

END OF THE LINE

The case against the Sydenham to
Bankstown Metro and associated
urban renewal plan



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EXECUTIVE SUMMARY

The Bankstown line is one of eleven Sydney suburban train lines and carries in the order of 26.4 million individual trips a year¹. The section of the line from Sydenham to Belmore has been in place since 1895 and the section from Belmore to Bankstown since 1909.

Despite its long and important role in Sydney's transport network, the days of the Bankstown line are numbered. Starting from next year, it is proposed to be progressively shutdown and then replaced by the Metro – a privately-run, single-deck train service with driverless trains which is being touted as the future of the Sydney heavy rail network.

It's only now, some five years after this concept was first conceived, that Bankstown line commuters are being asked their opinion about this project and are able to see the full details of the proposed changes.

¹Based on average monthly usage from July 2016 to February 2017 at https://public.tableau.com/profile/bureau.of.transport.statistics#!/vizhome/PT-Visualisation-Train-2_7_3-Nov16/Wel come

This position paper outlines ten major issues with the proposed Metro, as listed below:

1. The billions wasted to replace an existing train service with another train service – rather than using this money to improve transport to under-served areas
2. The destruction of heritage suburbs and stations as a result of the excessive property development which is accompanying the Metro's construction
3. Commuters will face five years' of extraordinary delays and disruption, as the Bankstown Line shutdown is progressively shutdown to build the Metro
4. There will be around the clock noise, vibration, traffic and other impacts on local communities during the long construction process
5. Once the Metro is in place, Bankstown line commuters will lose direct access to the City Circle and many other important stations
6. The lack of patronage demand for the Metro
7. The fact that it will be harder to get a seat, because of the limited number of seats on Metro trains
8. The Metro travel times don't live up to the government hype and are slower than historic timetables
9. The Metro business case is a highly flawed document
10. As a congestion buster, the Metro doesn't stack up and will probably result in worse outcomes

This paper argues that the Metro has been engineered to deliver greed – namely greed by property developers, the rail operator and the NSW Treasury which is seeking to reap significant property tax outcomes. It has not been delivered to benefit existing communities alongside the existing Bankstown line.

This document has been prepared by a range of writers and researchers within the Sydenham to Bankstown Alliance, a broad alliance of community groups in the corridor.

FLAWED FROM THE START: HOW THE METRO CAME TO BE

The concept of removing the Bankstown line, to build a rapid transit Metro, was first floated in a NSW Government discussion paper called Sydney's Rail Future, in 2012. It was released by then Transport Minister and now Premier Gladys Berejiklian.

This document proposed converting the Bankstown line (to both Lidcombe and Liverpool) as a single-deck Metro service. The Illawarra line was also proposed to be subject to this conversion.² This document doesn't actually explain why the Bankstown line was chosen for this decision, nor does it analyse the disruption impacts as a result of doing this.

Sydney's Rail Future also includes an extremely limited (three-page) analysis of different strategic alternatives for the Sydney rail network, mainly looking at whether a Metro-style system should be introduced.

In October 2012, the 20-year State Infrastructure Strategy by Infrastructure NSW (the government's strategic infrastructure advisors) was released. The strategy reviewed Sydney's Rail Future and questioned the decision to run the Metro to Bankstown. It stated:

"The utilisation of rapid transit both south and west of the CBD appears sub-optimal. The current proposal will serve the Bankstown Line, which carries only 6,600 passengers in the peak hour, and part of the Illawarra Line which already has good access to the CBD via the Eastern Suburbs Line.

"By contrast the heaviest traffic flows outside the CBD occur on the six-track Main West Lines between Strathfield and Central. The development work undertaken on the West Metro project, indicated that this corridor through the Inner West could offer a strong market for rapid transit services.

This approach would provide high capacity metro-style services on the most congested part of the network from Strathfield to Chatswood via the CBD."³

²Sydney's Rail Future is available at www.transport.nsw.gov.au/sites/default/files/b2b/publications/sydneys-rail-future.pdf

³See page 112 of State Infrastructure Strategy at http://www.infrastructure.nsw.gov.au/pdfs/SIS_Report_Complete_Print.pdf



"The utilisation of rapid transit both south and west of the CBD appears sub-optimal. The current proposal will serve the Bankstown Line, which carries only 6,600 passengers in the peak hour,"

Despite the concerns raised by Infrastructure NSW, the proposal to convert the Bankstown line was supported by the NSW Government in its NSW Long Term Transport Masterplan released in December 2012. This decision was apparently made without justification or reference to Infrastructure NSW's concerns.

In 2014, the NSW Government announced its plan to sell electricity assets and then Premier Mike Baird directed Infrastructure NSW to update its State Infrastructure Strategy to "take into account" the Metro line extension to Bankstown. In its revised strategy, released in November 2014, Infrastructure NSW recommends that \$7 billion be allocated to the Metro project from the sale of electricity assets but again does not outline any specific benefits from converting the Bankstown line.⁴

It was only in the business case summary, released in October 2016, that specific claims were made that the Bankstown line "adds to Sydney's big rail bottleneck" and "funnels trains on to the East Hills and Inner West line outside Central", and therefore should be replaced by a separate Metro service.⁵

As outlined in this paper, this business case is a highly flawed document, which fails to properly account for many of the impacts of the Bankstown line shutdown.

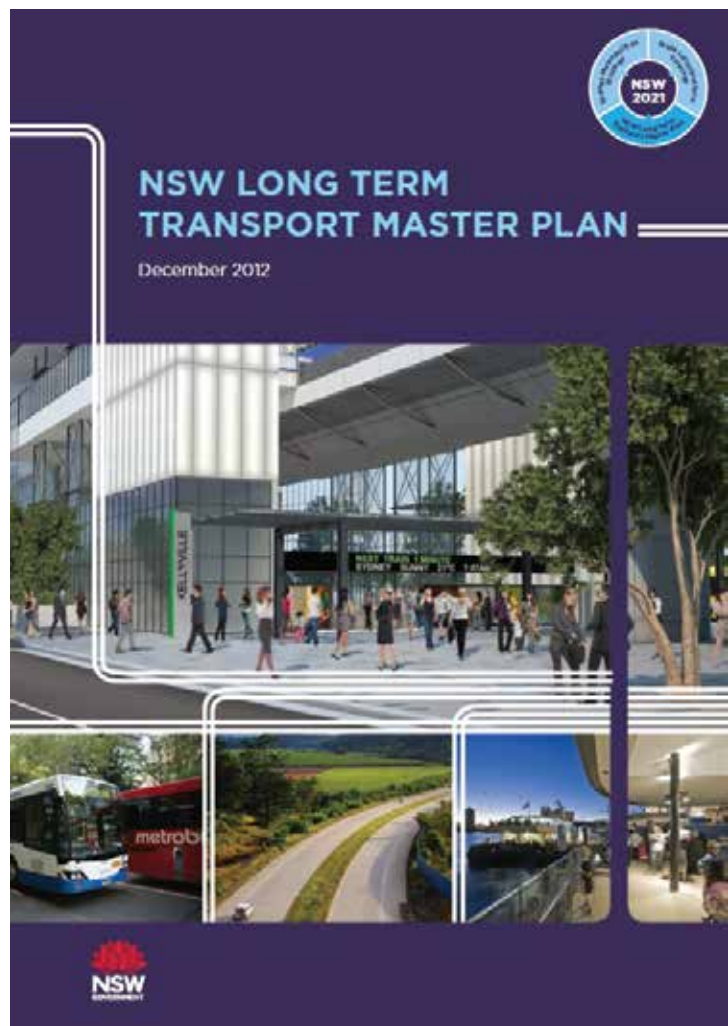
The plan to extend the Metro line to the Illawarra line (to Hurstville) remains in limbo, amid media reports that there are too many obstacles to do this.⁶

In short, there remains a critical lack of analysis of alternative options to the extremely destructive decision to shut-down the Bankstown line.

⁴ State Infrastructure Strategy Update 2014, page 37 at http://www.infrastructure.nsw.gov.au/media/43622/inf_j14_871_sis_report_book_web_new.pdf

⁵ See page 39 at www.sydneymetro.info/sites/default/files/Sydney%20Metro%20CSW%20Business%20Case%20Summary.pdf

⁶ See www.smh.com.au/nsw/plan-to-extend-sydney-metro-line-south-hits-growing-list-of-hurdles-20160201-gmj9dz.html



HOW WE GOT HERE

JUNE 2012

Sydney's Rail Future proposes second harbour crossing and new Metro line on the entire Bankstown line and the Illawarra line to Hurstville



OCTOBER 2012

Infrastructure NSW, the government's infrastructure advisor, criticises proposal for a Metro line to Bankstown and instead recommends funding for a rapid-transit line to Western Sydney



DECEMBER 2012

Final long-term Transport Masterplan confirms decision to convert Bankstown line to Metro services

NOVEMBER 2014

After decision to sell electricity assets, Infrastructure NSW changes its decision and backs the Metro line to Bankstown



OCTOBER 2016

Highly-flawed business case released for City & South-West Metro line, limited to converting section of Bankstown line from Sydenham to Bankstown



FEBRUARY 2017

Initial planning application project documentation released for Metro line from Sydenham to Bankstown

SEPTEMBER-NOVEMBER 2017

Environmental impact statement (EIS) exhibited



MAJOR ISSUE ONE: BILLIONS WASTED TO BUILD A LINE THAT DOESN'T SERVICE NEW AREAS

A critical issue with the Metro is that the NSW Government will be wasting many billions of dollars to replace with one railway line with another railway line, while many under-served parts of Sydney are crying out for transport.

According to current NSW Government estimates, the total cost of the Metro line is more than \$20 billion, of which the Metro City and South-West (which includes the section from Sydenham to Bankstown) will take up anywhere from \$11.5 billion to \$12.5 billion.⁷ The precise cost of converting the Bankstown line to a Metro operation has not been revealed, but would presumably run into the billions of dollars.

This represents an extraordinary wastage of taxpayers' money simply to retain a current train service.

As outlined in the Inner West Council submission to the Metro EIS: "While investment in public transport is welcome, disappointment must be relayed with regard to the project not concentrating initially on areas that are currently unserved by public transport. (The EIS) assessment of alternatives does not adequately explore how other areas that are not currently served by public transport could be served by the project."

The council submission states that retaining an additional harbour crossing for the existing Sydney Trains network, rather than converting this crossing into a Metro service as is planned, "would achieve the same outcomes as Metro in terms of removing blockages from the City Circle and freeing up capacity."

Meanwhile, four former senior Sydney Trains executives were revealed to have told the government in 2015 that the Metro to Bankstown was not the answer and did not deal with the issue of the highly constrained number of tracks between Central and Strathfield.⁸ "If the government had spent \$17 billion on upgrading the existing double-deck system by improving signalling and providing track amplification at critical pinch points, it would have got a better overall result," the analysis by the four former rail chiefs said.

⁷ See pages 7 and 8 of the summary business case

⁸ See <http://www.smh.com.au/nsw/gridlocked-and-unworkable-dire-warning-for-sydneys-trains-from-former-top-execs-20171213-h03omz.html>

The former rail chiefs also said the "takeover" of an existing rail line between Sydenham and Bankstown for the government's single-deck metro train project will remove "the relief valve for the network" and leave "no escape route". "Any new system needs to add value by adding to existing capacity, not by taking away part of the existing network in the name of progress," they said.

This has been further supported by an opinion piece in the SMH published by Dr Dick Day, a retired urban planner and senior manager of Sydney's rail system. Dr Day said: "The Bankstown Line metro conversion represents a poorly thought out initiative that will incur considerable expenditure and disruption yet is incapable of being used to its full potential to relieve congestion on the rest of the network. For good measure it incurs further cost and operational complexity by relocating country trains from the Meeks Road Depot near Sydenham."⁹

"Fortunately, it is not too late to reprioritise. Metro advocates have already identified the need for an additional line to Parramatta and beyond. That would indeed be a congestion buster and should be constructed instead of the Bankstown Line metro conversion."

A similar view is stated by public transport lobby group Ecotransit, which states that, instead of cannibalising an existing line, scarce government funds could be better spent providing new public transport solutions for suburbs with limited connectivity, or improving signalling operations to speed-up the capacity of the current network.¹⁰

We agree with Ecotransit's conclusion that "based on the information that has been presented to the public, one can reasonably conclude that the Sydney Metro, including the City & Southwest section, is not really about providing improved public transport. It is about providing development opportunities to developers, including MTR Corporation, and turning large tracts of Sydney into MTR's version of Hong Kong."

By converting the Bankstown line, NSW is squandering the once-in-a-century windfall gains presented by the sale of the State's electricity assets and in doing so destroying communities along the corridor.

⁹ See

<https://www.smh.com.au/opinion/sydney-transport-planners-off-the-rails-with-metro-plans-20180119-h0l2k1.html>

¹⁰ http://majorprojects.planning.nsw.gov.au/?action=view_submission&job_id=7400&submission_id=151221

"The Bankstown Line metro conversion represents a poorly thought out initiative that will incur considerable expenditure and disruption yet is incapable of being used to its full potential to relieve congestion on the rest of the network."

– Dr Dick Day, retired senior train manager

"If the government had spent \$17 billion on upgrading the existing double-deck system by improving signalling and providing track amplification at critical pinch points, it would have got a better overall result,"

– Analysis by four former rail chiefs.

"Any new system needs to add value by adding to existing capacity, not by taking away part of the existing network in the name of progress,"

– Analysis by four former rail chiefs.

MAJOR ISSUE TWO: EXCESSIVE AND POORLY-PLANNED PROPERTY DEVELOPMENT

The proposed Metro line is being used as a stalking horse to push dramatic over-development and to cause significant heritage destruction along the historic Sydenham to Bankstown corridor.

An initial urban renewal strategy for the corridor was first released in October 2015 by the NSW Government, supporting a total of 36,000 new homes. In June 2017, a revised strategy was exhibited which reduced dwelling yield in some suburbs but increased it in others, leading to a similar dwelling yield 35,400. As outlined below, it is likely this figure represents a gross under-estimate of the actual dwelling yield.

This revised strategy states: “Sydney Metro is a major infrastructure investment that will result in a significantly improved transport service. This investment justifies consideration of renewal of areas around new metro stations.”

The problem is that the areas around these stations are rich in heritage and character and ill-suited to 1960s-style urban renewal. This reinforces the view that the Metro is the wrong transport option in the wrong location.

Streets of single-storey homes are earmarked for intensive redevelopment of anywhere between four and 25 storeys.

The National Trust has submitted that the plans will have major impacts on a number of Urban Conservation Areas which had been identified and listed on the National Trust Register in the late 1990s.¹¹

¹¹ See

http://planspolicies.planning.nsw.gov.au/?action=view_submission&job_id=8563&submission_id=221605

The level and scale of development proposed is random, arbitrary and brutal in its approach, resulting in suburbs which will be left with little of the charm, heritage and character that attracted residents to the area in the first place. Interfaces between areas to be developed, and those that will remain untouched, are unnecessarily jarring. Four-storey and sometimes eight-storey unit blocks will overlook single storey homes.

It is for this reason that the NSW Opposition has vowed to put the Coalition Government's plans for the corridor in the “shredder”. In November 2017, Opposition planning spokesperson Michael Daley said: “Let me say this to developers that are door-knocking today. Door-knock, take out options and purchase those properties at your own risk, because when I am the Minister for Planning and Infrastructure in March 2019, we will be taking Anthony Roberts' plans for density along the Sydenham to Bankstown corridor and we will be putting them in the shredder.”

Despite this, there are significant concerns about the lack of infrastructure to support this growth. For instance, the NSW Office of Sport in its submission notes that the proposed additional population of 100,000 people in the corridor would typically require 25 to 50 new playing fields.

Instead, no new playing fields are proposed. The Office of Sport submission raises very real concerns about the lack of sporting fields to accommodate growth and recommends the retention of Canterbury Racecourse as a district-level open space resource.¹²

The NSW Government's current plans also do not outline how hospitals or schools will be funded to support the 80,000 additional residents (a conservative and unofficial estimate) nor outline any major new areas of open space. This is a further potential cost which should be calculated in the business case.

¹² See

https://majorprojects.accelo.com/public/238112b65cb0cb5a7e805bbdb41aab67/222441_Draft%20Submission%20by%20Office%20of%20Sport%20on%20Sydenham%20to%20Bankstown%20Urban%20Renewal%20Corridor%20Strategy.pdf

DEVELOPMENT PROPOSALS ALONG CORRIDOR

THE FOLLOWING PHOTOS GRAPHICALLY ILLUSTRATE THE BRUTAL IMPACTS OF SOME OF THE PRIVATE AND PUBLIC DEVELOPMENT PROPOSALS ALONG THE CORRIDOR.

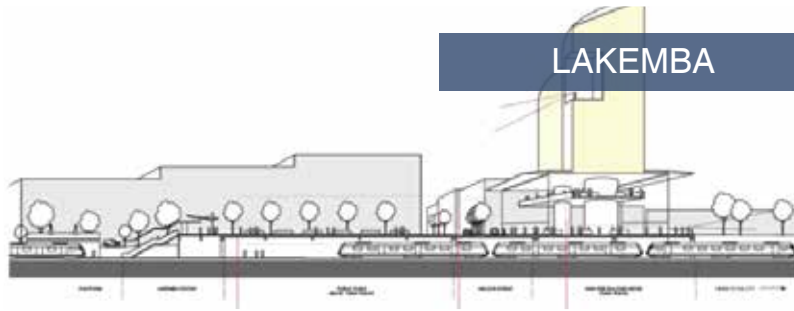
DULWICH HILL



Community representations of a proposed nine-storey development overshadowing Dulwich Hill Public School (and the site how it currently looks)



LAKEMBA



Proposed tower above Lakemba station – a NSW Government idea



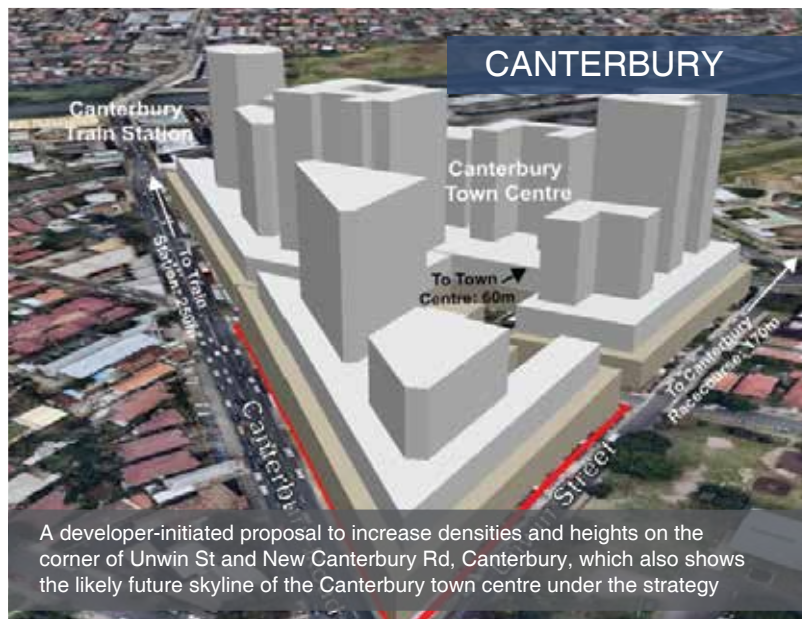
MARRICKVILLE



Proposed 23-storey development in Myrtle St, Marrickville (and site as it is at present)



CANTERBURY



A developer-initiated proposal to increase densities and heights on the corner of Unwin St and New Canterbury Rd, Canterbury, which also shows the likely future skyline of the Canterbury town centre under the strategy

CANTERBURY



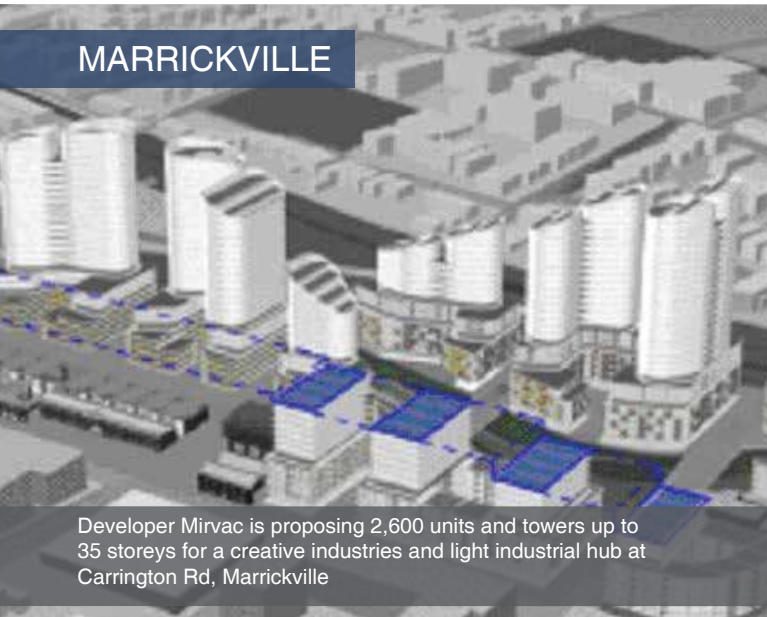
Low-scale Robert St Canterbury will be transformed into rows of 18-storey towers



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MARRICKVILLE



Developer Mirvac is proposing 2,600 units and towers up to 35 storeys for a creative industries and light industrial hub at Carrington Rd, Marrickville

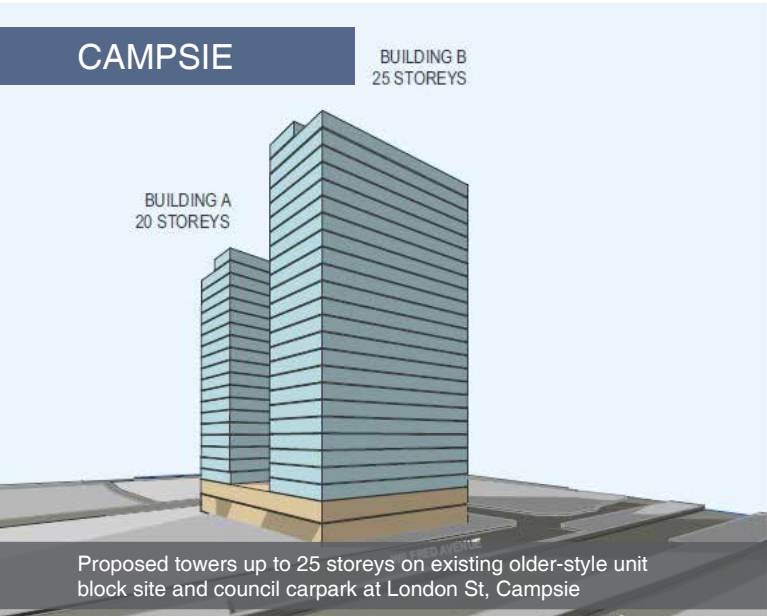
MARRICKVILLE



Byrnes St Marrickville before, and how it could look after towers are allowed on the site.



CAMPSIE



Proposed towers up to 25 storeys on existing older-style unit block site and council carpark at London St, Campsie

CAMPSIE

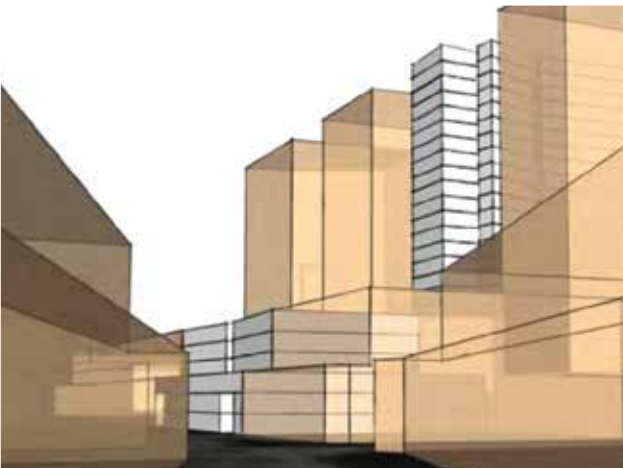


Proposed 16-storey development above Campsie RSL site

BELMORE



Belmore RSL's proposed vision for a sea of 25-storey towers along Burwood Rd



CHARACTER HOMES AND STREETS UNDER THREAT OF DEMOLITION DUE TO PROPOSED HIGH-RISE ZONES

CAMPSIE HOMES
UNDER THREAT



CANTERBURY HOMES
UNDER THREAT



DULWICH HILL HOMES
UNDER THREAT



FORMER MATERNITY
HOSPITAL AT DULWICH
HILL UNDER THREAT



BELMORE HOMES
UNDER THREAT



MARRICKVILLE HOMES
UNDER THREAT



LAKEMBA STREET
UNDER THREAT



HOW THE METRO IS DRIVING DEVELOPMENT

High levels of development are specifically encouraged in the business case for the Metro, released in 2016.

The business case outlines that NSW Treasury is expecting a \$3.1 billion stamp duty windfall and \$1.6 billion land tax windfall from Chatswood to Bankstown as a result of “additional development stimulated by the project”.¹³ This illustrates that the Sydney Metro is more about making money than it is about servicing communities.

At the same time, the business case fails to identify the costs associated with the heritage and character impacts from the development. This illustrates how the business case has been developed with a specific bias in favour of the proposal.

There is strong evidence that the purported 35,400 new dwellings is a gross under-estimate of overall dwelling yield.

¹³ See page 89 of summary business case

A submission from award-winning architect Angelo Candalepas estimates that, in Campsie alone, some 40,000 dwellings would be built if the built-form proposed in the strategy was to be realised.¹⁴ Mr Candalepas states “this would not be a successful urban outcome in the opinion of the writer”.

Alarming, a consultant’s report released alongside the revised strategy says that the corridor could “feasibly” accommodate 60,000 dwellings, raising suspicions that a higher development proposal is on the agenda.¹⁵

What is certain is that the extraordinary development levels outlined in the revised strategy has led to feverish and greedy development speculation in every suburb along the corridor, undermining the ability to undertake orderly planning.

¹⁴ See submission at https://majorprojects.accelo.com/public/57fdd5acb26e9b9cfe5a2671ab6f533a/223624_170904_Candalepas%20Associates%20Objection.pdf

¹⁵ See <https://www.dailytelegraph.com.au/newslocal/the-express/nsw-government-report-reveals-sydenham-to-bankstown-corridor-could-feasibly-accommodate-60000-homes/news-story/48861d43fffb341627bc1cdf4e61d56f>

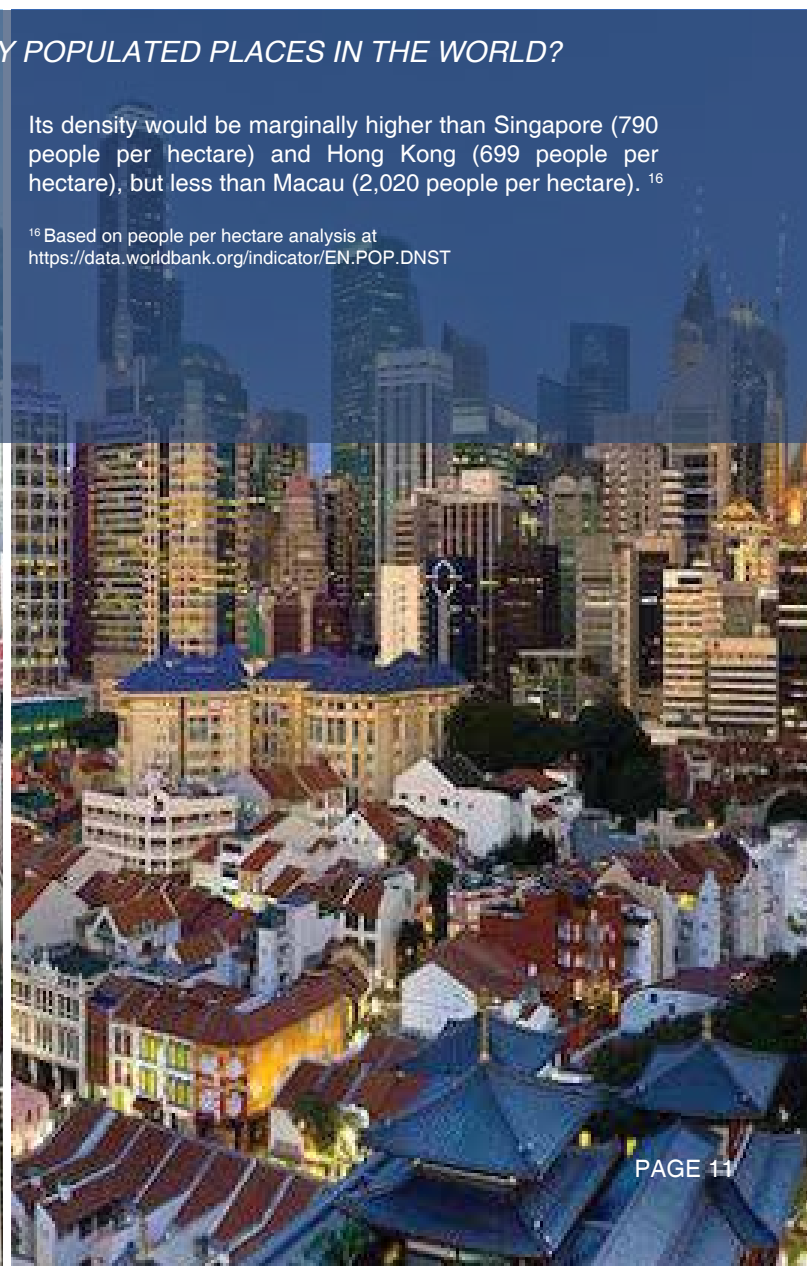
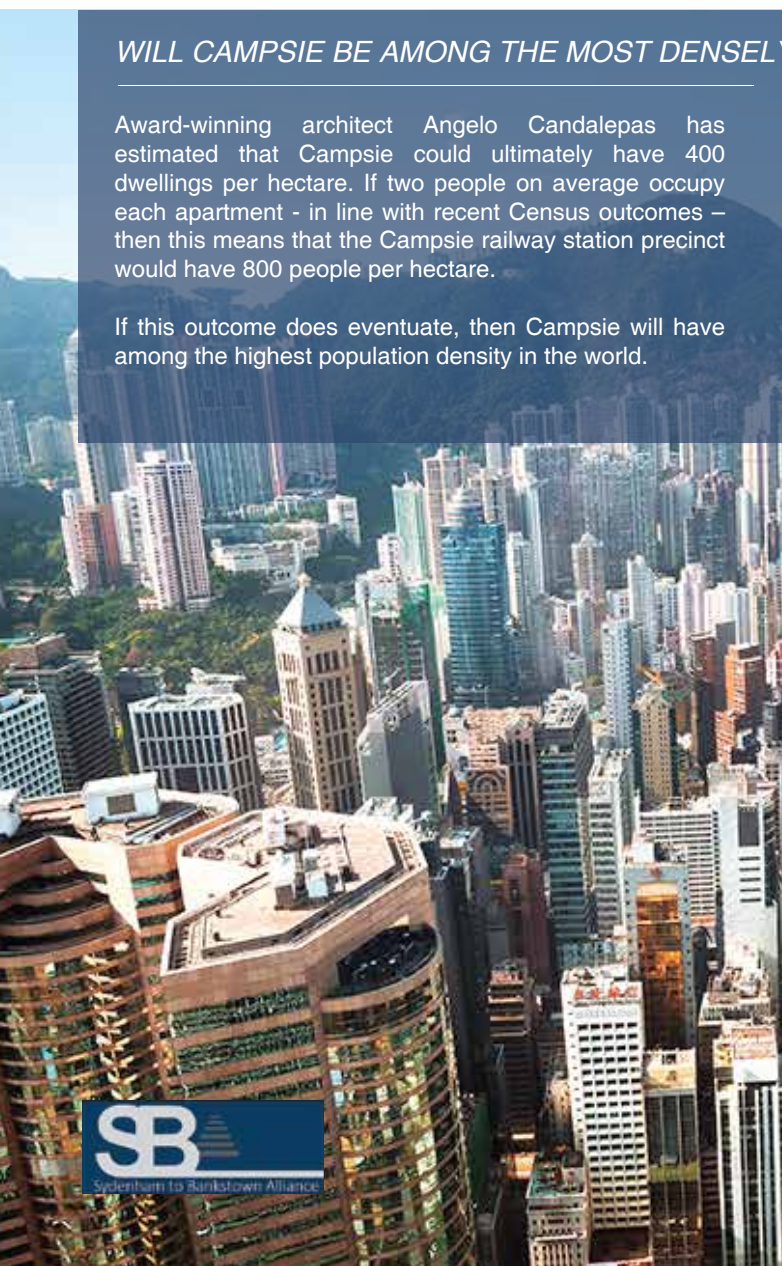
WILL CAMPSIE BE AMONG THE MOST DENSELY POPULATED PLACES IN THE WORLD?

Award-winning architect Angelo Candalepas has estimated that Campsie could ultimately have 400 dwellings per hectare. If two people on average occupy each apartment - in line with recent Census outcomes – then this means that the Campsie railway station precinct would have 800 people per hectare.

If this outcome does eventuate, then Campsie will have among the highest population density in the world.

Its density would be marginally higher than Singapore (790 people per hectare) and Hong Kong (699 people per hectare), but less than Macau (2,020 people per hectare).¹⁶

¹⁶ Based on people per hectare analysis at <https://data.worldbank.org/indicator/EN.POP.DNST>



Communities along the Sydenham to Bankstown corridor have already met their long-term dwelling targets imposed by the NSW Government.

For instance, the former Marrickville council has already delivered planning controls to meet the NSW Government's target to create 4,150 dwellings by 2031 in the Marrickville LEP 2011. This was largely through careful planning, undertaken in conjunction with the community, to allow apartment buildings in main street shopping districts and industrial areas.

The Sydenham to Bankstown corridor plan represents a significant change in planning approach, compared to recent urban renewal practice, by targeting existing residential areas for redevelopment. It also unfair to existing communities, who have already met long-term dwelling targets – to be only told they need to meet new and higher dwelling targets.



AFFORDABLE HOUSING IMPACTS

There have been significant concerns raised that urban renewal alongside the Sydenham to Bankstown corridor will actually worsen, not benefit, Sydney's affordable housing issues.

University of NSW urban affairs academic Bill Randolph in 2016 argued that "the Sydenham-to-Canterbury corridor is home to one of the largest concentrations of lower-income renters in Sydney, compounded by a large population of retirees on fixed, low incomes".¹⁷

He argues "as new investment comes in, so rents will rise. Without a significant affordable housing component, many of the essential workers who live there (in the corridor) today – the mechanics, care attendants and shop workers – will be pushed further towards Sydney's periphery."

In other words, the mass rezonings of areas around the stations from Sydenham to Bankstown are likely to result in the redevelopment of existing affordable housing, including existing older-style unit blocks. These are the same unit blocks which are now more susceptible to redevelopment, following government reforms to overturn the need for a unanimous decision of all unit owners before the block can be demolished and redeveloped.

¹⁷ See <http://theconversation.com/sydney-metros-sydenham-to-bankstown-line-nirvana-or-nightmare-65247>



At the time Professor Randolph wrote this piece, the Greater Sydney Commission had not released its District Plans. When these plans were released, they indicated that areas that are being rezoned may have to provide as little as five per cent of new housing to be affordable for low to moderate income households.¹⁸

This hardly gives any reassurance that the development plans for the Sydenham to Bankstown corridor, linked to the introduction of the Metro, will do anything to help housing affordability and may in fact result in an overall net destruction of affordable housing.

The concern about impacts on existing affordable housing comes amid a strong view from academics that increasing housing supply alone, such as is being suggested in the Sydenham to Bankstown corridor, is unlikely to have any real impact on affordability.

For instance, Professor Peter Phibbs, who is the chairman of urban and regional planning at the University of Sydney, was quoted in the Sydney Morning Herald on 24 January, 2017, saying: "We've had large increases in supply and it hasn't done much to moderate the problem"

¹⁸ See page 102 of the draft Central District Plan

The fate of an existing affordable housing block at Osgood St, Marrickville West, is a marker to what could happen to other similar properties between Sydenham and Bankstown.

The 46-unit block was purchased by a wealthy Sydney property investor for \$13.4 million in late 2016.

In May 2017, the developer lodged an application to strata subdivide the block, so each unit can be sold to the highest bidder.

Incredibly, the developer is required to only make a contribution of \$380,000 towards providing affordable housing in another location, under the NSW Government's planning policy for affordable housing.

Given that this represents about half the cost of an existing one-bedroom apartment, it is unlikely to make any really difference when it comes to replacing existing affordable housing.



Former affordable housing at Osgood St, Marrickville West)

SIGNIFICANT RAILWAY HERITAGE TO BE DESTROYED

Stations along the Bankstown Line have a local charm and heritage character, which reflects their construction between 1895 and 1938. All the stations are heritage-listed and some even considered to be of State heritage significance.

However, the Metro will cut a swathe of destruction through these stations. Significant platform buildings at Hurlstone Park and Wiley Park will be removed, while historic wooden overhead booking offices will go at Punchbowl and Dulwich Hill.

While some existing platform buildings will be retained at stations, these buildings will sadly lose their original railway function and are likely to be overwhelmed by large generic stations built to the specific cookie-cutter Metro "ribbon-style" design standard.

The Inner West Council submission addresses this point, saying "The (station) design guidelines include reference to ensuring local character is included in station design, yet there is concern that the desire for a consistent line-wide identity will make this incompatible."

In addition, historic platforms and bridges along the corridor will be replaced to allow new straight new platforms to be constructed which meet the needs of Metro engineers.

Even the environmental impact statement for the Metro acknowledges there will be major impacts on railway heritage. It states: "Among the ten heritage railway stations located on the Marrickville to Bankstown section of the Bankstown Line, the project would result in major direct impact to five stations, one of which is listed on the State heritage register (Marrickville)." ¹⁹

The lack of detail to heritage assessment and protection is exemplified by omissions and errors such as an artist's impression of the "retained" Dulwich Hill platform building which is actually from another station, likely Belmore.

¹⁹ Metro EIS Technical Paper 3 - Non-Aboriginal heritage impact assessment, page viii

TABLE 1: METRO IMPACTS ON SYDENHAM TO BANKSTOWN RAILWAY HERITAGE

STATION	IMPACTS
MARRICKVILLE	<ul style="list-style-type: none"> • Removal of eastern side of 1895 platform, including loss of its fabric and brick face, as part of platform straightening exercise for Metro trains • Removal of 1911 Illawarra Rd overbridge
DULWICH HILL	<ul style="list-style-type: none"> • Removal of entire 1895 platform apart from area under existing platform building • Existing 1935 brick platform building retained but overwhelmed by major new generic station building • Destruction of the 1935 wooden overhead booking office. • This office was, in a 2014 study, ranked as the second most significant overhead booking office in the Sydney Trains network and recommended for retention
HURLSTONE PARK	<ul style="list-style-type: none"> • Platform 1 to be completely removed and rebuilt, and most of Platform 2 apart from the structure under the historic platform building, to allow new straight platforms to be constructed to accommodate Metro trains • While the 1915 building on Platform 2 will be retained, the 1915 Platform 1 building will be removed as part of the platform straightening process.
CANTERBURY AND CAMPSIE	<ul style="list-style-type: none"> • Removal of entire 1895 platforms, above from area above existing platform buildings, to construct new straight Metro platforms
BELMORE AND LAKEMBA	<ul style="list-style-type: none"> • Removal of most of single island platform, apart from area under platform building to build a new straight Metro platform. Like other platform removals, this will cause removal of original brick face.
WILEY PARK	<ul style="list-style-type: none"> • Station was built in 1938 by the local council – making it a rarity in the Sydney Trains network. All station platform buildings and platforms themselves to be demolished, meaning the station is likely to lose its local heritage status
PUNCHBOWL	<ul style="list-style-type: none"> • 1929 overhead booking office to be removed. Rated as significant in assessment of Sydney Trains overhead booking offices conducted in 2014. • 1909 platform to be removed. • Station likely to lose its local heritage status.
BANKSTOWN	<ul style="list-style-type: none"> • Partial removal of eastern end of platform



Hurlstone Park station – both platforms will be removed and straightened and the historic platform building on the right destroyed



Dulwich Hill 1935 overhead booking office, which will be destroyed



Punchbowl 1929 overhead booking office, which will be destroyed

There is a once-in-a-generation opportunity which is about to be lost to preserve Canterbury racecourse as the Centennial Park of the inner-west to help cater for the extraordinary growth planned in the Sydenham to Bankstown corridor.

Canterbury Racecourse is currently zoned for private recreation under the Canterbury local environmental plan, which allows the area to function as a major recreation centre but prohibits construction of residential flat buildings.

The Australian Turf Club (ATC) has lodged a submission in response to the NSW Government's Sydenham to Bankstown urban renewal strategy, calling for three parcels of allegedly surplus land totalling 6.5 hectares on the edge of the racecourse boundary to be developed, including for high-rise towers.²⁰

The club has also called for the rest of the racecourse to be considered for development, stating: "Given the proximity of the site to Canterbury Railway Station, and the ability to provide areas of open space, the site has the ability to support medium and high density residential, should it become surplus to ATC's requirements."

²⁰ See ATF turf club to Sydenham to Bankstown strategy at https://majorprojects.affinitylive.com/public/f8155a61124c928358b4d5c6de4493cf/Sydenham%20to%20Bankstown%20Strategy_ATC%20Submission_28.01.2016.pdf

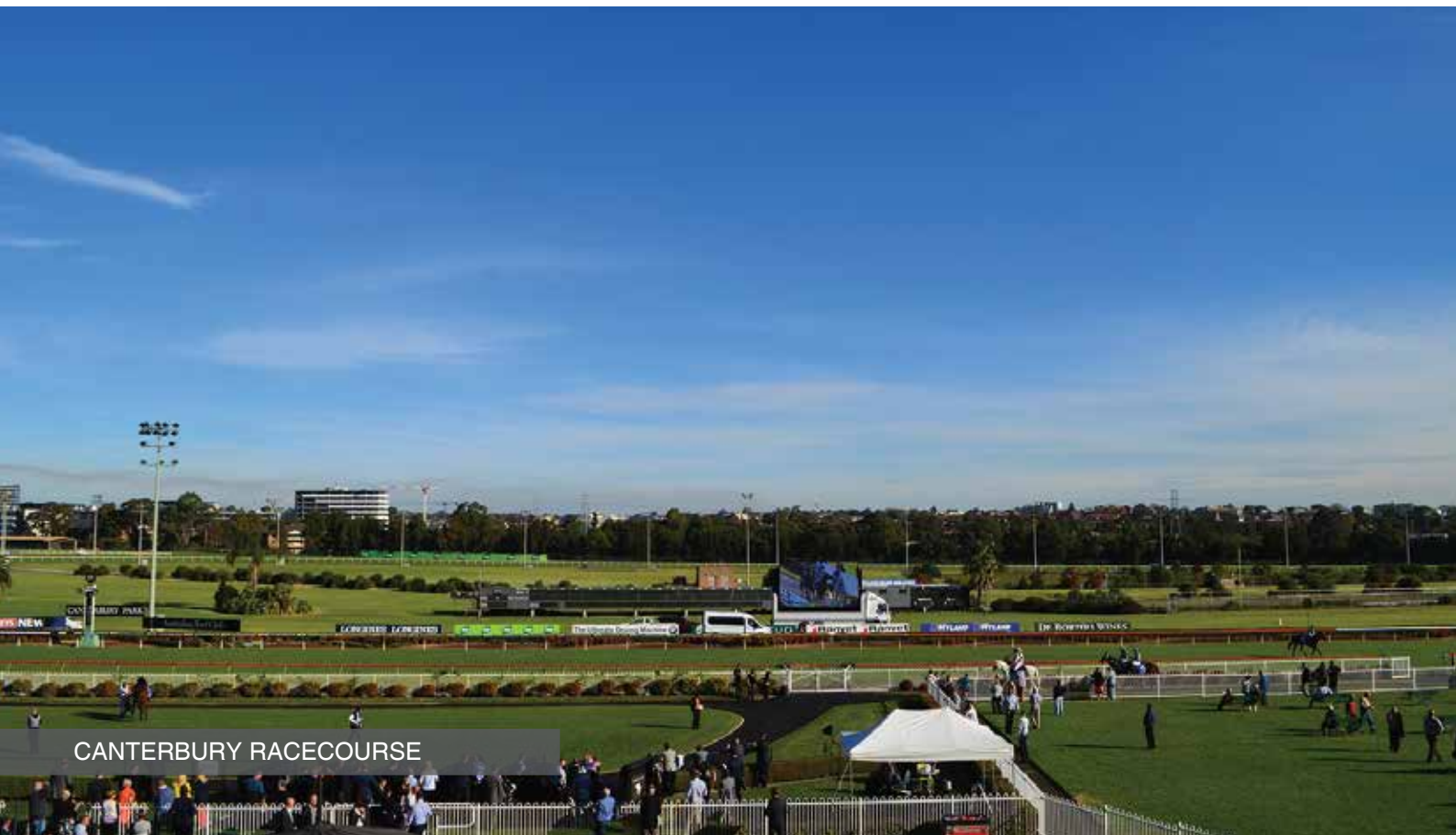
The submission defines "the site" as the entire 35 hectare racecourse, including the surplus lands. This makes it well over double the size of Hyde Park in Sydney's CBD.

In its submission to the NSW Government's Sydenham to Bankstown urban renewal strategy released in 2015, the former Canterbury City Council raised concerns that its area was having difficulty meeting the accepted benchmark to provide 2.83 hectares of land per 1,000 residents before the increased density in the corridor strategy was even considered.

Its submission says: "Compulsory acquisitions may be necessary to ensure that open space and community facilities can be accounted for in the most desirable locations."

Furthermore, the NSW Office of Sport in its submission has called on the race course to be retained as open space, to serve the needs of the massive population influx proposed for the Sydenham to Bankstown Corridor.

Under the Australian Jockey and Sydney Turf Clubs Merger Act, the Australian Turf Club is prohibited from selling the entire racecourse before 2021. However, once its zoning is changed, this opportunity is lost forever.



MAJOR ISSUE THREE: CHAOS FOR COMMUTERS DURING BANKSTOWN LINE SHUTDOWN

Bankstown Line commuters, and commuters on nearby lines, are set to experience extraordinary levels of disruption when the Bankstown Line is progressively shutdown from July 2019, and the new Metro line is built.

The NSW Government has stated that the line will be shut down for the July and December-January school holiday period, starting in July 2019 and ending in January 2024. There will then be a further complete shutdown of up to six months in July 2024.

These shutdown periods will disrupt more than 38.7 million commuting and weekend trips, across more than 500 days of travel.

According to the social impact assessment in the Metro EIS, these line shutdowns will have a major impact on commuters' lives.

"Increased traffic, diversions and alternate public transport arrangements during possession periods is likely to cause increased congestion and delays particularly during peak hours for commuters and other road users," the social impact assessment says.

"Additional travel time would potentially reduce people's leisure or family time and affect their ability to participate in community networking and leisure activities on certain days or at certain times. Increased traffic congestion and delays may cause a range of anxiety and stress responses and the potential to increase confrontations on the road and perhaps at home."

While the NSW Government has not finalised its alternative transport strategy during these shutdown periods, it is currently proposed that commuters on stations from Belmore to Bankstown will be shuttled by bus to individual stations along the Airport & South Line. It should be noted that the Airport & South Line already has severe overcrowding issues.

Meanwhile, commuters from Campsie to Marrickville will be shuttled by bus to Sydenham station, where they will need to catch trains on an alternate line to get to their destination. As many as 35 buses per hour will be required for this task, placing an intolerable burden on already congested local roads.

The NSW Government has ruled out taking commuters directly to the CBD.

HOW YOUR LIFE WILL BE DISRUPTED BY BANKSTOWN LINE SHUTDOWNS BETWEEN 2019 AND 2024²¹

NUMBER OF DAYS IN WHICH BANKSTOWN LINE TRAINS SERVICES WILL BE REMOVED



NUMBER OF BANKSTOWN LINE TRIPS DISRUPTED



LIKELY COMMUTING DELAYS DURING SHUTDOWN? - EIS DOESN'T OUTLINE LIKELY DELAYS

OTHER SYDNEY LINES IMPACTED

AIRPORT AND SOUTH LINE
ILLAWARRA LINE
INNER WEST & LEPPINGTON LINE

²¹ Assumes shutdown in 2024 will be for six months – government currently says shutdown will be “up to six months”

EXTRAORDINARY NUMBER OF TRIPS TO BE DISRUPTED

According to the Sydenham to Bankstown EIS, up to 100,000 weekday trips a day will be disrupted when the Bankstown line is shutdown from July 2019.²² Given that the line will be shut down across 330 weekdays from July 2019 to late 2024, the Sydenham to Bankstown Alliance estimates a total of 33 million Bankstown Line weekday commuting trips will be disrupted by this project.

The project will also have a significant impact on weekend commuting trips, including a proposal for four additional weekend closures each year in addition to normal trackwork closures.²³

²² See page 6 of the exhibited Temporary Transport Strategy

²³ See page 4 of the exhibited Temporary Transport Strategy

Making a very conservative assumption that weekend commuting trips are around one third of weekday trips, we estimate that a further 5.68 million weekend trips will be disrupted.

This leads to a total of 38.7 million trips being disrupted during the life of the project.

Importantly, this above estimate doesn't include individual station closures between Sydenham and Bankstown, which the preliminary project application said could happen potentially "some weeks at a time".²⁴

²⁴ See

https://majorprojects.affinitylive.com/public/1f2bc90627d6229b8ed5e15d1b4101c0/Sydney%20Metro%20Sydenham%20to%20Bankstown%20upgrade_SSIAR_Final%202017%20.pdf

TABLE 2: PROPOSED BANKSTOWN LINE SHUTDOWNS

SHUTDOWN NUMBER	IMPACTS	PERIOD
1	Two-week school holiday shutdown	July 2019
2	Six-week Christmas school holiday shutdown	December 2019-February 2020
3	Two-week school holiday shutdown	July 2020
4	Six-week Christmas school holiday shutdown	December 2020-January 2021
5	Two-week school holiday shutdown	July 2021
6	Six-week Christmas school holiday shutdown	December 2021-January 2022
7	Two-week school holiday shutdown	July 2022
8	Six-week Christmas school holiday shutdown	December 2022-January 2023
9	Two-week school holiday shutdown	July 2023
10	Six-week Christmas school holiday shutdown	December 2023-January 2024
11	Final possession of up to six months	Start date unknown but will go to late 2024

SIGNIFICANT DELAYS TO COMMUTERS

Providing alternative transport arrangements for these tens of millions of disrupted trips during shutdown periods is going to be a very difficult task, which will cause massive traffic disruption and commuting delays, both for commuters on the Bankstown Line and commuters on the adjoining Airport & South Line.

Unfortunately, in the EIS exhibited between September and November 2017, Transport for NSW did not release information about the exact nature of alternative transport arrangements during these shutdown periods, including likely travel time delays.

This is despite the fact it was required to do so by the Department of Planning and Environment's environmental assessment requirements released in March 2017, which asked the EIS to include "impacts on customers and the reliability of services", including impacts on other railway lines. The closest we get is when the EIS says the option of taking all customers from all stations by bus to Sydenham Station would take 45 minutes, but then rules out this option because it says this would be "unattractively long".

What we do know, from the draft Temporary Transport Strategy, is that each of the proposed rail possessions would involve closing every station between Marrickville to Punchbowl. According to the Temporary Transport Strategy exhibited in the EIS, Bankstown Station will also be shutdown during "earlier possessions", but may be open during "later possessions".

IMPACTS ON AIRPORT AND SOUTH LINE

The Airport and South Line is also expected to feel the brunt of Bankstown Line shutdown.

During shutdown periods, commuters from five stations on the Bankstown Line (Bankstown, Punchbowl, Wiley Park, Lakemba and Belmore) are proposed to be shuttled by bus to five adjoining stations on the Airport and South Line (Padstow, Riverwood, Narwee, Beverly Hills and Kingsgrove). The bus trip will take at least ten minutes.

More than 40,000 passenger trips a day may be shuttled from the Bankstown Line to the Airport & South Line and vice versa. This will increase the number of trips through the five Airport & South Line stations by well over 100 per cent.

Even with talk of creating additional services on the Airport & South Line, this move is almost certain to cause significant overcrowding issues. The Airport & South Line already has among the worst overcrowding problems of the entire Sydney Trains network, with AM services leaving Revesby in the morning peaks (and which service the Padstow to Kingsgrove stations) at up to 158 per cent capacity.

To put this into perspective, capacity of above 135 per cent and means passengers will "experience crowding and dwell times (which) can impact on on-time running".

TABLE 3: POTENTIAL NUMBER OF TRIPS TO BE TRANSFERRED TO AIRPORT & SOUTH LINE

Shutdown Bankstown Line station	Airport & South Line station to where commuters from shutdown Bankstown Line station will be transferred	Current number of daily trips on Bankstown Line station, to be transferred to Airport & South Line ²⁵	Current Airport & South Line station daily trips ²⁶	Potential increase in usage
Bankstown	Padstow	18,360	7,140	257%
Punchbowl	Riverwood	5,490	8,220	67%
Wiley Park	Narwee	3,530	4,040	87%
Lakemba	Beverly Hills	7,770	5,320	146%
Belmore	Kingsgrove	5,550	5,900	94%
Overall impact		40,700	30,620	133%

²⁵ Taken from 2016 entries and exits as outlined in EIS Temporary Transport Strategy

²⁶ Taken from 2014 barrier counts at <http://visual.bts.nsw.gov.au/barrier/>



NEW HOUSING DEVELOPMENT DURING SHUTDOWN PERIODS WILL PLACE EXTRA PRESSURE ON LINE

Under the NSW Government's current timetable for urban renewal along the corridor, construction of additional housing is due to begin along the corridor in 2019 – as the line is progressively shutdown to build the Metro.²⁷ An analysis by the Sydenham to Bankstown Alliance shows in fact that 10,000 new dwellings could be built along the line from 2019 to 2024.²⁸

This means new residents could be moving into the corridor, at precisely the same time that major disruption is underway through Bankstown Line closures to build the Metro and at a time when there should be less pressure placed on the line, not more. These residents would then suffer five years of potential transport chaos.

²⁷ The 2019 date is confirmed in a Transport Department briefing to industry available on page 28 at <https://www.sydneymetro.info/sites/default/files/Sydney%20Metro%20City%20%26%20Southwest%20Industry%20Briefing%20Update%20April%202017.pdf>

²⁸ <https://www.sydbankalliance.com/development-up-while-line-down>

Unfortunately, the Metro EIS fails to consider the potential cumulative impact of intense urban development happening at the same time as rail construction. In regard to the Sydenham to Bankstown urban renewal strategy, the EIS states “Due to the draft and strategic nature of this plan, there are no definitive works proposed, and it is not considered as part of the cumulative impact assessment.”²⁹

Similarly, Department of Planning and Environment officials admitted in private meetings with community groups during 2017 that they had not considered the impacts of a rail shutdown when planning housing targets.

This doesn't make any sense and is potentially a recipe for disaster. It is also another reason why any redevelopment proposals in the corridor should be delayed to allow a proper examination of transport alternatives.

²⁹ See page 27.4 at https://majorprojects.accelo.com/public/e6af0b7e5cb436b4318c525404d37129/11_%20S2B%20EIS%20Vol%201B%20Chapters%2024%20to%2027.pdf

BUSINESS CASE FAILS TO ADEQUATELY RECOGNISE DISRUPTION

The NSW Government in its business case in favour of the Metro says the “dis-benefit of Bankstown Line customers travelling on replacement bus services during the upgrade of the line from heavy rail to metro” has a net negative value of just \$14 million.

This is an alarmingly low figure which shows how little the government values commuters in the corridor.

Unfortunately, in its EIS, the NSW Government fails to explain to people the likely travel time delays as a result of the line being shutdown.

However, if each of the 38.7 million disrupted trips are delayed by an average of 30 minutes as a result of the line being shutdown, and you value this amount of time as half the average hourly rate of \$38³⁰, then a more realistic impact figure is \$735 million. Even if the delay is just 15 minutes per trip, which would seem unlikely, the amount of disruption is still \$367 million.

The \$14 million figure however values the inconvenience upon each of these 38.7 million trips as just 36 cents per trip, a figure which underlines the contempt which is being shown to Bankstown line commuters.

³⁰ Based on average weekly earnings of \$1,516 and a 40-hour week as at May 2016

38.7 MILLION	36 CENTS	\$19	\$735M
TRIPS DISRUPTED	NSW GOVERNMENT VALUE ON INCONVENIENCE TO EACH COMMUTER BY DELAYS PER TRIP DURING SHUTDOWN	OUR ESTIMATE ON INCONVENIENCE TO EACH COMMUTER BY DELAYS PER TRIP DURING SHUTDOWN	POTENTIAL OVERALL DISRUPTION COST

According to the NSW Government, the corridor is home to more than 3,200 businesses which make a \$1.97 billion contribution to gross regional product and employ some 19,705 people.

It is inevitable that businesses in and around the 11 stations in the corridor will be impacted by the increased frequency of shutdowns, particularly on weekends, during the five-year construction period.

The preliminary project report acknowledges that there will be “impacts on business during construction due to reduced visibility of businesses, changes to pedestrian and vehicle movements or reduction in amenity.”³¹

This is confirmed by the Business Impact Assessment published alongside the Metro EIS, which states: “Temporary closure of the rail service would likely alter commuter travel patterns with fewer residents passing businesses on their way to the rail station. This would potentially result in a reduction in passing trade, particularly if local residents opt to drive to work, rather than use the temporary rail bus service. This reduction in passing trade would be particularly felt by businesses that have a higher reliance on passing trade including food services (cafes, take-away and restaurants) and retail (particularly convenience stores) and may affect revenue.”

³¹ See page 82 at https://majorprojects.affinitylive.com/public/7d700ce62a94273f90eeb15031f3f2f6/006%20Sydney%20Metro%20C2S%20EIS%20Chapter%2006%20Project%20Description_%20Operation.pdf

A survey of 100 businesses by the NSW Government found that 79 per cent felt that construction of the Metro would affect their business, with 60 per cent saying their turnover would be worse.

It also found that anywhere from 19 to 35 per cent of residents in local areas used the train service, and therefore would be less likely to use businesses around the railway line when the line is shutdown.

Despite this acknowledgement, the summary business case makes no mention of this as a negative issue, although it is happy to report on and collect the supposed benefits to businesses while the project is in operation. This can only be interpreted as an attempt to “game” the business case so it provides a ratio in favour of the project.

Given the line will be taken out of action for 15 per cent of the year, and businesses may experience a 30 per cent reduction of revenue during this period, this equates to a \$97.5 million reduction in business turnover each year from 2019 to 2024 – overall a \$487 million reduction.

MAJOR ISSUE FOUR: 24/7 IMPACTS ON LOCAL COMMUNITY DURING LONG CONSTRUCTION PROCESS

The Metro's construction will turn the Sydenham to Bankstown corridor into a noisy and gridlocked construction hell for five years from 2019.

Thousands of residents will have their sleep disturbed, their roads gridlocked and many of their homes placed at risk of excessive vibration. In addition, road bridges will be fully or partially closed, replacement buses will choke the streets, works compounds will take up community space and there will be a daily upsurge in construction truck movements.

The works will be so disruptive because they have to be compressed into relatively short periods when the railway line is not operational. This means that when the Bankstown Line is shutdown for eight weeks a year and on weekends from 2019 to 2024, works would take place 24 hours a day, seven days a week.

The Social Impact Assessment EIS is crystal clear about the impacts on residents.

"Amenity impacts during construction may result in impacts on community health and safety due to sleep disturbance, stress, and health risks resulting from prolonged exposure to increased noise levels," it says. ³²

There will be *"dust and lighting impacts in residential areas, actual and perceived safety risks due to construction traffic, increased traffic, and safety around construction compounds and reduced opportunity for active transport due to closure of footpaths and bicycle parking."*

In regard to traffic impacts, it says: *"During construction, traffic congestion, travel delays, diversions, access and parking restrictions and alternative public transport arrangements may discourage some people from making some trips or access certain areas, cause increased stress levels in some people, and limit access to some areas. This could also affect people's ability to carry out their usual networking and social activities, impacting on community cohesion. These impacts would be particularly experienced by vulnerable groups (e.g. the elderly, people with disabilities and those from culturally and linguistically diverse backgrounds)."*

In its submission to the EIS, the NSW Environment Protection Authority echoes these concerns. Its submission states: *"The large number of rail possessions scheduled for the duration of the project may translate to significant noise impacts for the local community."* ³³

³² Quotes from Metro EIS social impact assessment

³³ See EPA submission at <https://majorprojects.accelo.com/public/b8501900458b000034a65222eedc25ec/EPA.pdf>

Despite the upheaval, the Metro environmental impact statement (EIS) does not consider the cumulative impact of seeking to build massive housing developments along the corridor, at the same time as seeking to construct a new railway line.

The EIS also provides only limited noise mitigation measures. For instance, it states that alternative accommodation will only be provided when night-time noise impacts are 30 decibels above the relevant background noise level. However, sleep disturbance can happen when noise impacts are 15 decibels above the background noise level.

There are also no plans to offer noise attenuation works for trackside residents, to reduce noise impacts.

Given the construction period is so long, we believe that existing NSW Government noise guidelines ³⁴ which assume that construction impacts are relatively short-term should not be relied upon. Instead, if the government is determined to press ahead with the project, a new approach should be undertaken which involves far more robust solutions to protect the amenity of nearby residents.

OUR PLAN TO REDUCE RAIL CONSTRUCTION HELL:

No works are undertaken after 10pm or before 7am or after hours on weekends, given the extended and ongoing nature of these works over a five-year period.

Any future Out of Hours Strategy be exhibited for public comment, before any approval is given for the project, because of the sensitive and high-impact nature of Out of Hours works.

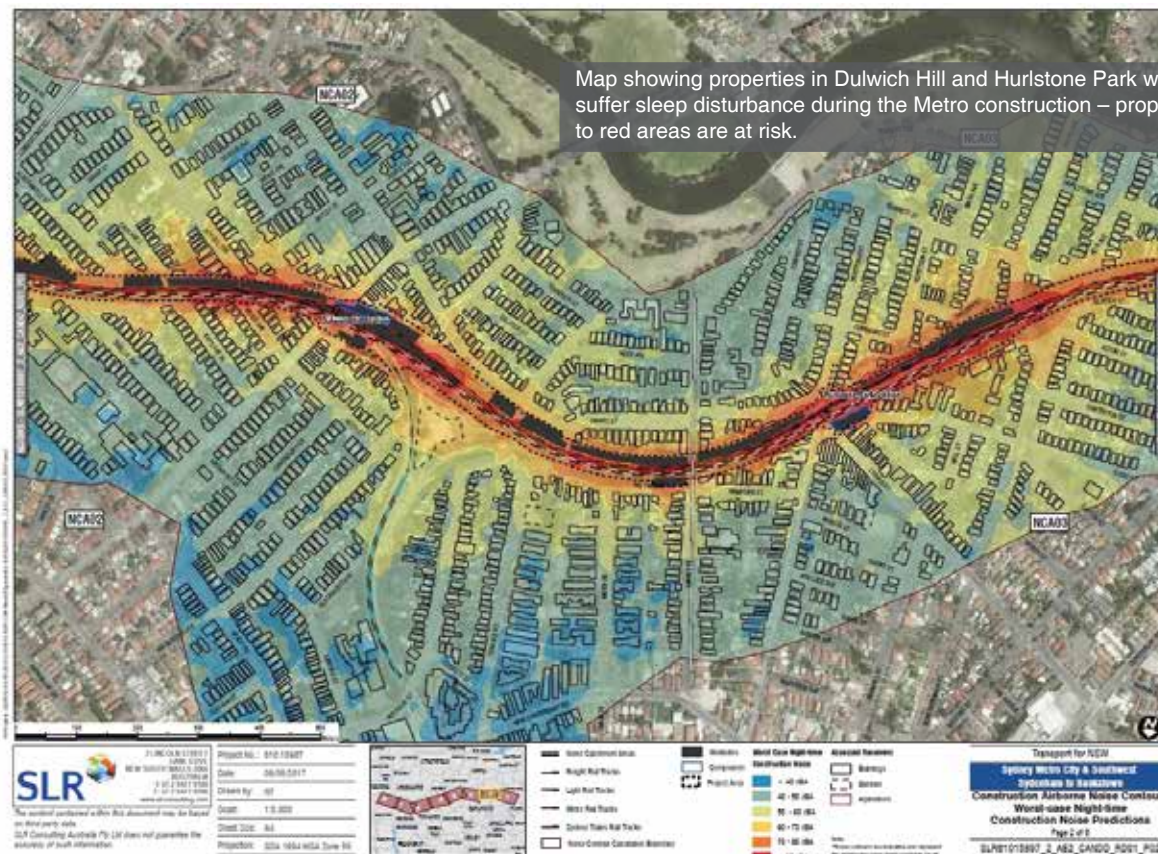
Noise attenuation works (such as the works which was offered to homes under the flight path) are offered free of charge to homes and sensitive receivers set to suffer severe noise exceedances during construction.

Alternative accommodation is provided to any resident who requests it, or alternatively the criteria for alternative accommodation is dramatically reduced from the currently proposed 30 decibels above the relevant noise criteria.

Transport for NSW be required to undertake pre-construction dilapidation surveys of all properties potentially affected by vibration, to allow a full understanding of the state of the properties before works begin. If the works are affected by vibration, we also ask that the proponent be required to provide compensation to affected homeowners.

³⁴ Such as the Interim Construction Noise Guidelines

Map showing properties in Dulwich Hill and Hurlstone Park with the potential to suffer sleep disturbance during the Metro construction – properties in the yellow to red areas are at risk.



“Amenity impacts during construction may result in impacts on community health and safety due to sleep disturbance, stress, and health risks resulting from prolonged exposure to increased noise levels.”
Metro EIS Social Impact Assessment

“The large number of rail possessions scheduled for the duration of the project may translate to significant noise impacts for the local community.”
Environment Protection Authority submission to Metro EIS

SUMMARY OF METRO EIS IMPACTS



NOISE IMPACTS - 7,800 PROPERTIES WILL SUFFER SLEEP DISTURBANCE NOISE

- More than 7,800 properties along the corridor will be exposed to noise at a level which breaches the potential for sleep disturbance criteria (background noise level plus 15 decibels from 10pm to 7am) during the construction period from 2019 to 2024.³⁵
- The worst affected suburbs would be Marrickville, Dulwich Hill, Belmore and Bankstown because of the number of residential properties alongside the track.

³⁵ Based on suburb by suburb night-time noise management level exceedances outlined in Chapter 12 of the EIS

- The sleep disturbance would not be isolated incidents – for instance more than 4,600 properties along the corridor would experience noise from earthworks which exceeds the criteria for 30 weeks during the construction period.³⁶
- Seven baby or child care centres, Campsie Police Station, a church at Lakemba and two schools - Wiley Park Girls High and Punchbowl Girls High - would all suffer 'worst case' exceedances of the relevant noise criteria as they are near the railway corridor. The EIS does not include any specific measures to protect these sites against excessive construction noise.

³⁶ Based on suburb by suburb noise impact assessment of Technical Paper 2 – Noise and Vibration Assessment



VIBRATION IMPACTS - 360 PROPERTIES DAMAGED FROM EXCESSIVE VIBRATION

- Some 360 properties, including 39 heritage properties, would be put at risk of damage from excessive vibration levels caused by the use of intensive construction equipment.³⁷

³⁷ Based on references to vibration exceedances in suburb by suburb on Chapter 12 of EIS



TRAFFIC IMPACTS

- Quiet suburban roads would be gridlocked and subject to additional traffic noise thanks to the extraordinary number of replacement buses required to move 100,000 people a day when the line is shutdown for construction.
- Marrickville Rd between Illawarra Rd and Silver Rd at Marrickville would be the worst affected, with a minimum of 825 buses and maximum of 1,515 replacement commuter buses forced on to the road between 7am to 10pm. That's potentially one bus every 40 seconds for 15 hours.³⁸
- Other severely affected roads include New Canterbury Rd at Dulwich Hill and Hurlstone Park (up to 1,020 buses a day), Canterbury Rd, Canterbury (up to 1,185 buses), South Parade Campsie (up to 690 buses) and Burwood Rd, Belmore (up to 690 buses).
- These commuter buses along with construction vehicles will cause traffic gridlock, with the suburbs of Canterbury and Campsie being particularly badly affected. For instance, delays during the PM peak of the Beamish St/North Parade intersection at Campsie will increase from 26 seconds to 14 minutes while Beamish St/Clissold Parade intersection delay will increase from 19 seconds to three minutes (with no apparent mitigation measures proposed).³⁹

³⁸ See pages 210-214 of Technical Paper 2 – Noise and Vibration Assessment

³⁹ See page 23 of EIS Vol 2 Technical paper 1_ Traffic transport and access assessment (Part 3)



BRIDGE CLOSURE IMPACTS

- At least 23 bridges that go over or under the rail line need to be altered during the conversion of the Sydenham to Bankstown line; some completely rebuilt.⁴⁰
- Most bridges require 6-8 months of weekend and several weeks' of weekday lane closures.
- For instance, the Burwood Rd overbridge at Belmore requires six months of weekend lane closures and four weeks of weekday lane closures. During these weekday closures, some 19,700 vehicles a day would be impacted and the average delay per vehicle at the Lakemba St/Moreton St roundabout has the potential to jump from 11 seconds to 12.5 minutes.⁴¹
- Illawarra Road Overbridge, Marrickville, will be replaced.⁴² It requires 28 days of half lane closure and two days of full closures, primarily during peak weekday hours.⁴³ When a south-bound closure is in place, some 11,900 vehicles a day will be affected and the resultant delays at the Marrickville Rd/Victoria Rd intersection has the potential to go from 30 seconds to 15 minutes.⁴⁴
- Works at the bridge over King Georges Rd at Wiley Park will force a closure in one of four south-bound lanes on this major arterial road (which carries 96,800 vehicles a day) for three weeks. During the PM peak traffic delays have the potential to jump from 25 seconds to two minutes at the Lakemba St intersection.⁴⁵

⁴⁰ See page 227 Technical Paper 1 - Traffic, Transport and Access https://majorprojects.accelo.com/public/21600a9c33e8df5261fa9ad935e28a3a/23_%20S2B%20EIS%20Vol%20of%20Technical%20paper%201_%20Traffic%20transport%20and%20access%20assessment_pt%204.pdf

⁴¹ See page 283 at EIS Vol 2 Technical paper 1_ Traffic transport and access assessment (Part 4)

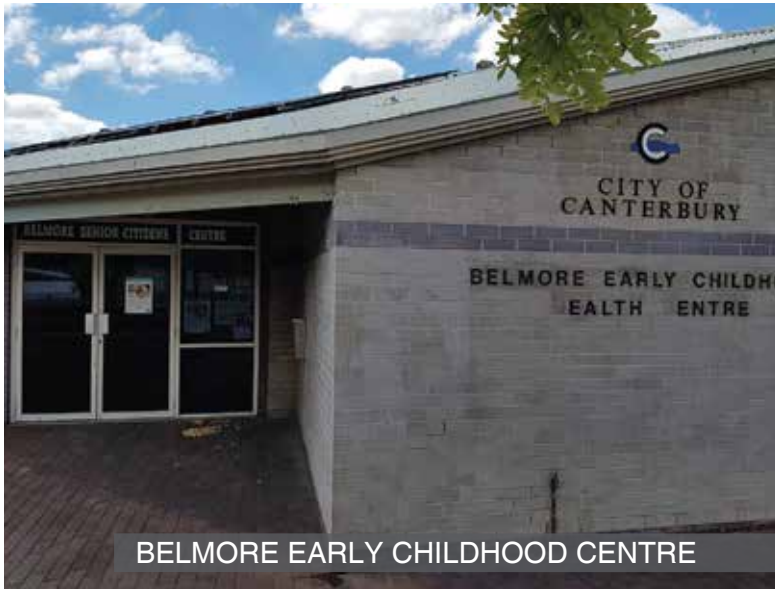
⁴² See Page 45 Sydenham to Bankstown Metro EIS overview

⁴³ Ibid Technical Paper 1 page 227

⁴⁴ See page 242 of EIS Vol 2 Technical paper 1_ Traffic transport and access assessment (Part 4)

⁴⁵ See page 2297 of EIS Vol 2 Technical paper 1_ Traffic transport and access assessment (Part 4)

EXAMPLE OF SENSITIVE RECEIVERS TO SUFFER ‘WORST CASE’ NOISE EXCEEDANCES



MAJOR ISSUE FIVE: BANKSTOWN LINE COMMUTERS WILL LOSE STATION ACCESS

Once converted to a Metro, Bankstown line commuters will get less access to key travel destinations in the trip into the CBD, and importantly in the CBD itself. Many of these stations provide access to regionally-significant education, open space, employment or transport facilities.

For instance, Bankstown line commuters will no longer be able to get direct access to Circular Quay to catch a harbour ferry or access major cultural venues such as the Opera House or Museum of Contemporary Art. Also gone will be direct access to Redfern to walk to the University of Sydney.

In addition, commuters will lose direct access to stations west of Bankstown, including Lidcombe. Many services to Sydney Olympic Park start at Lidcombe.

In total, Bankstown line commuters will lose direct access to 21 stations, as a result of being cut out of the Sydney Trains network.

In return, Bankstown line commuters will gain direct access to 19 new stations, which means there is an overall net loss of direct access stations for commuters. Many of these new direct access stations are in the north-west of Sydney, which has little geographic community of interest with Bankstown line commuters and therefore are of limited benefit.

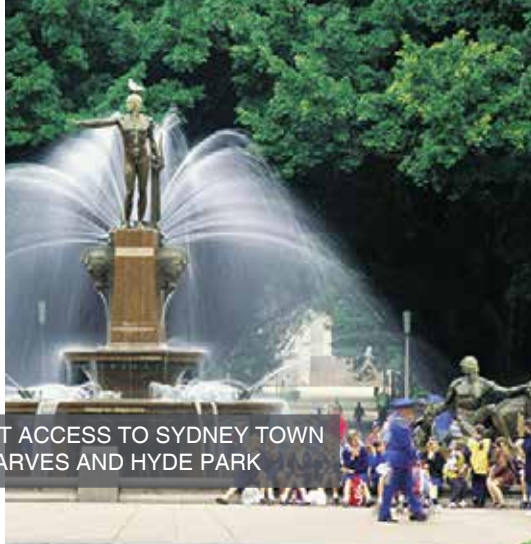
The NSW Government has not adequately explained the loss of direct station access to Bankstown line commuters, with its marketing material simply only focussing on the new direct access stations. This approach is deliberately misleading.

TABLE 4: STATIONS WHICH BANKSTOWN LINE COMMUTERS CURRENTLY ENJOY DIRECT ACCESS, BUT WILL NOT ONCE THE METRO LINE IS INTRODUCED

STATION	KEY ASSETS NEAR THIS STATION WHICH WILL NOW BE HARDER TO ACCESS THANKS TO METRO LINE CONVERSION
ST PETERS	Sydney Park regional open space King St (Newtown) shops and lifestyle
ERSKINEVILLE	King St (Newtown) and Erskineville village shops and lifestyle
REDFERN	University of Sydney Interchange with all other CityRail lines
MUSEUM	Australian Museum Hyde Park CBD employment
ST JAMES	CBD employment and retail core Hyde Park Domain and Art Gallery Australian Museum
WYNYARD	CBD employment and retail core The Rocks
CIRCULAR QUAY	Ferry terminal Cruise ship terminal Opera House Museum of Contemporary Art The Rocks Botanic Gardens CBD
TOWN HALL	CBD employment and retail core Sydney Town Hall Queen Victoria Building Darling Harbour
LIDCOMBE	Access to Sydney Olympic Park Change to Western Line services, including Parramatta
LIVERPOOL	Major south-west employment destination
STATIONS WEST OF BANKSTOWN	These stations are: Berala, Regents Park, Yagoona, Birrong, Sefton, Chester Hill, Leightonfield, Villawood, Carramar, Cabramatta, Warwick Farm



METRO COMMUTERS WILL LOSE DIRECT ACCESS TO SYDNEY TOWN HALL, THE CIRCULAR QUAY FERRY WHARVES AND HYDE PARK



COMMUTERS WEST OF BANKSTOWN WILL ALSO BE BADLY AFFECTED

More than 17,000 commuters using eight stations west of Bankstown will be forced to change trains to reach the City Circle thanks to the introduction of the Metro.

Commuters travelling from Carramar, Villawood, Leightonfield, Chester Hill, Sefton, Berala, Birrong and Yagoona currently enjoy direct access to all stations on the City Circle – without needing to change at stations – via the T3 Bankstown line. This will change under a Metro operation, causing inconvenience and reduced service levels for these commuters.

These commuters will now need to change from a Sydney Trains service to a Metro service at Bankstown to reach the city, or alternatively travel to Cabramatta or Lidcombe and change on to other Sydney Trains lines.

If the commuters choose to travel via the Metro, they may then need to change for a second time to reach a number of City Circle stations they can currently directly access, including Museum, St James, Circular Quay, Wynyard and Town Hall. This is because these five stations will no longer be directly accessed by the Metro operation.

In July 2015, former executives of State Rail and Rail Corp, John Brew, Ron Christie, Bob O'Loughlin and Dick Day, outlined the inconvenience to passengers west of Bankstown as one reason against the Metro rail operation.⁴⁶

These executives pointed out that commuters from Carramar, Villawood, Leightonfield, Chester Hill, Sefton, Berala, Birrong, Yagoona will need to change trains to get Metro services to the city. In addition, they argue services on the Illawarra line will be lengthened and inconvenienced as the Illawarra line will need to now service St Peters and Erskineville.

⁴⁶ Transport for NSW information request release available at <https://www.transport.nsw.gov.au/system/files/media/documents/2018/tra-000402.pdf>

Commuters using eight stations west of Bankstown will be forced to change trains once – and potentially twice - to reach City Circle stations such as Town Hall and Circular Quay.

MAJOR ISSUE SIX: THERE IS QUESTIONABLE PATRONAGE DEMAND FOR THE METRO

Apart from the fact that the Metro doesn't serve any new areas, it is also being placed in a corridor which has no need for a high-frequency Metro service.

The Bankstown line is by no means the busiest or most congested line in the Sydney train network, lessening the need for a rapid transit Metro operation. Of Sydney's four major rail lines, the Bankstown line carries the least number of passengers.

TABLE 5: MONTHLY OPAL TRIPS BY LINE IN NOVEMBER 2017

LINE	TRIPS
North Shore, Northern and Western	10,504,000
Airport, Inner West and South Line	6,685,000
Eastern Suburbs and Illawarra Line	5,862,000
Bankstown Line	2,398,000

Some leading transport planners and, as outlined above, an Infrastructure NSW analysis published in 2012 have argued the Bankstown line should not have been chosen and the Metro should have instead initially run to Parramatta, given it is servicing a major stronger growth corridor which runs to Sydney's second CBD.⁴⁷

A NSW Audit Office report published in December 2017 has confirmed that this is likely to have been the right approach. It also shows that the Bankstown line is not listed as among the top lines for crowding in Sydney.

This report states "the lines with the highest number of services above the customer load benchmark were the T1 Western, T4 Illawarra, T2 Inner West lines. Of all services during the peak period T2 Inner West at Redfern had the highest average load of 164 per cent."⁴⁸

The preliminary State significant infrastructure application report released in February 2017⁴⁹ in fact at no stage argues that over-crowding or capacity issues along the Bankstown line are the reason for introducing the Metro.

⁴⁷ See SMH story at <http://www.smh.com.au/nsw/call-for-debate-over-sydney-trains-bankstown-line-or-parramatta-metro-20150216-13ftjc.html>

⁴⁸ <https://www.audit.nsw.gov.au/publications/latest-reports/transport-2017>

⁴⁹ https://majorprojects.affinitylive.com/public/1f2bc90627d6229b8ed5e15d1b4101c0/Sydney%20Metro%20to%20Sydenham%20to%20Bankstown%20upgrade_SSIAR_Final%202017%20.pdf

This raises the suspicion that the real reason for introducing the Metro to this line is to drive huge levels of Hong Kong-style over-development, to help drive the patronage needed by a private operator and the government.

This suspicion is heightened by the fact that the Metro business case says that 61 per cent of the operating cost of the Metro in 2026, and all of the operating cost in 2036, will come from the farebox.⁵⁰ This is well above the current farebox contribution on the Sydney Trains of around 25 per cent of operating costs, and could be interpreted as a sign of how huge overdevelopment is intended to drive the necessary patronage to make the Metro a viable option for both the government and a private operator.

In short, the Bankstown Line is not the right place to put a high-frequency service.

⁵⁰ See page 84 at <https://www.sydneymetro.info/sites/default/files/Sydney%20Metro%20CSW%20Business%20Case%20Summary.pdf>

MAJOR ISSUE SEVEN: YOU WILL BE FORCED TO STAND

Despite an increased services frequency, there is no guarantee that commuters will be able to get a seat on the new Metro line, when it opens in 2024.

This is because there will be less seats on the single-decker Metro train compared to the existing double-decker trains that run on the Bankstown line.⁵¹ Existing eight-car Waratah trains have 896 seats⁵² – while the new Metro train will only have 378 seats.⁵³ This represents a 60 per cent reduction in seating per train.

Commuters at Bankstown will be worst affected, seeing their potential seat capacity fall from 8,960 to 5,670 per hour.

⁵¹ Story on reduced seating numbers at <http://www.smh.com.au/nsw/standing-will-be-the-norm-on-new-sydney-metro-t-rains-20151105-gkrmom.html>

⁵² See <http://www.railway-technology.com/projects/waratah-trains/>

⁵³ SMH story on this at <http://www.smh.com.au/nsw/standing-will-be-the-norm-on-new-sydney-metro-t-rains-20151105-gkrmom.html>

This raises the possibility that commuters at Bankstown will need to stand for their entire 28-minute journey, although this will be offset by the fact that they will be the first on the trains and therefore more likely to get a seat. Campsie commuters will also see a significant decline in potential seat capacity under the new Metro service, compared to the existing service.

Given that Metro services appear to be all-stops services, the lack of seating will particularly impact commuters at the eastern end of the line, from Campsie to Sydenham.

Even the government's own business case acknowledges the lack of seating will have a negative impact on Metro commuters. It states: "Customers travelling on metro services are expected to experience some crowding dis-benefit as trains will be configured to accommodate a higher ratio of standing to seated passengers." By the way, the term "dis-benefit" is government code for "negative impact".

"Customers travelling on metro services are expected to experience some crowding dis-benefit as trains will be configured to accommodate a higher ratio of standing to seated passengers."
- NSW Government summary business case on Metro

TABLE 6: ANALYSIS OF SEAT NUMBERS BEFORE AND AFTER METRO

Station	Number of existing trains per hour in morning peak ⁵⁴	Resultant potential seats per hour ⁵⁵	Potential seats per hour under Metro service ⁵⁶	Increase or decrease in number of seats
Bankstown	10	8,960	5,670	Decrease
Punchbowl	6	5,376	5,670	Marginal increase
Wiley Park	4	3,584	5,670	Increase
Lakemba	6	5,376	5,670	Marginal increase
Belmore	6	5,376	5,670	Marginal increase
Campsie	8	7,168	5,670	Decrease
Canterbury	4	3,584	5,670	Increase
Hurlstone Park	4	3,584	5,670	Increase
Dulwich Hill	6	5,376	5,670	Marginal increase
Marrickville	6	5,376	5,670	Marginal increase

⁵⁴ Figures on trains per hour taken from Sydenham to Bankstown EIS overview page 9

⁵⁵ Assumes Waratah trains

⁵⁶ In line with 15 trains per hour, timed by 378 seats available on each train

A potential lack of seating means that people may not be as able to read or relax during their train journey, as they will be forced to stand, and it will be more difficult to look after small children. It could also make it more difficult for the elderly and disabled to find a seat.

On Metro trains, when trains are full, about one in three passengers will be able to be seated.⁵⁷ This compares to Waratah trains where around three out of four passengers are seated.⁵⁸

33%

33% OF METRO PASSENGERS SEATED

⁵⁷ Based in 378 seats out of a predicted capacity of 1,150 people for a six-car train.

⁵⁸ Based on 896 seats out of reliable capacity of 1,210 cited at <http://www.abc.net.au/news/factcheck/2014-04-11/barry-ofarrell-sydney-trains-claim-doubtful/5371446>

74%

74% OF WARATAH TRAIN PASSENGERS SEATED



LIMITED SEATING ON A METRO TRAIN



ABUNDANT SEATING ON WARATAH TRAIN

WHY IT IS DAFT TO GET RID OF DOUBLE DECKER TRAINS

When it comes to providing seatings and maximising patronage, you can't get any better than Sydney's existing double decker trains. Despite this, double decker trains on the Bankstown are proposed to be replaced with single-deck Metro trains.

One of the arguments in favour of single-deck trains is that they allow more efficient disembarkation and therefore more frequent services. For instance, the environmental impact statement for the Chatswood to Sydenham section of the Metro line says *"single-deck metro trains would be able to carry more customers per hour than would be the case with double-deck trains. This is because single-deck trains allow customers to get on and off at stations more efficiently than double-deck trains"*.

Unfortunately, this claim is not true. The ABC Fact Check initiative in 2012 examined this claim and found it was "doubtful".⁵⁹ This was because double-decker trains have got a greater total capacity than single-decker trains and because double-decker trains can be modified to allow more efficient disembarkation.

It makes no sense to get rid of high-patronage double decker trains from our line.

⁵⁹ See ABC Fact Check analysis at www.abc.net.au/news/2014-04-11/barry-ofarrell-sydney-trains-claim-doubtful/5371446

MAJOR ISSUE EIGHT: METRO DOES NOT LIVE UP TO THE TRAVEL TIME HYPE

Despite government spin to the contrary, the Metro will actually have marginal travel time savings – and in some cases will be slower – when it comes to trips into the Sydney CBD.

There are a number of reasons for this.

Firstly, the Metro will no longer stop at any of the existing City Circle stations (Museum, St James, Town Hall, Wynyard and Circular Quay) and will instead stop at new stations at Pitt St, Martin Place and Barangaroo.

This in particular will mean a slower trip into the northern end of the Sydney CBD, such as the Circular Quay area, given that both Wynyard and Circular Quay have been removed from the Bankstown Line.

This means commuters will either need to change trains to access this area or walk from Martin Place station – both options are likely to take around five minutes.

Secondly, the Metro will be an all-stops service, which reduces the time travel benefits in particular for the western end of the corridor. For instance, the current fastest train from Bankstown to Central (which is the 8:11am train) gets to Central in 27 minutes – one minute quicker than the Metro. Other morning fast trains from Bankstown get to Central in 30 minutes, which is just two minutes slower than the Metro.

What's more, the projected time for the Metro is based on 20 second dwell times at each station, which is very optimistic at busy stations. Dwell times currently average around 50 seconds at the busy stations. This raises some doubt about the Metro travel time predictions.

TABLE 7: HOW THE METRO TRAVEL TIME TO CIRCULAR QUAY COMPARES TO THE EXISTING TIMETABLE

Station	Existing fastest train to Circular Quay travel time ⁶⁰	Future travel time to Circular Quay (including 4-minute transfer at Central and then nine-minute trip on Sydney Trains service to Circular Quay) ⁶¹	Time difference
Bankstown	35	41	6 minutes slower
Punchbowl	36	39	3 minutes slower
Wiley Park	39	37	2 minutes quicker
Lakemba	30	35	5 minutes slower
Belmore	33	33	Same
Campsie	29	31	2 minutes slower
Canterbury	27	29	2 minutes slower
Hurlstone Park	24	27	3 minutes slower
Dulwich Hill	25	25	Same
Marrickville	23	23	Same

⁶⁰ Incorporating timetable from 26 November 2017

⁶¹ Figures based on travel time figures in Sydenham to Bankstown Environmental Impact Statement Overview to Central, plus time on Sydney Trains to Circular Quay.

METRO WILL BE SLOWER THAN THE OLD RED RATTLERS

An important point to note is that trains on the existing Bankstown line appeared to have been slowed down over the years to support increased on-time running performance rates. This point will be painfully obvious to existing commuters, who often have to endure trains crawling between stations at slow speeds ostensibly to avoid beating the timetable.

What's more, somewhat embarrassingly, the former "red rattlers" which ran on the Bankstown line in late 1980s were able to get you a quicker trip into Central than what the Metro will do.

This "red rattler" service under the 1987 timetable took 25 minutes, compared to 28 minutes for the same distance touted under the Metro.

Overall, the analysis shows that the Metro line travel time from Bankstown does not compare particularly favourably to the historic, quicker timetables, nor even represent a significant improvement on the current fast services from Bankstown.

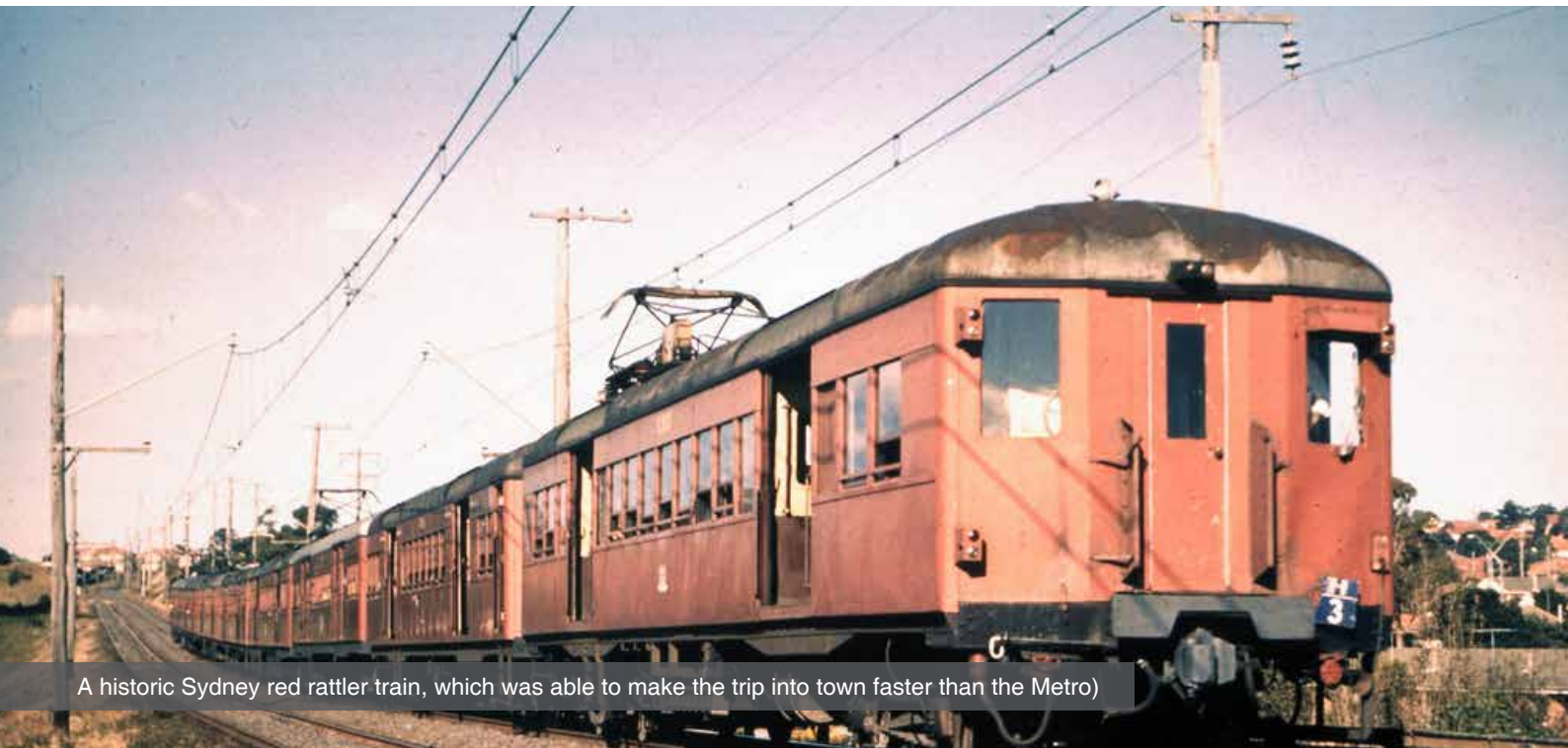
TABLE 8: BANKSTOWN TO CENTRAL TRAVEL TIMES – PROPOSED, CURRENT AND FORMER TIMETABLE COMPARISON

Timetable year or type	Proposed under Metro ⁶²	Current fast train (limited stops) ⁶³	Current slow train (all stops)	1987 slow train (all stops apart from St Peters and Erskineville)	1987 fast train (limited stops) ⁶⁴
Travel time	28	27	35	29	25

⁶² Speed of Bankstown Metro service as outlined in Metro EIS overview. This train will not stop at St Peters, Erskineville or Redfern but will stop at Waterloo

⁶³ Based on 8:11am train in new timetable which started 26 November, 2017

⁶⁴ Train did not stop at Canterbury, Hurlstone Park, Dulwich Hill, Marrickville, Sydenham, St Peters and Erskineville



A historic Sydney red rattler train, which was able to make the trip into town faster than the Metro)

MAJOR ISSUE NINE: THE METRO BUSINESS CASE IS FLAWED

As mentioned during this paper, the summary business case released for the Metro in 2016 is a seriously flawed document.

For starters, the business case claims that the project City & South-West Metro (of which the Bankstown Line extension is part) will have \$1.53 of benefits for every \$1 of costs. Given the redacted numbers in the business case (and the fact the full business case has not been released) it is impossible to know how this figure was calculated.

However, what can be said is that the business case actually articulates just under \$13 billion of economic benefits for the project. Assuming that the Metro extension will cost \$12 billion (the mid-point between the upper and lower cost estimates), this represents a benefit cost ratio of barely 1:1 – not 1.53:1.

However, even if the benefit cost ratio is somehow correct, the business case appears to have grossly over-inflated benefits and under-estimated the costs. At the very least, it provides no explanation of how the benefits have been calculated.

For instance, as this paper has explained, the business case claims that the disruption impacts of shutting down the rail line for commuters will be just \$14 million. As this paper has shown, the real figure is likely to be closer to \$735 million.

Equally so, while the business case is happy to chalk up a benefit for improved connections for businesses once operational, it doesn't book a cost for the acknowledged trade impacts on businesses during the shutdown period. We estimate this is another cost likely to be in the hundreds of millions of dollars.

Overall, the business case talks up the operational benefits and seeks to dismiss the five-year construction impacts. In fact, the following costs could be, but are not included:

- Reduced workforce productivity due to sleep reduction caused by noise
- Reduced productivity due to traffic impacts during the shutdown periods
- Reduced learning capacity of local schools due to noise
- Impacts on heritage and character as a result of development
- Cost of government-funded infrastructure to service urban renewal.

As outlined in a recent seminar, there are significant concerns that many benefit cost analysis reports lack any real rigour or professional standards and many are simply made up.⁶⁵ This is certainly the case with the business case for the City & South-West Metro.

⁶⁵ See SMH story on 22 November

<http://www.smh.com.au/comment/the-fake-economics-cookbook-how-to-make-bad-transport-projects-look-good-20171121-gzqd3x.html>

MAJOR ISSUE TEN: AS A CONGESTION BUSTER, THE METRO DOESN'T STACK UP

There is an emerging consensus that the Metro is not the congestion buster it is claimed to be, but more alarmingly could in fact lead to increased unreliability and worse commuter outcomes right across Sydney's train network.

In July 2015, former executives of State Rail and Rail Corp, John Brew, Ron Christie, Bob O'Loughlin and Dick Day, wrote to the NSW Government to criticise the proposal to introduce a Metro rail operation.

In a report released under freedom of information laws, these executives claim the Metro could be a disaster for our network.

Specifically on the proposal to rip-up the Bankstown line, the former executives argue that the Metro could undermine the current role that the Bankstown line plays when there is disruption on other parts of the network.

They state this is because the Bankstown line at present acts as a relief line, and effectively another route to the CBD, when there is major disruption in western, south-western and southern Sydney.

"Removal of heavy rail on the Bankstown Line will cause major disruption to the efficient operation of the network, resulting in a reduction in network flexibility & reliability," they state.

The former executives also state that Sydney's Metro is also not the answer because it:

- Will not provide passenger comfort over long journeys
- Should not replace existing heavy rail, but supplement it; and
- Represents a major waste of resources

They also argue there is no evidence to support the claim it will reduce congestion by 60% across the network.

They make the significant conclusion that the Sydney Metro plan will "result in degradation of the robustness and reliability of the existing double deck network" and "ultimately lead to the total network becoming gridlocked and unworkable".

"Any new system needs to add value by adding to existing capacity, NOT by taking away part of the existing network in the name of progress," the former executives stated.

The alternative, the executives state, is for the NSW Government to fund a signalling upgrade, to help increase the number of double decker trains per hour that can travel across the network.

"One can reasonably claim that if the government had spent \$17 billion on upgrading the existing double deck system by improving signalling and providing track amplification at critical pinch points, it would have got a better overall result by providing improved train throughput per hour and increased network capacity for the total double deck network than it has from building one Metro line single deck rail corridor into the city," they state.⁶⁶

Meanwhile, the Inner West Council submission on the Metro Environmental Impact Statement (EIS) also questions the Metro concept. The submission says that "an additional harbour crossing and CBD route for the Sydney Trains network...would achieve the same outcomes as Metro in terms of removing blockages from City Circle and freeing up capacity."⁶⁷

EcoTransit, a public and alternative transport advocacy group, has also cast doubt on the government's ability to create additional capacity in the City Circle, especially if the government wants to keep its promise of maintaining the existing service levels at St Peters and Erskineville stations.

In a discussion paper supplied to the Sydenham to Bankstown Alliance, EcoTransit said: "To maintain the current level of service from both St Peters and Erskineville time slots for 14 trains still need to be maintained around the City Circle for these services."

"This would leave the same number of trains running via Sydenham, St Peters, Erskineville and the City Circle leaving no additional time slots for trains from the West."⁶⁸

⁶⁶ Transport for NSW information request release available at <https://www.transport.nsw.gov.au/system/files/media/documents/2018/tra-000402.pdf>

⁶⁷ Inner West Council submission on Sydney Metro City & Southwest Sydenham to Bankstown EIS, p3

ANALYSIS AND RECOMMENDATIONS

This paper has laid out a strong case against the Metro line. It has argued that the Metro will lead to the unnecessary destruction of existing assets, which will cause widespread disruption to rail corridor residents and commuters and poorly-planned overdevelopment and transformation of heritage communities.

It has shown that, under close analysis, the alleged benefits of the Metro operation have been over-stated or indeed are non-existent and are certainly not enough to justify its incredible cost or its impacts on commuters and communities. The business case which is claimed to support the Metro's construction has been shown to be a flawed and potentially deliberately misleading document, which under-estimates the impacts and exaggerates the benefits. It has also shown that there has not been a proper examination of the alternatives to the major decision to shut down and replace the Bankstown line, and that the Metro could actually cause increased unreliability across the Sydney network. To date, the NSW Government has provided little more than three pages of analysis of alternatives (in a brochure released in 2012). This is unsatisfactory.

An alternative model would involve the retention and upgrade of the Sydney Trains network between Sydenham and Bankstown, rather than the construction of a new Metro. This would include delivering disabled access to railway stations and upgrading Sydney Trains rolling stock on the line to Waratah trains.

The alleged congestion-busting benefits from removing Bankstown Line trains from the city circle could be delivered through an alternate approach, which involves allowing Sydney Trains to access the new Sydney CBD tunnel route to be used by the Metro trains.

In addition, the billions of dollars in funds set aside for the Metro in the Sydenham to Bankstown corridor could be diverted to new rail facilities in suburbs that don't currently have rail services. This represents a far more sensible approach to transport planning in Sydney.

In short, the Metro line and its associated destructive development are not the answer in this corridor.

We are not the only ones to say this. It was recently revealed that four former top CityRail executives warned the government in 2015 that the metro train plans will result in "degradation of the robustness and reliability" of Sydney's existing heavy rail network, and "ultimately lead to the total network becoming gridlocked and unworkable".

"If the government had spent \$17 billion on upgrading the existing double-deck system by improving signalling and providing track amplification at critical pinch points, it would have got a better overall result," the executives wrote to the government.⁶⁹

The overall conclusion is that the proposed replacement of the Bankstown line for a Metro service is more about private greed than public good and that all the potential alternatives to this extremely serious decision have not been adequately canvassed.

⁶⁹ See SMH story from 19 December 2017 at <http://www.smh.com.au/nsw/gridlocked-and-unworkable-dire-warning-for-sydneys-trains-from-former-top-execs-20171213-h03omz.html>

END OF THE LINE

ABOUT THE SYDENHAM TO BANKSTOWN ALLIANCE:

The Sydenham to Bankstown Alliance is a broad alliance of community groups who are concerned about the NSW Government's urban renewal plans and rail privatisation plans for the 11 railway stations along the 13km Sydenham to Bankstown corridor (alongside the current Bankstown train line).

Find out more at <https://www.sydbankalliance.com/>

