



## **Position Paper 2022-23** **Sydenham to Bankstown Alliance**

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## **BUDGET REPAIR NOT BUDGET BLOWOUTS**

The NSW Government wasting [billions](#) to downgrade Sydenham to Bankstown's existing train service is a misuse of taxpayers' money.

It is disappointing that more cost-effective signalling upgrades for a Sydney Trains (double-deck) service every 2 minutes are being introduced in Sydney on the [T8 Airport and T4 Illawarra lines](#), but not for the T3 Bankstown Line.

[Sydney Metro](#) has severely underestimated the costs to local businesses and inconvenience to [100,000 commuters being forced onto buses](#) during the downgrading of Sydenham to Bankstown into Metro Southwest.

The current T3 Bankstown Line [lacks the patronage demand to support Metro](#).

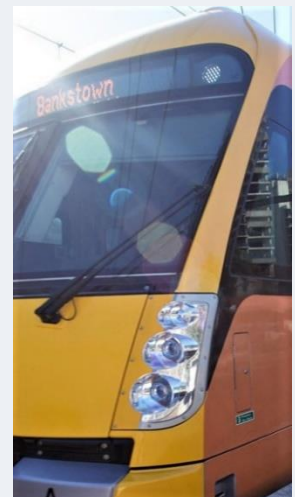
Without a significant increase in property development and high-density rezonings, the Metro is an expensive and under-patronised white elephant.

## **SUPPORT OUR LOCAL COMMUNITY NOT HONG KONG MTR**

The **Sydenham to Bankstown Alliance (SBA)** is highly concerned both about the privatisation of public assets and the missed opportunities to support local improvements.

The Inner West and Canterbury-Bankstown community needs genuine investment for infrastructure supporting health, education, and open spaces.

Instead of over a billion dollars wasted on Metro Southwest (and destruction of heritage along the T3 Bankstown Line), our community actually needs:



### **URGENT UPGRADE OF CANTERBURY HOSPITAL**

### **INCREASED FUNDING FOR LOCAL SCHOOLS**

### **REVITALISATION OF OPEN SPACES & PARKLANDS (INCLUDING CANTERBURY PARK RACECOURSE)**

### **DIRECT TRAINS TO CITY CIRCLE, INNER WEST, LIVERPOOL (ACHIEVABLE ON EXISTING SYDNEY TRAINS NETWORK & ENHANCED THROUGH SIGNALLING UPGRADES)**

## **NSW Parliamentary Inquiry recommends Sydney Metro ends at Sydenham with no conversion of the T3 Line and immediate release of Full Business Case**

*“Council's concern [is] the expenditure of government resources on servicing an existing passenger catchment rather than putting in a system that could serve a passenger catchment that was lacking”*

Ken Welsh  
Team Lead Strategic Transport Planning  
Inner West Council

*The Sydney Metro Southwest Environmental Impact Statement “EIS [is] incorrectly assuming that certain problems could only be rectified with the metro conversion’, such as accessibility issues”*

Matthew Hounsell  
Transport Analyst and Planner  
University of Technology (Sydney)

The **Sydenham to Bankstown Alliance (SBA)** believes that the NSW Government is focused on satisfying the interests of [property developers](#) with land-banked sites in the South West corridor rather than serving genuine community needs.

Property developers and lobbyists supporting Metro Southwest have had [exclusive meetings](#) in [Premier Gladys Berejiklian’s boardroom](#) and with Sydney Metro.

The NSW Government continues to neglect commuters from east of Sydenham and west of Bankstown facing significant disruption from Sydney Metro Southwest including up to [19,000 train commuters](#) being forced to change trains everyday (especially with Birrong and Yagoona left without a train to Central not to mention City Circle).

**The Sydenham to Bankstown Alliance (SBA) seeks to achieve a non-partisan outcome for the residents and commuters along the T3 Bankstown Line.**

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## **About the Sydenham to Bankstown Alliance (SBA)**

The Sydenham to Bankstown Alliance (SBA) represents concerned residents, environmental, and public transport advocates along the T3 Bankstown Line.

Notable achievements of the Sydenham to Bankstown Alliance (SBA) include the NSW Legislative Council Inquiry into the Sydenham to Bankstown line conversion (2019-20) successful campaign against the Sydenham to Bankstown Urban Renewal Corridor Strategy’s Priority Precincts (2015-18).

For more information about the Sydenham to Bankstown Alliance (SBA), please connect with us through our website at [www.sydbankalliance.com](http://www.sydbankalliance.com) and on social media at [www.facebook.com/sydenhambankstownalliance](https://www.facebook.com/sydenhambankstownalliance)

**“The case and rationale for conversion of the line to metro has not been adequately made out”**

Committee Report from NSW Legislative Council Inquiry into Sydenham to Bankstown line conversion (2020)