

VICTORY FOR RESTORE INNER WEST LINE: City Circle to Liverpool via Regents Park Train Service resuming from 30 September 2024

Monday, 30 September 2024

After 11 Years of Tireless Community Advocacy, the Inner West Line (Liverpool via Regents Park) Service is Finally Restored from 30 September 2024. The long-anticipated return of the Inner West Line train service between City Circle and Liverpool via Regents Park will begin on September 30, 2024. This major victory comes after an 11-year grassroots campaign led by the *Restore Inner West Line* (RIWL) group, which fought tirelessly to reverse the damaging 2013 timetable changes that disrupted public transport in Sydney's Inner West and Southwest.



This service restoration is independent of the Sydney Metro Southwest project and is a direct result of community persistence. Transport for NSW had initially proposed only shuttle services to Bankstown which would have left 9 stations west of Bankstown without direct trains to Central. As a result of the joint community efforts across Strathfield LGA, Auburn/Cumberland LGA, Canterbury-Bankstown LGA, Fairfield LGA, and Liverpool LGA – the commuters of **Berala, Regents Park, Sefton, Chester Hill, Leightonfield, Villawood, and Carramar** will now benefit from the restored Sydney Trains service.

In 2013, Transport for NSW's own internal documentation highlighted that the West of Bankstown would have "most significant issues" with an "impact likely to be noticed by the majority of peak period station users" from the timetable changes, acknowledging that commuters from this region would face longer travel times and up to three additional interchanges at key stations like Birrong, Lidcombe, and Strathfield. The removal of the City Circle to Liverpool via Regents Park service resulted in frustrating and inefficient journeys for passengers, particularly students, workers, and seniors who relied on a direct connection to Sydney's CBD and Liverpool.

Campaign lead Roydon Ng stated, "This is a tremendous victory for our multicultural community, who have been hit hardest by the 2013 timetable changes. For over a decade, commuters have struggled with longer travel times and unnecessary interchanges. The resilience and determination of our community have made this restoration possible. Without the dedication of the people who stood together, these vital stations would have been left without any direct service to Central. I want to personally thank everyone who has supported this cause—our community's diversity and solidarity have been at the heart of this fight."

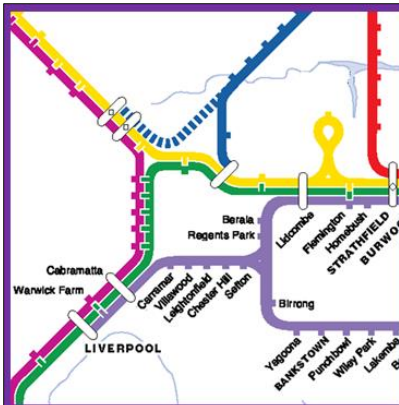
The 2013 timetable changes were met with widespread opposition, but it was the acknowledgment within Transport for NSW's own documents that spurred the community to action. The documents revealed that the impacts west of Bankstown were severe, and the removal of the Inner West Line (Liverpool via Regents Park) would impose a significant burden on local residents. Further Transport for NSW documents has revealed that the Sydney Trains Network had the capacity in 2013 to continue with the Inner West Line (Liverpool via Regents Park), with spare capacity between Lidcombe and City Circle arising from the abolition of the train service not reallocated to other lines. The full restoration of this service will now reduce the number of interchanges and provide direct access to the City Circle and Liverpool, improving daily commutes for thousands of passengers.

To celebrate the restoration and the 100-year anniversary of the Lidcombe-Cabramatta railway via Regents Park, a community event will be held on **Saturday, 19 October 2024 (10am to 12pm) at Regents Park Community Hall**. The event will commemorate the community's success and honour history of this vital railway line.

"This is more than just restoring a train service—it's about recognising the power of community advocacy and the long-standing value of public transport such as the Lidcombe-Cabramatta (via Regents Park) railway," added Ng. "While this is a crucial milestone, we urge Transport for NSW to take the next step by working with the community to upgrade digital signalling across the Sydney Trains network. By investing in digital signalling, we can ensure our public transport system is more efficient, reliable, and prepared for future growth."

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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

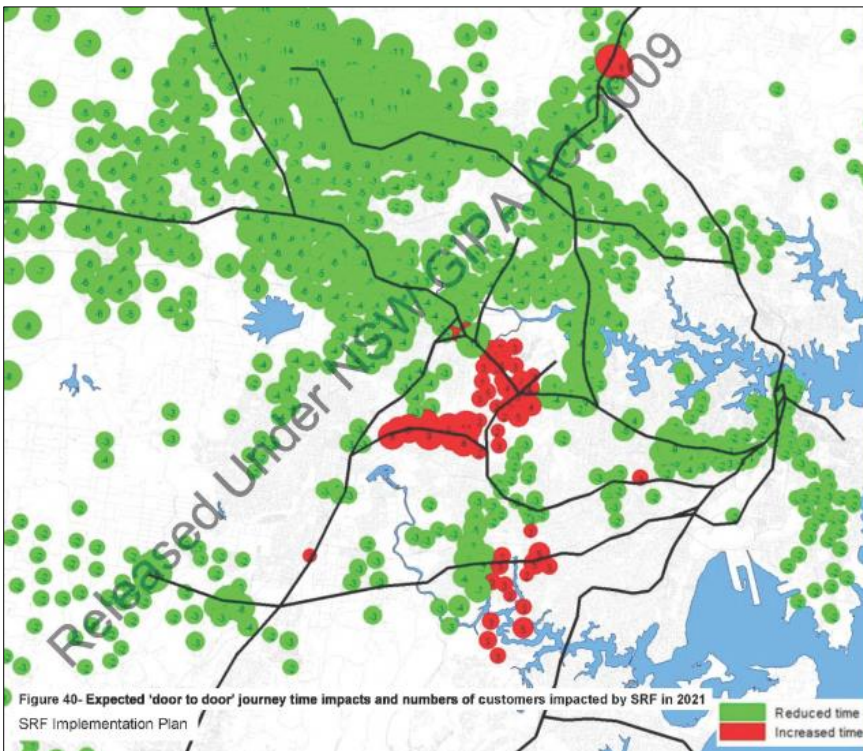


Figure 40- Expected 'door to door' journey time impacts and numbers of customers impacted by SRF in 2021
 SRF Implementation Plan

Increased Journey Times planned by Transport for NSW since 2013

For Auburn, Lidcombe, Berala, Regents Park, Chester Hill, West of Bankstown

Sydney's Rail Future (SRF) includes significant increase to journey times



Internal Transport for NSW document obtained under freedom of information (GIPA Act) by Restore Inner West Line community action group

T3 Liverpool and Inner West Line via Regents Park and Lidcombe



This will be renamed to the T3 Liverpool and Inner West Line.

Potential Hotspots and Management Strategy

Please refer to Appendix B.

Significant Issues

The most significant issues caused by the introduction of the 2013 timetable will relate to:

1. Rockdale and Kogarah stations – removed from some patterns

Currently both Kogarah and Rockdale stations are included in most Eastern Suburbs and Illawarra Line fast and semi-fast patterns.

In line with the 'three tiered' rail system proposed by *Sydney's Rail Future*, the October 2013 timetable will see these stations removed from fast and semi-fast patterns on the line served only by all stations trains starting at Hurstville.

The new arrangements will generate faster journeys for customers travelling to the city from stations south of Hurstville.

This service change follows a reduction in services to these stations in the 2009 timetable.

2. Stations in Fairfield and Auburn electorates – increased interchange

Currently Liverpool to the city services via Regents Park allow customers boarding at stations between Carramar and Berala to take direct Inner West Line services to the city.

The October 2013 timetable will introduce changes to make use of turnbacks at Lidcombe and Homebush, effectively detangling the network around Lidcombe and improving the reliability of services on the Inner West, South and Western lines.

The changes will mean customers at the seven effected stations will now have to interchange once or twice in order to travel to the city without travelling backwards to catch South Line services from Cabramatta.

3. North Shore Line peak stopping pattern changes

Changes to peak hour stopping patterns in the October 2013 timetable will see six North Shore Line stations, Killara, Lindfield, Roseville, Pymble, Wahroonga and Warawee, receive fewer peak services than they currently do.

The changes are being made so services better match demand and will improve journey times for customers using the North Shore Line.

It should be noted that these stations are commonly used by school students.

4. Blue Mountains trains - no longer stop at Westmead

Currently a number of trains from the Blue Mountains stop at Westmead station. Under the October 2013 timetable, Westmead will be removed from Blue Mountains stopping

Appendix B: Individual stations with potential issues

Note:

A-level impacts = Impact likely to be noticed by the majority of peak period station users.

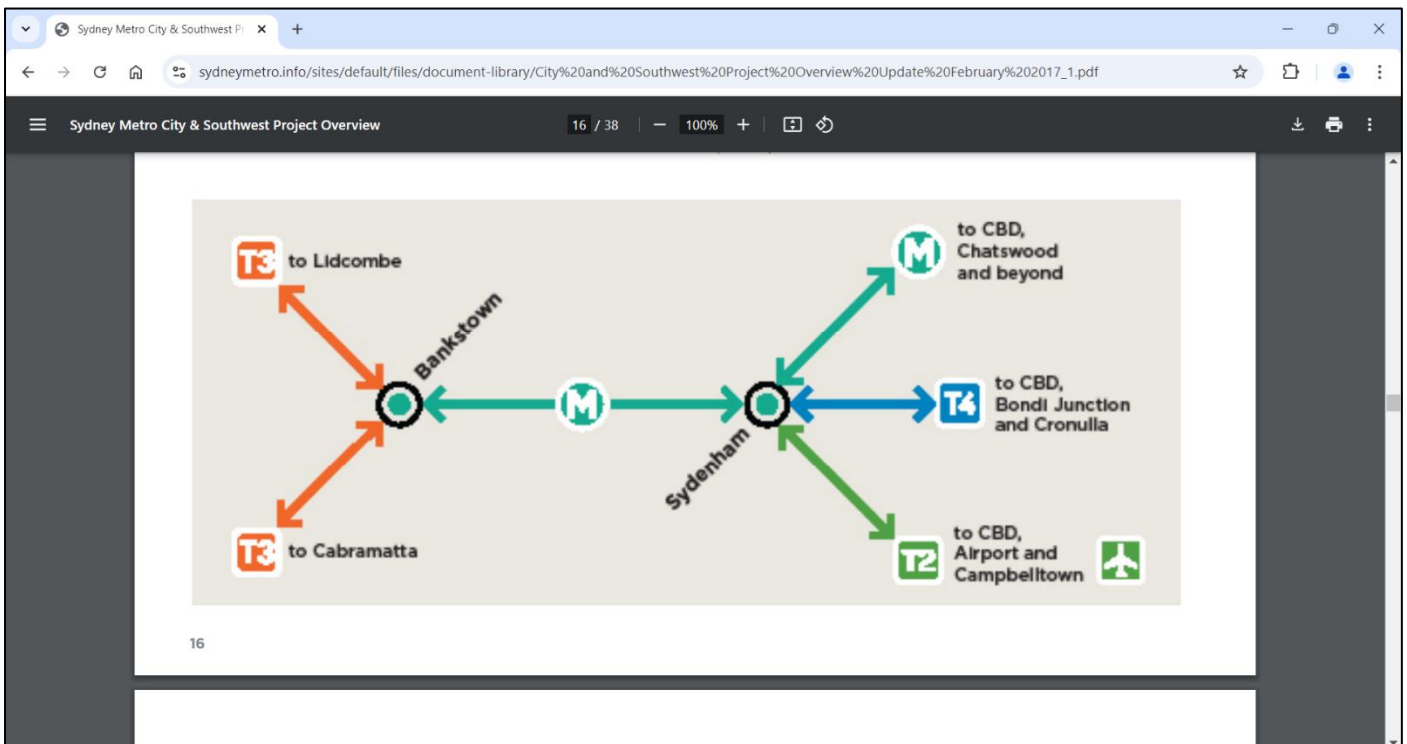
B-level impacts = Impact likely to be noticed by a small proportion of peak period users or off-peak users only.

A-level impact: increased interchange

Station	Issue	Previous situation	2013 Timetable Situation	Trade-off	Electorate	Notes
Carramar	Increased interchanges for customers travelling to Regents Park and further towards the city via Inner West Line.	Would receive some direct Liverpool to city via Regents Park services throughout the day.	No Liverpool via Regents Park services. Inner West Line services to and from Homebush only.	Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Lidcombe turnbacks. Simpler timetable to make journey planning easier.	Fairfield	
Villawood	Increased interchanges for customers travelling to Regents Park and further towards the city via Inner West Line.	Would receive some direct Liverpool to city via Regents Park services throughout the day.	No Liverpool via Regents Park services. Inner West Line services to and from Homebush only.	Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Lidcombe turnbacks. Simpler timetable to make journey planning easier.	Fairfield	
Leightonfield	Increased interchanges for customers travelling to Regents Park and further towards the city via Inner West Line.	Would receive some direct Liverpool to city via Regents Park services throughout the day.	No Liverpool via Regents Park services. Inner West Line services to and from Homebush only.	Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Lidcombe turnbacks. Simpler timetable to make journey planning easier.	Fairfield	
Chester Hill	Increased interchanges for customers travelling to Regents Park and further towards the city via Inner West Line.	Would receive some direct Liverpool to city via Regents Park services throughout the day.	No Liverpool via Regents Park services. Inner West Line services to and from Homebush only.	Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Lidcombe turnbacks. Simpler timetable to make journey planning easier.	Auburn	
Sefton	Increased interchanges for customers travelling to Regents Park and further towards the city via Inner West Line.	Would receive some direct Liverpool to city via Regents Park services throughout the day.	No Liverpool via Regents Park services. Inner West Line services to and from Homebush only.	Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Lidcombe turnbacks. Simpler timetable to make journey planning easier.	Auburn	
Regents Park	Increased interchanges for customers travelling to city via Lidcombe and for customers travelling to Cabramatta via Sefton.	Would receive some direct Liverpool to city via Regents Park and return services throughout the day.	No Liverpool via Regents Park or return services. Inner West Line services to and from Homebush only.	Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Lidcombe turnbacks. Simpler timetable to make journey planning easier.	Auburn	
Berala	Increased interchanges for customers travelling to city via Lidcombe and for customers travelling to Cabramatta via Sefton.	Would receive some direct Liverpool to city via Regents Park and return services throughout the day.	No Liverpool via Regents Park or return services. Inner West Line services to and from Homebush only.	Increased service reliability on Inner West, South, Bankstown and Western lines through utilisation of Homebush and Lidcombe turnbacks. Simpler timetable to make journey planning easier.	Auburn	

Transport for NSW GIPA Application
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Stations in the West of Bankstown such as Berala, Regents Park, Sefton, Chester Hill, Leightonfield, Villawood, and Carramar would have “A-level impacts” from the removal of the Inner West Line: Liverpool via Regents Park train service in the 2013 timetable change. Extract from the “2013 Customer Timetable – Stakeholder Engagement Plan” obtained by Roydon Ng under GIPA Act.



Original Transport for NSW plans for West of Bankstown after Sydney Metro Southwest with no direct train to Central for all stations between Bankstown – Cabramatta and Lidcombe. Extract from Sydney Metro Southwest Project Overview – February 2017.