

**Sydenham to Bankstown Preferred Infrastructure Report (PIR)
from NSW Government Sydney Metro Proposal
(SSI 17_8256)**

I object to the proposal.

Prior experience

1. Sydenham -
At one time focal point for Sydney Airport. No direct service to airport.
2. Parramatta –
No longer any direct service to Parramatta.
3. Strathfield –
No longer any direct service to stations (after Lidcombe) including Strathfield.
4. Liverpool –
Reduced direct service from Hurlstone Park.

Sydney Metro Proposal

Preferred Infrastructure Report (PIR)

Future Transport Strategy 2056

3 large volumes to peruse in addition to other material available

Hurlstone Park

5. Lifts.
At the Canterbury-Hurlstone Park RSL Club the officers concerned thought it a great joke when I said that customers had been waiting for lifts since 1895. I am not amused.
6. Vehicle Parking (included).
Floss Street shared with local shoppers. Notice of 23 spaces. 2 disabled parking only. 14 of one hour. Unmarked space for 4 hours.
7. Access to education –
Included as a reason. Sydney University students may disembark now at Redfern but the proposal does not include.
Redfern is a preferred option to change for some services (instead of Central) despite lack of lifts servicing all platforms.

From Inner West Courier of Tuesday 26 June 2018

8. Express Services do not include Hurlstone Park (consequence).
9. Train services would be run by private operator - usually flows to increased fares – high project cost. Continues reduction of direct services.
10. Bottleneck and capacity issues.
Peak hours with only two passenger train lines and congestion in the Sydney CBD. Not aware of alternatives considered.
11. Use of buses not restricted to weekends.
12. Noted that some action including Bridge Protection Works are underway.