

Sydenham to Bankstown

Preferred Infrastructure Report Overview

June 2018

Submission by Mr Jihad Dib MP, Member for Lakemba,
Shadow Minister for Education

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Introduction

I am placing on record my opposition to the Sydney Metro, in its current form as outlined in the Sydenham to Bankstown Preferred Infrastructure Report Overview, of June 2018. As the local State Member of Parliament for three of the stations along the Sydenham to Bankstown corridor- Punchbowl, Wiley Park and Lakemba, many residents have shared with me their concerns about the Metro project and proposed rezoning along the corridor.

Three key concerns are:

- Removing direct access to the City Circle
- Commuter parking and clarity surrounding Urban Renewal Plans
- The final arrangements for Punchbowl Station

At the heart of it lies this- my community has been given no other detailed information regarding the overall business case for the conversion of the line. We are simply advised; the T3 Bankstown line causes a bottleneck on the Sydney Rail Network. We have not been given further details on this problem and no information on what alternatives Transport for NSW (TfNSW) could put in place to address this bottleneck. I remain unconvinced as to why a Metro line, which requires commuters to change trains to access the City Circle, is the most effective solution for this problem.

Direct Access to the City Circle

Rather than accessing the city faster, it appears the Metro only promises to move people between Bankstown and Sydenham more frequently.

The report overview does not show enough detail on the proposed direct access to Martin Place, Pitt Street and Central Station.

Removing direct access to and from the City Circle for thousands of commuters is not an ideal situation for people living and working along the train line. We are being promised a train every 4 minutes, though we have no information on how frequently trains to and from the city will service Sydenham.

It is also unclear from these plans what will be done to prevent overcrowding at Sydenham and how this will make access to the city any faster than it already is.

It is difficult to support any suggestion that thousands of commuters should lose direct access to the City Circle premised on the T3 being the cause of a network wide bottleneck.

Sydney Metro should clarify the following:

1. Will the proposed Metro provide direct access into the city CBD?
2. What improvements will be made for commuters to access trains at Sydenham? Will there be a higher frequency of trains to meet the demand of Metro trains arriving every 4 minutes?
3. What other plans has TfNSW considered to solve the bottleneck issue?

Commuter Parking

The Report Overview makes no reference to upgrading commuter parking around the stations. Our stations have an insufficient amount of commuter parking which means our suburban streets are congested with parked vehicles during the day.

Preparing our suburbs for future growth means we need to have the planning vision to prioritise upgrades of amenities and services. The fact that commuter parking has been overlooked in the Report Overview indicates TfNSW does not consider these vital upgrades a priority for our suburbs.

The Report Overview also lacks clarification surrounding the proposed Sydenham to Bankstown Urban Renewal Strategy. Increasing density around the stations does not necessarily mean our stations will no longer need sufficient commuter parking upgrades.

Sydney Metro should clarify the following:

1. Will there be plans created with a view to upgrade and increase the amount of commuter parking available for our community?
2. How will the Metro prepare for increased capacity of services and transport connections considering that the Department of Planning want to increase population growth in our suburbs?

Final Arrangements for Punchbowl Train Station

TfNSW must decide whether or not installing lifts at Punchbowl Train Station could be completed before the conversion of the Metro line.

Punchbowl Train Station is yet to appear on TfNSW *Transport Access Program* list, as recently as 5 July 2018. From the detail in this Report Overview however, Punchbowl has effectively been given a plan for lifts at the station, without any modification. Which begs the question, why can't an ease of access upgrade happen now?

My community feel they are being held at ransom- accept the Metro line and be granted ease of access, or else Punchbowl station will continue to be left off the *Transport Access Program* list.

Given the compelling case for ease of access at Punchbowl Train Station, I am calling on TfNSW to adopt the plans for ease of access at Punchbowl Train Station, prior to commencement of works for the Sydney Metro line.

Conclusion

The Sydney Metro Sydenham to Bankstown line in this Report Overview appears to have been drawn up in isolation and not in conjunction with other social infrastructure planning.

Alongside the Department of Planning's rezoning proposals, it still remains an insufficient plan that gives no consideration to much needed social infrastructure. For instance, Punchbowl Road and the Boulevard intersection at Punchbowl is a heavily congested thoroughfare. TfNSW and Planning have yet to create any solution that considers both upgrades to the station and to the rail overpass at this intersection.

So far, my community has only been given a plan to increase density while having direct train services to the City Circle taken away.

For this reason and for the reasons I have outlined, I cannot support the Sydney Metro in the current form presented in the Sydenham to Bankstown Preferred Infrastructure Report Overview.