

Sydney Metro City & Southwest – Chatswood to Sydenham
Submission on EIS-Application Number: SSI 15_7400



**** I do not want my name published in the list of submitters on the department's website and understand that "Name withheld on request" will appear on the list instead of my name.***

I strongly object to the building of the City & Southwest Metro on the following grounds:

- The metro is not about providing more passenger capacity across the suburban rail network; it will result in the overdevelopment of Waterloo, Sydenham, and around all the stations on the Bankstown Line. The metro would destroy communities by displacing existing residents and creating high-rise slums. We are already seeing the overdevelopment of high-rise slums throughout many Sydney suburbs!
- The metro would not, as claimed, increase capacity across the Sydney Rail Network. The purported 60 per cent increase (as per "Have your say" brochure) relies on signaling improvements on existing lines. This is not part of the metro proposal and is misleading about the actual capacity increase claimed for metro.
- Global experience demonstrates that double deck trains can run at the same frequencies as metro, offering a higher standard of comfort and carrying more passengers. The operation of the Paris RER network demonstrates this clearly. At 30 trains per hour (one every two minutes), the metro would carry only 36,000 passengers per hour. If the line were built and operated with double deck trains, the capacity would be 45,000 passengers per hour, based on the same frequency.
- The metro would have very few seats. In the peaks, 70 per cent of commuters would be forced to stand for up to half an hour. At present, with double deck trains, 70 per cent are seated. This will be especially difficult for people with mobility problems.
- There are severe safety concerns regarding the tunnels from Chatswood to Crows Nest, Victoria Cross to Barangaroo and Waterloo to Sydenham. The proposed evacuation procedure – through the end doors to track level – does not cater for people in wheelchairs or those with limited mobility. Evacuation would be very slow, and with no on-board staff, could seriously stress passengers and lead to loss of life in extreme events.
- The City and Southwest Metro is a very expensive way of increasing track capacity through the CBD. Utilising existing infrastructure, a heavy rail link for double deck trains could be built for much less.

I have not made a reportable political donation. I have read the Department's Privacy Statement and agree to the Department using my submission in the ways it describes. I understand this includes full publication on the Department's website of my submission, any attachments, and any of my personal information in those documents, and possible supply to third parties such as state agencies, local government and the proponent.

