

**Organisation's submission to the Sydney Metro City & Southwest: Preferred Infrastructure Report
(Application No SSI 17_8256)**

The Restore Inner West Line community action group expresses its opposition to the Sydenham to Bankstown Metro. Our community supports restoring the City to Liverpool/Bankstown via Regents Park service, maintaining heavy rail and upgrading signalling on the T3 Bankstown Line instead of the metro.

We believe there has been a deliberate attempt not to disclose the impact of converting the Sydenham to Bankstown line on commuters west of Bankstown. As the T3 Bankstown Line currently operates to Lidcombe and Liverpool, cutting the line in half at Bankstown removes all direct City trains for nine stations (Berala, Regents Park, Sefton, Chester Hill, Leightonfield, Villawood, Carramar, and Yagoona).

Former rail executives John Brew, Ron Christie, Bob O'Loughlin and Dick Day, have already warned that 19,000 commuters will have to interchange for the first time since the Sydney Trains network was constructed for services to Sydney CBD. Overcrowding will only worsen on the T2 Inner West/Leppington Line and T1 Western Line as a result of commuters interchanging at Lidcombe and Cabramatta for direct trains to City.

For the nine stations west of Bankstown, there is an overall increase in travel times to the City (when using the Bankstown Metro). In the peak, journeys take an average of 2 minutes longer even with a Metro train every 4 minutes. In the off-peak, journeys take an average of 7 minutes longer even with a Metro train every 10 minutes.

The Temporary Transport Plan is also a concern for our community given that six stations (Berala, Regents Park, Sefton, Birrong, Yagoona) will also have replacement bus services during the Bankstown Line shutdowns despite not being part of the Sydenham to Bankstown project.

We believe that the T2 Inner West Line ought to be restored as a City to Liverpool/Bankstown via Regents Park service given that the nine stations west of Bankstown will lose all direct trains to City as a result of the Sydney Metro City & Southwest: Sydenham to Bankstown project.

There are no constraints on the Sydney Trains network for the T2 Inner West Line to be restored as a City to Liverpool/Bankstown via Regents Park service. Track capacity is not an issue between Homebush and Lidcombe given the T2's extension west to Parramatta in 2017's timetable, and also the Lidcombe to Cabramatta/Liverpool sections of track remain underutilised since the Inner West Line's removal in 2013. The extension of the T2 Inner West Line to Parramatta not only results in the inability for Liverpool/Bankstown via Regents Park commuters to have direct trains to City, it also has removed express T1 Western Line trains from Lidcombe, Auburn, Clyde, Granville and Harris Park during the peak hours.

Additionally, Transport for NSW is to be condemned for its deliberate lack of engagement with the community west of Bankstown. There have been no information sessions at any of the nine stations that will lose all trains to City. Consultation with the Cumberland LGA has also been effectively non-existent despite Lidcombe, Berala and Regents Park being on the Bankstown Line in the area. Placing an English only advertisement in the local newspaper for a single week in one of Australia's highest culturally diverse communities cannot suffice as reasonable engagement.

Restore Inner West Line cannot support a project that will alienate over 19,000 commuters from Sydney and will continue to fight to have decent services reinstated (i.e. City to Liverpool/Bankstown via Regents Park) as well as for upgrades to existing heavy rail infrastructure.