announced in 2012) for Sydney Metro conversion of the T3 Bankstown Line to Lidcombe and Cabramatta.
- Despite the revised announcement (in 2014) for the Sydney Metro Southwest conversion of just Sydenham to Bankstown, Transport for NSW still has not reversed the cuts to Sydney Trains at Lidcombe (including “City to Bankstown via Regents Park” and “City to Liverpool via Regents Park” service).
- Transport for NSW has released more documents regarding the replacement of trains with bus and closure of stations in the West of Bankstown in comparison to future rail services once Sydney Metro Southwest opens.
- Transport for NSW has no evidence that terminating the T3 Bankstown Line at Lidcombe and removing direct trains from West of Bankstown to City Circle via Regents Park in 2013 has improved reliability on the Sydney Trains Network. Nearly a decade’s worth of freedom of information (GIPA Act) requests has failed to yield any information.

**T2 Leppington Line: City Circle to Leppington via Granville**

**T2 Inner West Line: City Circle to Liverpool via Regents Park**

**T3 Bankstown Line: City Circle to Bankstown via Regents Park**

**T3 Bankstown Line: City Circle to Liverpool via Sydenham**



**Preferred T2 Inner West Line and T3 Bankstown Line on the Sydney Trains Network with new digital signalling upgrade**



Animated Map

T2 Inner West Line  
 Liverpool to City via Regents Park  
<https://youtu.be/JIN1lahhWHg>





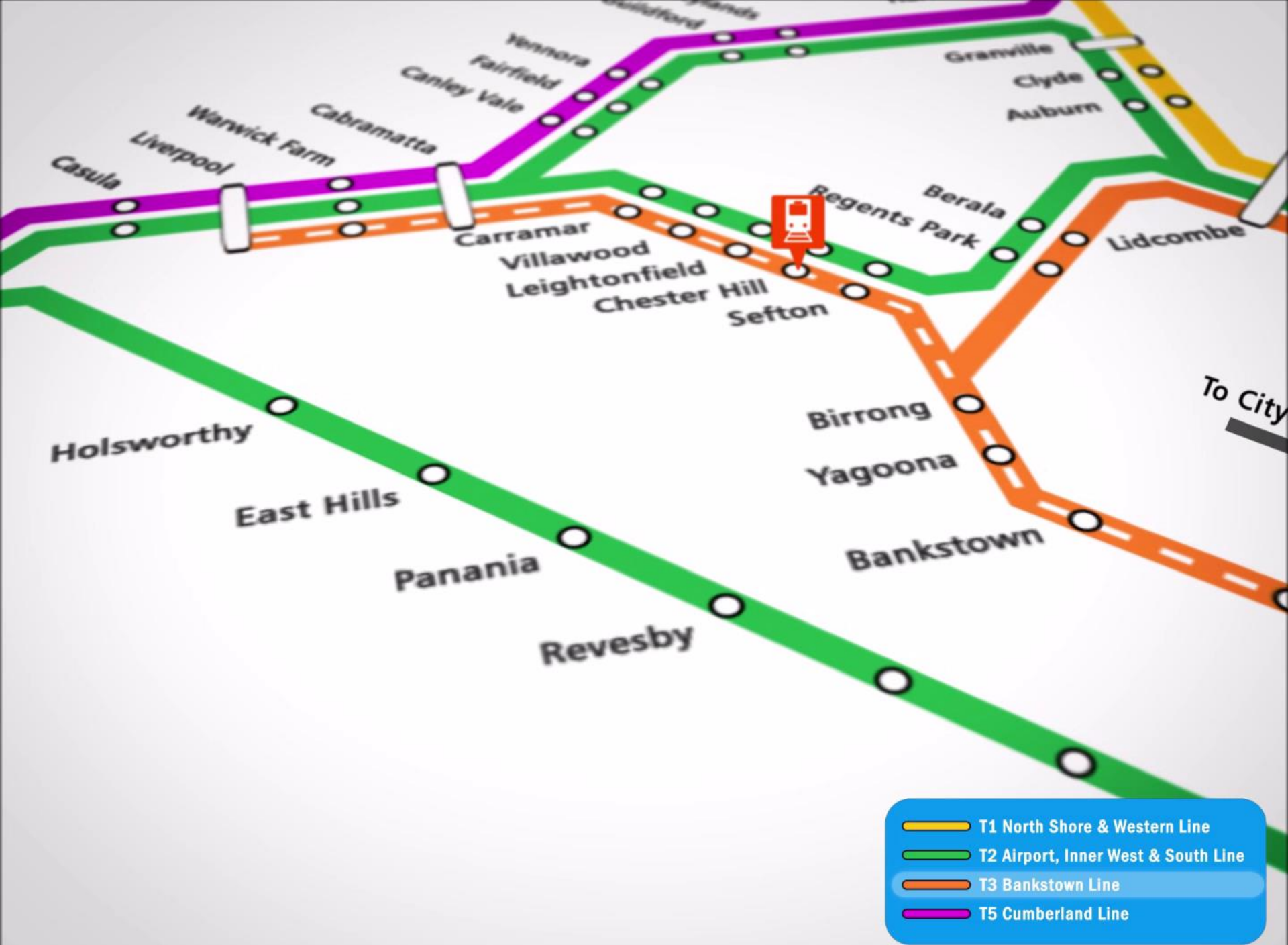


Animated Map

**T3 Bankstown Line**  
**Bankstown to City via Regents Park**  
[https://youtu.be/ndtDQSR7\\_Eg](https://youtu.be/ndtDQSR7_Eg)







Animated Map

T3 Bankstown Line  
 Liverpool to City via Bankstown  
[https://youtu.be/zOi1N\\_6KFYY](https://youtu.be/zOi1N_6KFYY)



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