

Submission to Sydney Metro - Sydenham to Bankstown

Mod 1 - Bankstown Station

Regarding the Revised station design for Bankstown Station. Includes the provision of a new north-south connection across the rail corridor between Appian Way and Restwell Street.

From Mathew Hounsell - June 2020

Dear Sir/Madam,

I am a Transport Analyst and Planner. I was asked to address the NSW Legislative Council to Transport & Customer Service Committee Inquiry regarding the Sydenham to Bankstown Metro Conversion. I have worked extensively on projects with Sydney Trains including on the Responsive Passenger Information System designed for customer congestion management at Town Hall and other important interchange stations.

I will be brief, as I only saw this proposed change on the day submissions closed.

Firstly, the proposed bike parking area is too small. The northern commuter car park only has space for 50 cars, a tiny fraction of possible demand. Central Bankstown is too be redeveloped as Transit-Oriented Developments. Therefore, 40 car spaces should be retained for disabled passengers, and the space on the west of the driveway should be converted to secure covered bike parking. This would significantly increase the station's passenger catchment.

Secondly, the proposed design risks negative interactions due to key features of passenger behaviour in Sydney. This design will ensure that there is crowding and congestion at the ticket gates. **Sydney residents locate themselves on trains to minimise walking distance.** Thus, the front carriages of arriving trains and metros will fill with passengers. In addition, at other stations on the network, passengers will move to board the front carriages causing congestion. This is not a theoretical problem; it is a practical problem that constantly causes delays across the Sydney Trains network. This is a fundamental of station design, and it is confounding to see that in NSW this fundamental is still ignored.

In addition, there the revised design shown no emergency exit at the edges of the station, even though those were shown in the original design.

Since passengers minimise their walking distance and most passengers in Sydney walk less than 800 metres. One entrance in the middle of the station would unduly limit the station's passenger catchment.

Therefore, to 1) reduce crowding, congestion, and delays, 2) improve fire and life safety, and 3) increase patronage; I would recommend the instillation of exits on the eastern end of the metro station. These eastern exits would allow quick exit in the event of an emergency. These eastern exits would spread passengers more evenly on the trains. These eastern exits would attract passengers from further afield and connect all passengers quickly to more locations. These eastern exits might allow some bus stops to be relocated to improve network efficiency.

Since the owners of Bankstown Central, Canterbury-Bankstown Council, and the Department of Planning are all planning to redevelop and increase the density of Bankstown Central and surrounding commercial properties, the developers may be interested in contributing to the cost of these exits for increased foot-traffic.

Similarly, an exit onto Bankstown City Plaza from the Train platform would increase safety, reduce congestion, and increase the catchment area.

Please see the attached diagram. If the project team would like me to explain this in further detail, please contact me.

Sincerely,

Mathew Hounsell

