

Planning for rail services west of Bankstown



Connecting customers in Sydney's southwest

The NSW Government is delivering Sydney Metro to the city's south west.

In 2024, customers will have a new metro train every four minutes in the peak from Bankstown to the city and beyond as part of the Sydney Metro City & Southwest project.

This project includes upgrading the existing T3 Bankstown Line between Bankstown and Sydenham to metro rail standards.

Sydney Metro is a fully-accessible railway: all Sydney Metro stations will have lifts and level access between platforms and trains as well as Australian-first technology like platform screen doors, which keep people and objects like prams away from the tracks.

The new metro rail system means changes have to be made to the existing suburban railway west of Bankstown.

Train services on the T3 Bankstown Line west of Bankstown station will need to operate differently to ensure customers can continue to get where they need to go.

Transport for NSW will ensure customers can continue to make convenient connections on the expanded and more integrated railway network.

Sydney's first metro, the Metro North West Line, opened in May 2019 with 13 railway stations

between Tallawong Station at Rouse Hill and Chatswood Station.

The Sydney Metro City & Southwest project is a 30 kilometre extension of metro rail from Chatswood, under Sydney Harbour, through new CBD stations and south west to Bankstown.

Potential options

Transport for NSW has assessed options that can be delivered using available infrastructure.

While our initial planning has identified a preferred option that we think provides the best outcomes for our customers, we are keen to hear what you think about the proposed changes and options considered.

Your feedback

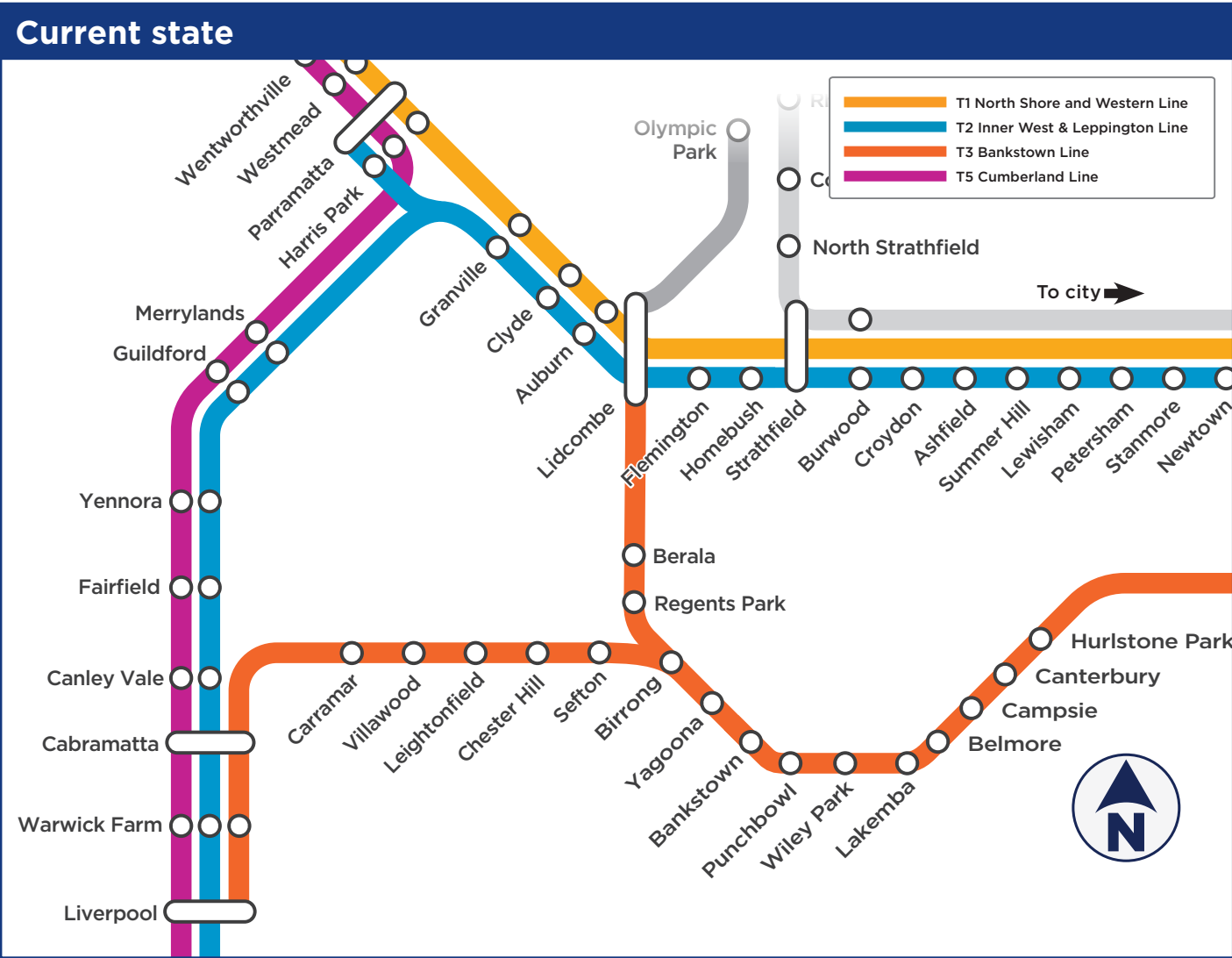
Transport for NSW will be engaging with the community to get their feedback on the proposed options in the coming months.

This feedback will help us to develop a broader public transport solution for customers, complementing the new Metro services available.

We will provide more information about how you can provide your feedback soon.

Current state

The T3 Bankstown Line operates as two branches, with services available from Liverpool and Lidcombe. Services travel via Bankstown and Sydenham to the City Circle.

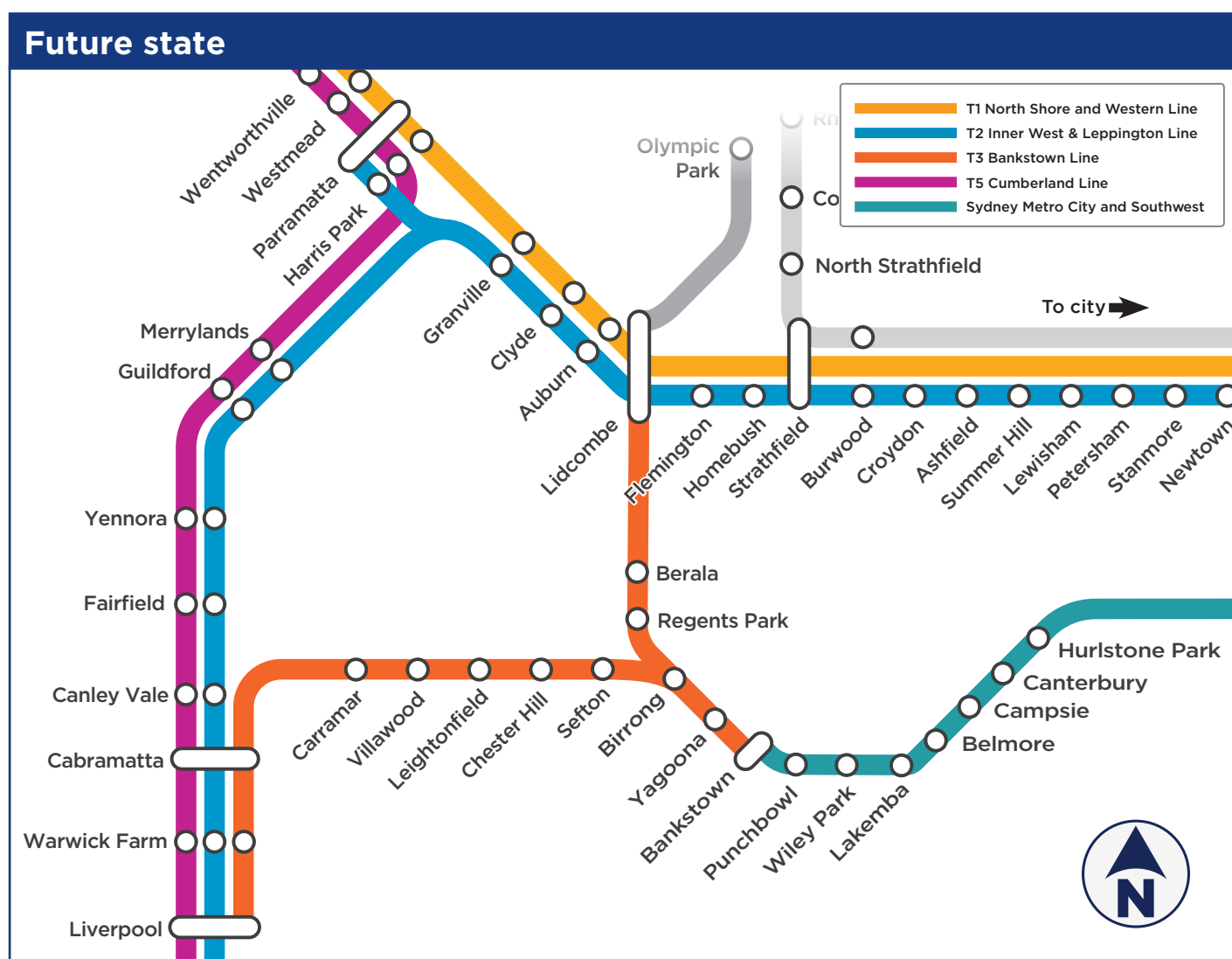


2024 Option 1

Shuttle train services to operate between Bankstown and Lidcombe and Bankstown and Liverpool.

Outcomes

- Carramar, Villawood, Leightonfield, Chester Hill, Sefton, Regents Park, Berala, Birrong and Yagoona customers will be required to interchange for trains to the city
- Increase of Liverpool-Cabramatta customers using T2 services via Granville to travel directly to the city resulting in more crowding on this line
- Direct access for customers to Metro at Bankstown or interchange at Lidcombe for other destinations.



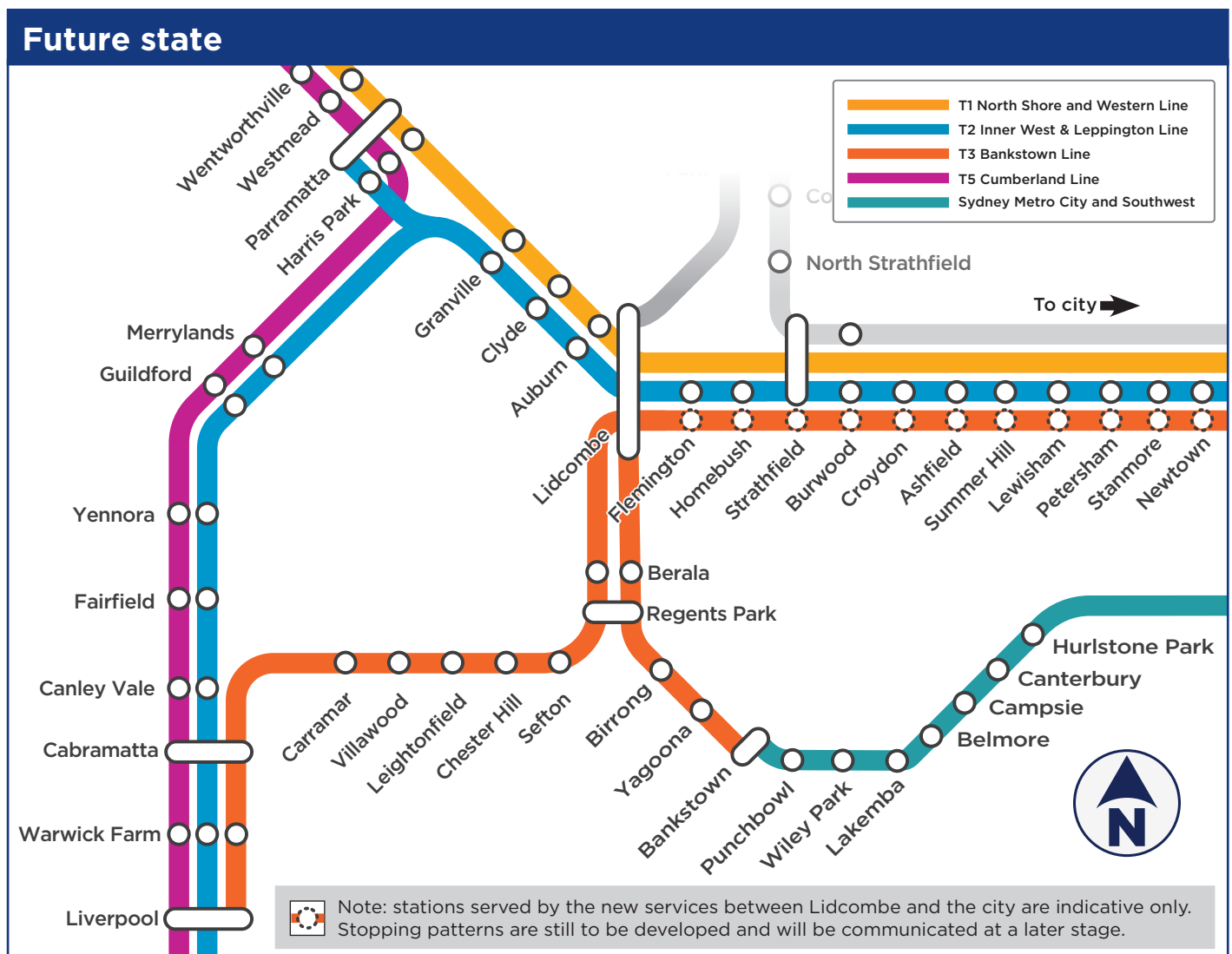
B Adjustments to bus services in Sydney's southwest will also be considered to ensure they complement the rail option selected so customers have more options available to them on a more integrated and expanded network.

2024 Option 2 (preferred)

Services currently operating between Liverpool and the City Circle via Bankstown would instead run via Regents Park. Shuttle train services to operate between Lidcombe and Bankstown. Regents Park would be the main interchange point for customers switching between the two Bankstown Line branches.

Outcomes

- Direct option to the city for most customers west of Bankstown (Liverpool, Warwick Farm, Cabramatta, Carramar, Villawood, Leightonfield, Chester Hill, Sefton, Regents Park and Berala)
- Direct connections to the Inner West for Liverpool, Warwick Farm, Cabramatta, Carramar, Villawood, Leightonfield, Chester Hill, Sefton, Regents Park and Berala customers
- Less crowding on T2 Line as most Liverpool-Cabramatta customers opt for Liverpool-city via Regents Park services
- Liverpool-Sefton customers are required to interchange at Regents Park for access to Metro services at Bankstown
- Birrong and Yagoona customers required to interchange at Bankstown for Metro services or travel to Lidcombe for access to other destinations.



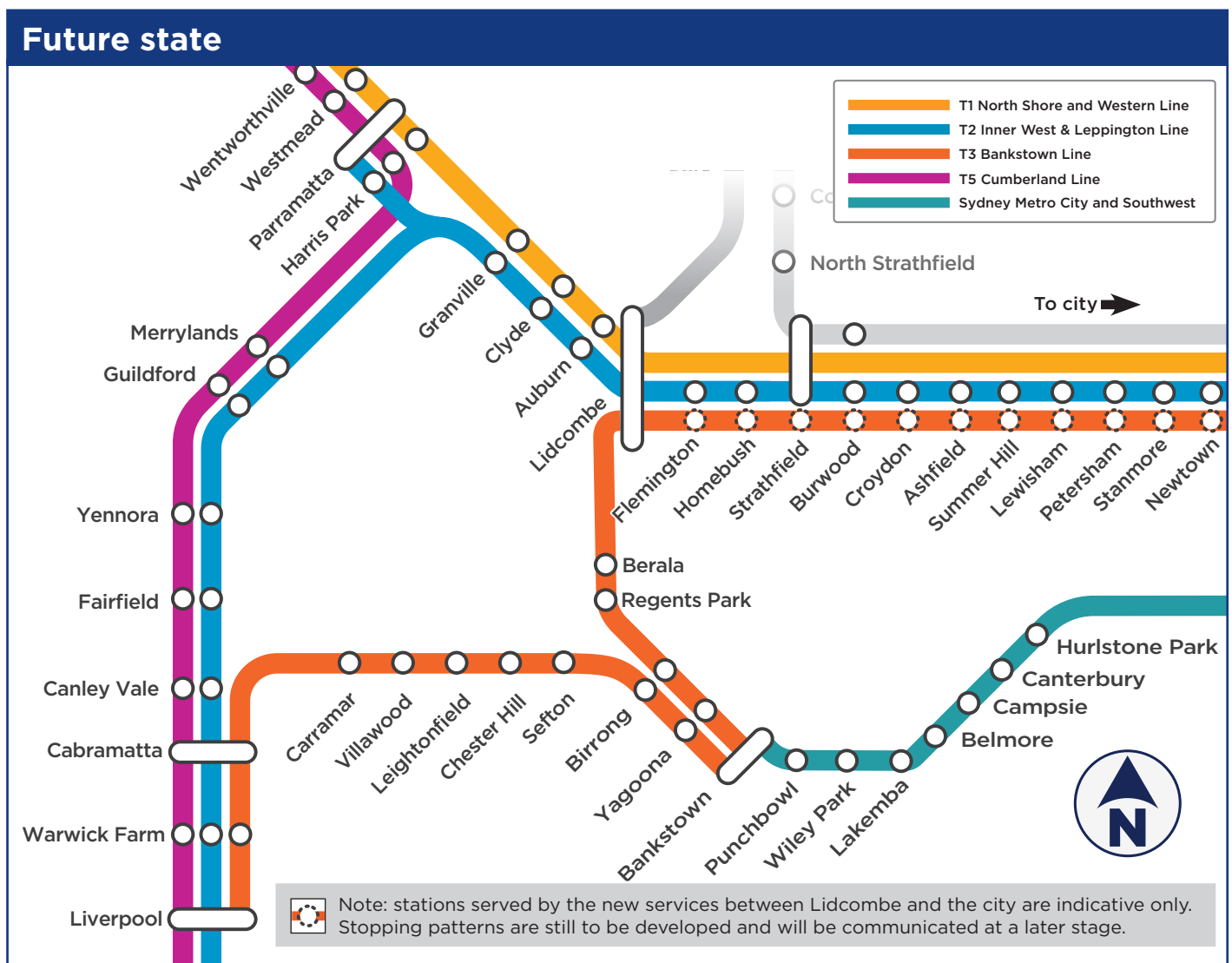
B Adjustments to bus services in Sydney's southwest will also be considered to ensure they complement the rail option selected so customers have more options available to them on a more integrated and expanded network.

2024 Option 3

Services will operate between Bankstown and the City Circle via the Inner West. Shuttle train services to operate between Liverpool and Bankstown. Birrong would be the main interchange point for customers switching between the two Bankstown Line branches.

Outcomes

- Carramar, Villawood, Leightonfield, Chester Hill and Sefton customers would be required to interchange for trains to the city
- Increase of Liverpool-Cabramatta customers using T2 services to travel directly to the city resulting in more crowding on this line
- All customers west of Bankstown to receive direct access to Metro.



- B** Adjustments to bus services in Sydney's southwest will also be considered to ensure they complement the rail option selected so customers have more options available to them on a more integrated and expanded network.

Next steps

While our initial planning has identified a preferred option that we think provides the best outcomes for our customers, we are keen to hear what you think about the proposed changes and options considered.

This feedback will help us to develop a broader public transport solution for customers, complementing the new Metro services available.

Early planning stage (2018-2019)



Invite community comment on options



Confirm final option (late 2020)



Start on timetable development (2021 onwards)

Contact us

If you would like to provide some initial feedback, please visit
yoursay.transport.nsw.gov.au/west-of-Bankstown