

Submission for Inquiry into the Current & Future Public Transport Needs in Western Sydney

The petition of Western Sydney residents (especially of Parramatta, Cumberland, Canterbury-Bankstown, Fairfield, Liverpool, Campbelltown LGAs) brings to the attention of the [NSW Legislative Council Inquiry into current and future public transport needs in Western Sydney](#) changes to Sydney Trains Network (since 2013 to future).

The attractiveness of the Sydney Trains Network has been reduced as a reliable alternative to car and vehicle dependency. We call upon the Inquiry into the current and future public transport needs in Western Sydney to review the impacts of:

- **T1 Western Line:** Removal of **Express Trains from Granville and Lidcombe**, and decision for WestConnex/M4 Tolls over an upgrade/sextuplication of tracks from Homebush to Granville).
- **T2 Inner West Line:** Removal of **City to Liverpool (and Bankstown) via Regents Park** (despite Transport for NSW failure to provide evidence of claimed reliability improvements).
- **T2 Leppington Line:** Removal of **Express Trains from Liverpool** to City Circle, and failure to **extend South West Rail Link (Glenfield to Leppington) to Western Sydney Airport**.
- **T3 Bankstown Line:** Removal of **Direct Trains to City Circle (especially from West of Bankstown)**, removal of direct trains between Liverpool to Bankstown, and future closure of stations West of Bankstown after opening of Metro Southwest.
- **T5 Cumberland Line:** Removal of **Direct Trains from Campbelltown to Parramatta**, and future removal of Merrylands to Harris Park (Y-Link).
- **T7 Olympic Park Line:** Removal of regular **Olympic Park to Central services**, future closure of T7 Line after opening of Metro West, and failure to implement Pippita CityExpress (Lidcombe - Pippita - Olympic Park - Pippita - Strathfield - Redfern - Central in 19mins).
- Sydney Metro project teams' delegated authority under Transport Administration Act to make plans for bus, light rail, ride-share (e.g. Lidcombe to Bankstown), and to close Sydney Trains stations (e.g. Birrong and Yagoona) outside of approved Metro corridors.
- **The failure of the 2023 Sydney Trains Review and Sydney Metro Review to engage in public community consultation.**
- **The lack of transparency with the 2023 Sydney Trains Review and Sydney Metro Review** panellists' pecuniary interest disclosures, engagement with lobbyists, and meetings with privileged stakeholders.
- **The limited provision of NightRide services** especially for Yagoona, Birrong, and Carramar etc.
- **The lack of accessibility** at Chester Hill, Villawood, Carramar, Yennora, Clyde etc and the overall impact of Sydney Trains station designs on placemaking.
- The Transport for NSW and Sydney Trains community and stakeholder engagement process in future timetable development.
- The impact of **digital signalling upgrades** (e.g. European Rail Traffic Management System (ERTMS)) to increase frequency of Sydney Trains Network services as a cost effective alternative to conversion of existing lines into Metro.
- The feasibility of a **MINIMUM 4 trains per hour on every Sydney Trains line** regardless of peak/off-peak and weekday/end or public holiday.

First Name		Last Name	
Street Address			
Suburb		State	Postcode
Signature			

Please return this petition to **PO BOX 470 Lidcombe NSW 1825** or info@westernsydneypublictransport.org

