

Project update

FEBRUARY 2017



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ABOUT THIS PROJECT UPDATE

Transport for NSW plans to extend the Sydney Metro system beyond Chatswood through to Bankstown.

Sydney Metro City & Southwest will deliver 30 kilometres of metro rail between Chatswood and Bankstown, including a new crossing beneath Sydney Harbour, new railway stations in the lower North Shore and Central Business District (CBD), and the upgrade and conversion of the current line between Sydenham and Bankstown stations.

Planning approval for the Chatswood to Sydenham component was received on 10 January 2017, construction will start shortly.

This document outlines the second component and the proposed upgrade and conversion of the existing Bankstown Line to metro standards.

More detailed information about the Project between Sydenham and Bankstown is available in a State Significant Infrastructure Application Report which was submitted to the Department of Planning and Environment in January 2017.

It also provides an update on the entire Project and next steps in preparing detailed environmental assessments for the Project.

Premier's message



Australia's biggest public transport project is now well underway with tunnelling completed on Sydney Metro Northwest, and construction about to begin on Sydney Metro City & Southwest. This world class railway will transform the way we travel, providing a level of service never before seen in our great city.

And now we have started the planning process to deliver the next phase of Sydney Metro City

& Southwest – the upgrade and conversion of all 11 stations between Sydenham and Bankstown, delivering high-capacity, high-frequency public transport to the residents of Sydney's south west.

With ultimate capacity for 15 trains an hour in the peak, the upgrade of the Bankstown Line to metro standards will address one of Sydney's biggest rail bottlenecks, delivering benefits right across our rail network.

Sydney Metro, together with signalling and infrastructure upgrades across the existing Sydney rail network, will deliver around 200 trains an hour into the Sydney CBD from all across Sydney in the busy morning peak – that's 60 per cent more than now.

This Project will revitalise the south west, providing new and direct connections to more CBD locations and job opportunities.

As we embark on the next stage of the planning process for Sydney Metro, we look forward to continuing to work with the community to move this city-building project forward. Sydney Metro is just one more way the NSW Government is delivering better services for a better future.



Gladys Berejiklian MP
PREMIER OF NEW SOUTH WALES

Minister's message



It's full steam ahead as we embark on the next stage of Sydney Metro City & Southwest, the upgrade and conversion of the Bankstown Line.

With a State Significant Infrastructure Application now lodged for this stage of Sydney Metro, we are well on our way to delivering more than 66 kilometres of metro rail, spanning from Sydney's booming northwest, through the CBD and on to Bankstown.

This document outlines important updates to Australia's biggest public transport project and sets the foundation for the upcoming approvals process for the conversion of all 11 stations from Sydenham to Bankstown to metro standards.

When the conversion to metro is complete, each upgraded station on the Bankstown Line will be fully accessible, with lifts, video help points and platform screen doors which will provide level access between the platform and the train.

Customers won't need a timetable on this 21st century turn-up-and-go metro system, which will deliver new capacity and more services for generations to come.

With Sydney Metro Northwest set to begin services in the first half of 2019 with a metro train every four minutes in the peak, and the first tunnel boring machine for Sydney Metro City & Southwest expected to be in the ground before the end of 2018, we are getting on with the job of delivering Sydney Metro.

Welcome aboard tomorrow's Sydney.



Andrew Constance MP
MINISTER FOR TRANSPORT
AND INFRASTRUCTURE

ABOUT SYDNEY METRO

Sydney Metro is Australia's largest public transport Project. A new standalone railway, this 21st century network will deliver 31 metro stations and 66 kilometres of new metro rail for Australia's biggest city - revolutionising the way Sydney travels.

Sydney's new metro railway will have a target capacity of about 40,000 customers per hour, similar to other metro systems worldwide. Sydney's current suburban system can reliably carry 24,000 people an hour per line.

Sydney Metro, together with signalling and infrastructure upgrades across the existing Sydney rail network, will increase the capacity of train services entering the Sydney CBD - from about 120 an hour today to up to 200 services beyond 2024. That's an increase of up to 60 per cent capacity across the network to meet demand.

Sydney Metro has two core components:

Stage 1: Sydney Metro Northwest

Formerly the 36-kilometre North West Rail Link, this \$8.3 billion Project is now under construction. Tunnelling has finished and construction is progressing rapidly.

Services start in the first half of 2019 using Sydney's new-generation of fully-automated metro trains, with a metro train every four minutes in the peak.

Customers won't need a timetable when Sydney Metro opens - they'll just turn up and go.

Stage 2: Sydney Metro City & Southwest

From Sydney's booming North West region, a new 30-kilometre metro line will extend metro rail from the end of Sydney Metro Northwest at Chatswood under Sydney Harbour, through new CBD stations and southwest to Bankstown.

Features will include:

- ▶ 16.5 kilometres of new metro line between Chatswood and Sydenham
- ▶ 15.5 kilometres of new twin rail tunnels
- ▶ 13.5 kilometre upgrade and conversion of the T3 Bankstown Line to metro standards.

It is due to open in 2024 with the capacity to run a metro train every two minutes each way through the centre of Sydney - a level of service never before seen in Sydney.



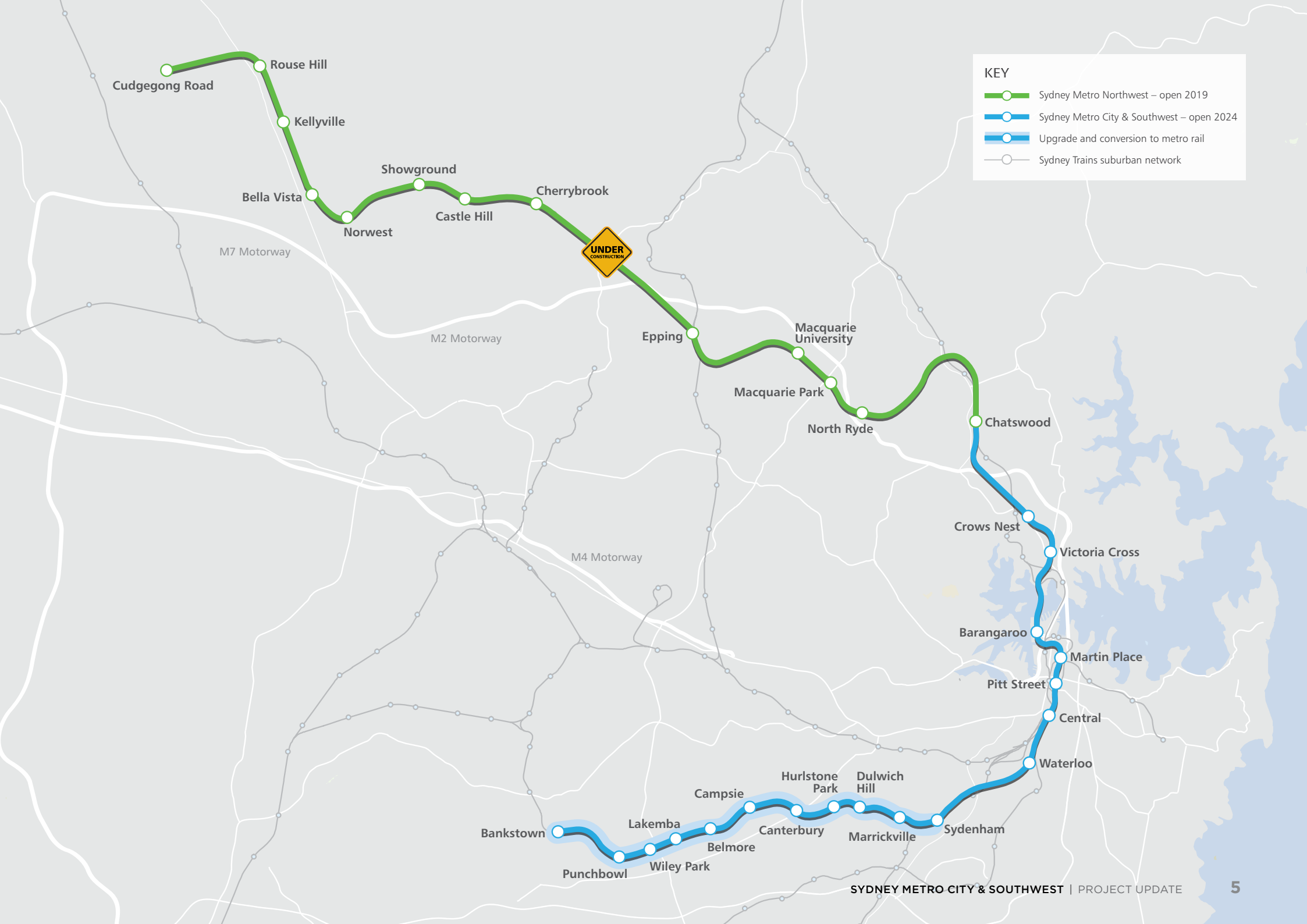
Sydney Metro West

In November 2016, the NSW Government announced a new underground metro railway line will be built between Parramatta and the Sydney CBD to help cater for Sydney's growth.

Four key precincts to be serviced have initially been identified at Parramatta, Sydney Olympic Park, the Bays Precinct and the Sydney CBD.

Transport for NSW will begin engaging with community, industry and key stakeholders early this year to get feedback on the Project.





KEY

- Sydney Metro Northwest – open 2019
- Sydney Metro City & Southwest – open 2024
- Upgrade and conversion to metro rail
- Sydney Trains suburban network

**UNDER
CONSTRUCTION**

TRANSFORMING SYDNEY

Sydney Metro will transform Sydney, cutting travel times, reducing congestion and delivering economic and social benefits for generations to come.

It will boost economic activity by more than \$5 billion a year, supporting major jobs and business growth along its more than 65-kilometre route with better connectivity and land development opportunities and greatly improving business logistics, especially for knowledge-based businesses.

Sydney Metro will deliver this major economic boost by:

- ▶ improving access to jobs
- ▶ changing the way people move about the city and reducing congestion
- ▶ allowing people to travel from one key centre to another in minutes
- ▶ enabling housing and employment growth along the Global Economic Corridor and west to Bankstown
- ▶ encouraging greater commercial development – and jobs – in key areas of the city and North Sydney
- ▶ delivering huge flow-on benefits across productivity, wages and the state's overall economic performance.

Employment across Sydney is expected to increase from 2.1 million workers today to about 3 million by 2031.

About 60 per cent of people will work in the Global Economic Corridor stretching from Macquarie Park, through Chatswood, North Sydney, the Sydney CBD and on to Sydney Airport. Sydney Metro will connect people across Sydney to these jobs.

Over the next 15 years, NSW will require infrastructure to support 40 per cent more train trips, 30 per cent more car trips and 31 per cent more households.

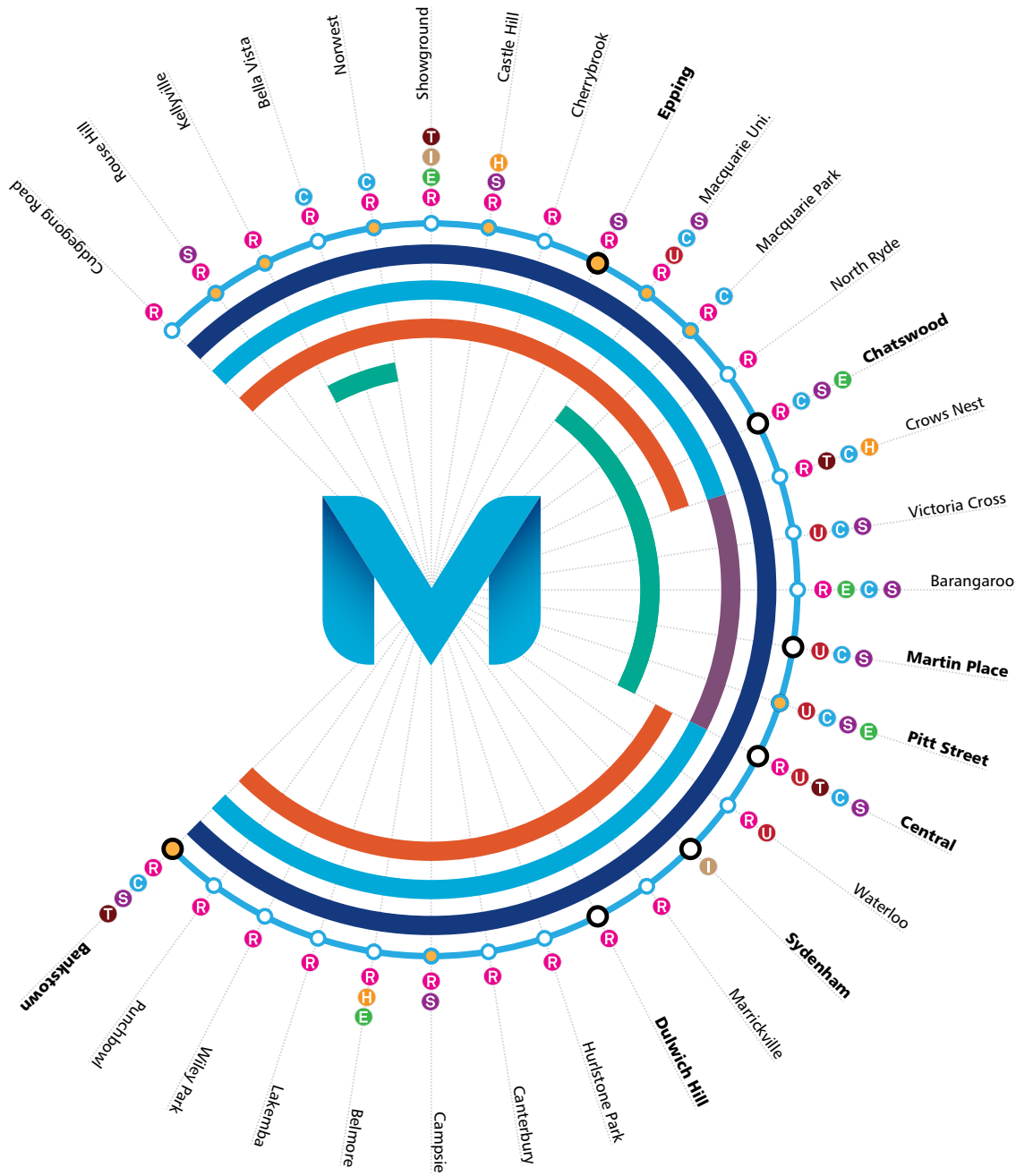
Sydney Metro is identified as a key infrastructure project as part of the NSW Government's infrastructure investment program. The NSW Government is committed to the creation of 150,000 new jobs over the next four years.

Through investment in infrastructure such as Sydney Metro, new jobs and apprenticeships are being created for the construction sector.

MORE CHOICES

Modern metro gives people more choice in their everyday lives.

- ▶ Faster travel means new choices for jobs, education and recreation
- ▶ Less crowded trains, stations and platforms
- ▶ More options of where to go
- ▶ Greater choice of shopping, retail, restaurants
- ▶ Wider selection of schools
- ▶ Better access to healthcare
- ▶ Better access to more tertiary and TAFE campuses
- ▶ Frequent, fast trains allow you to set the agenda for the day
- ▶ Faster transport to growth areas
- ▶ Quick and easy access to sports facilities, gyms
- ▶ Fully accessible stations.



Sydney Metro facilitating a diverse range of trips

LEGEND

Metro Uses

- Access to universities
- Journey to work
- CBD Distributor
- Local service + shopping trips
- Local core employment area trips

Land Uses

- C Major Commercial
- I Major Industrial
- S Major Shops
- R Residential Growth Area

Facilities

- Rail Interchange
- Bus Interchange
- Rail + Bus Interchange
- E Entertainment/Recreation
- H Major hospital
- T TAFE
- U University

SYDNEY METRO EXPERIENCE

Australia's biggest public transport project will deliver an easy door-to-door experience, integrating Sydney's new-generation metro trains with state-of-the-art stations and 21st century technology.

Sydney Metro will make it easy for customers to get where they need to go. New metro services will be integrated with other transport modes, including interchanges with the existing Sydney railway network as well as buses, light rail and ferries.

Customers are at the centre of Sydney Metro's 21st century design, including the development of Sydney's new metro train, new metro railway stations, interchanges and precincts.

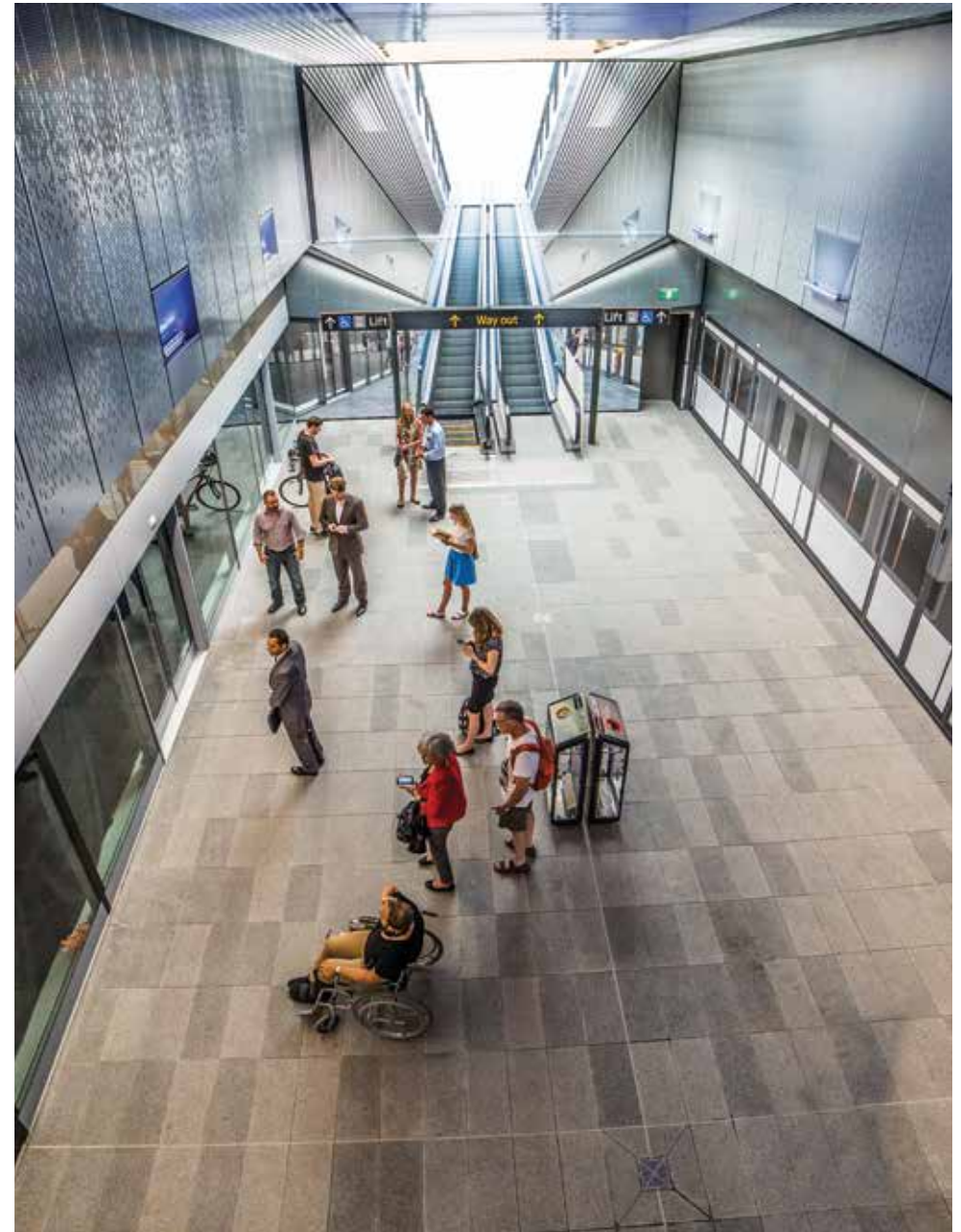
State-of-the-art technology will keep customers connected at all stages of their journey, from smart phone travel apps, to real-time journey information at metro stations and on-board trains.

This door-to-door approach will help customers achieve their daily tasks, whether it's getting to work, meetings, school or education, sport, a day out or running errands – and, of course, getting home. Making it easy for customers at each stage of their journey will be integral in the successful delivery of Sydney Metro.

Linking communities, schools, hospitals, key destinations and businesses with the new metro railway network is key in attracting and keeping customers as well as meeting broader transport and land use objectives.

Transport for NSW is working across government and with the community to get customers to and from new metro services easily and, when traveling on the new trains, to ensure they are safe and comfortable.

Sydney Metro is being designed to deliver safe, clean, comfortable services which will run on time and be convenient, efficient, accessible and easy for customers to use.



Sydney Metro prototype underground station

Sydney's new metro trains

All trains on Sydney Metro will be modern, single-deck trains. The trains will deliver a fast, safe and reliable journey for customers, operating at speeds of up to 100 kilometres per hour both in the tunnels and above ground.

KEY FACTS

- 2019**
Stage 1 Northwest Opens 2019
- 2024**
Stage 2 City & Southwest Opens 2024
- 66 kilometres**
New metro rail for Sydney
- 31 M**
31 metro stations State-of-the-art, fully accessible
- 98%**
On-time Running reliability
- 00:04**
In peak Train every four minutes
- 00:10**
Off peak Train every ten minutes
- 00:02**
Ultimate capacity a train every two minutes each way under the CBD
- Connected**
Continuous mobile phone coverage through network
- No timetable**
Customers will just turn up and go
- Opal**
Opal ticketing

TRAIN FEATURES

- 170-metre long platforms - longer than most of Sydney
- Heating and air conditioning
- Three double doors per carriage for faster loading and unloading
- Level access between platform and train
- Two multi-purpose areas per train for prams, luggage and bicycles
- Wheelchair spaces, separate priority seating and emergency intercoms
- Real-time travel information and live electronic route maps
- Platform screen doors keep people and objects away from the edge and allow trains to get in and out of stations much faster
- Inside you can see from one end of the train to the other

Customer service assistants at every station and moving through the network during the day and night

SAFETY

Sydney Metro is Australia's first fully-automated metro rail network

Around the world, millions of people use these networks every day in cities like Paris, Singapore, Dubai and Hong Kong

- Constant monitoring**
Expert train controllers monitor entire metro system
- Security**
More than 230 tunnel cameras on Sydney Metro Northwest alone
- Signalling and communications systems**
Control the trains, tunnels, platforms and skytrain to deliver a safe and reliable journey
- Operations Control Centre**
State-of-the-art network controlled from new high-tech facility at Tallawong Road
- Faster journeys**
System minimises the time trains are stopped at stations and the time between each train

Tunnel, Train, Track, Platform, Platform doors

ABOUT CITY & SOUTHWEST – WHERE ARE WE UP TO?

Chatswood to Sydenham

The Environmental Impact Statement (EIS) for the tunnels between Chatswood to Sydenham was exhibited in May and June 2016. Over 300 submissions were received and responded to in the Submissions and Preferred Project Report submitted to the Department of Planning and Environment in October.

Project approval was received on 10 January, 2017 with construction due to start early this year.

The first of five tunnel boring machines will be in the ground before the end of 2018 to deliver new 15.5-kilometre twin railway tunnels between the end of Sydney Metro Northwest at Chatswood and Sydenham.

New stations will be delivered at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo along with new underground platforms at Central Station.

Sydenham to Bankstown

The planning approvals process for the upgrade and conversion of the T3 Bankstown Line to metro standards has started, with the lodgement of a State Significant Infrastructure Application Report to the Department of Environment and Planning.

Technical and environmental studies are currently underway and will form part of an environmental impact statement, which is expected to be placed on public exhibition in the middle of 2017. Subject to approval, work will start in early 2018.

This component of the Project includes the upgrade and conversion of the existing Bankstown Line to metro standards between Sydenham and Bankstown. Upgraded stations will be delivered at Sydenham, Marrickville, Dulwich Hill, Hurlstone Park, Canterbury, Campsie, Belmore, Lakemba, Wiley Park, Punchbowl and Bankstown.



NEXT STOP
NEXT STOP

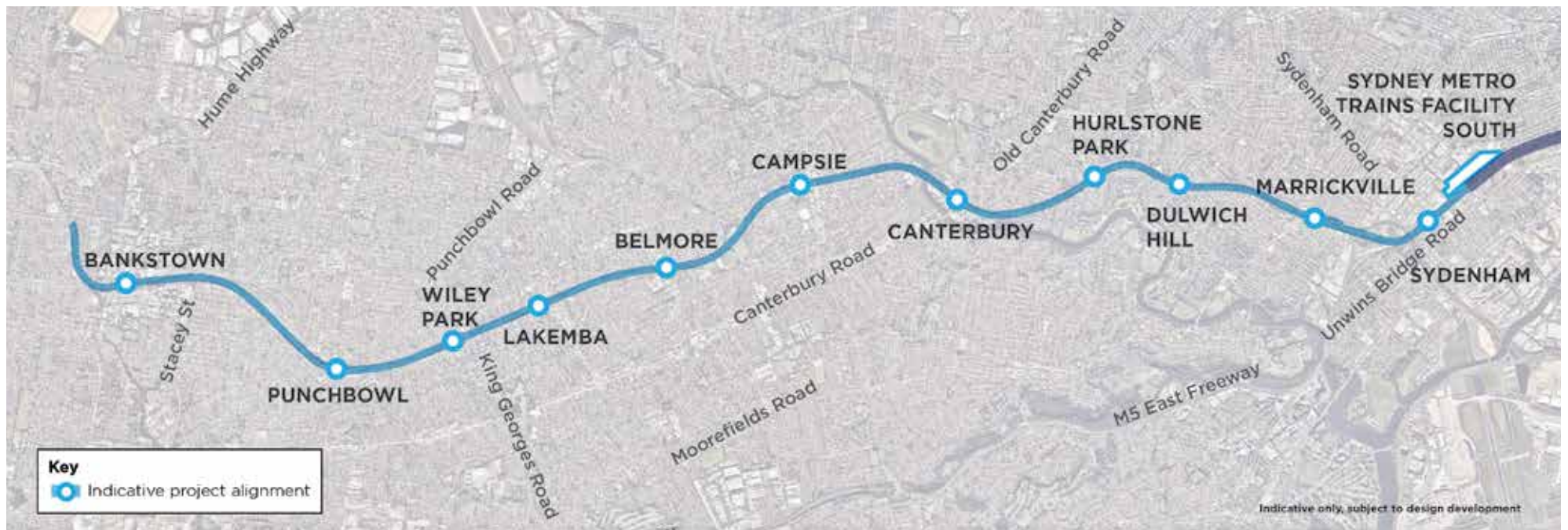
Inside Sydney's new metro train

ABOUT SYDENHAM TO BANKSTOWN

The upgrade and conversion of the T3 Bankstown Line to metro standards will include works within the rail corridor and upgrades to all stations from Sydenham to Bankstown.

Project features

- ▶ 13.5-kilometre upgrade and conversion of the T3 Bankstown Line to metro standards
- ▶ Easy interchange between Sydney Metro and other forms of transport like Sydney Trains, light rail and buses
- ▶ All stations will be designed to be user friendly for pedestrians, cyclists and customers getting on and off buses and in and out of taxis, and being dropped off and picked up in cars
- ▶ There will be some changes to station platforms, layouts and some concourse locations to ensure the most efficient running of Sydney Metro trains for customers
- ▶ All stations will be fully accessible, including the installation of lifts and level access between the platform and the train
- ▶ All stations will have platform screen doors, which keep objects like prams away from the edge and allow trains to get in and out of stations much faster.



Sydenham to Bankstown upgrade benefits



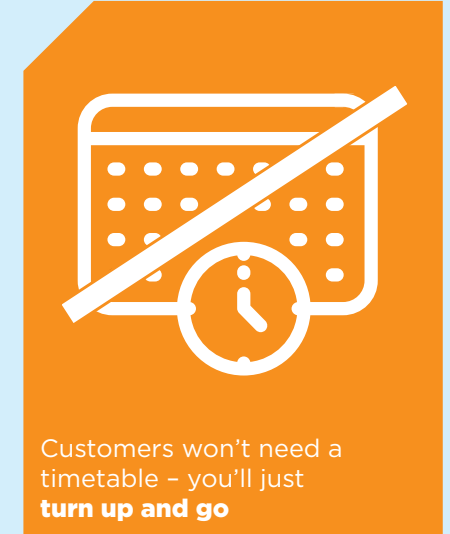
All stations **fully accessible**, with lifts and level access between trains and platforms



More job opportunities faster, more frequent and direct access to key employment centres



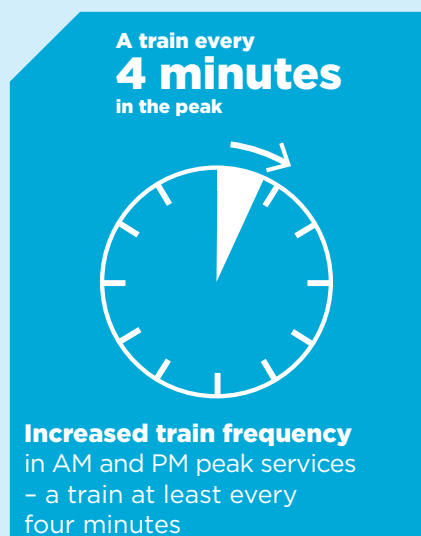
Better access to education, with fast, more frequent and direct connections



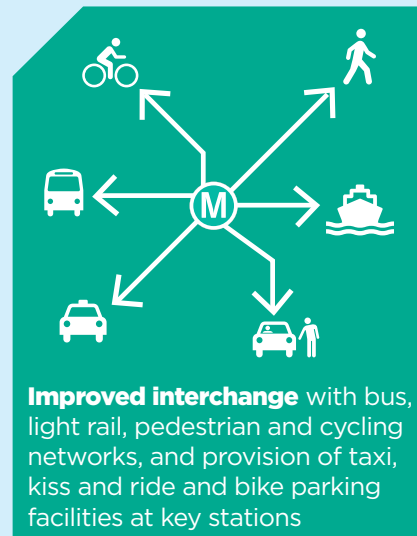
Customers won't need a timetable - you'll just **turn up and go**



New and **direct access to major CBD stations**, including Martin Place, Pitt Street, Barangaroo and North Sydney



Increased train frequency in AM and PM peak services - a train at least every four minutes



Improved interchange with bus, light rail, pedestrian and cycling networks, and provision of taxi, kiss and ride and bike parking facilities at key stations



Fast, safe and reliable - a new generation of 21st century metro trains

Room for 100,000 extra customers across Sydney

This upgrade will address one of Sydney's biggest rail bottlenecks.

The T3 Bankstown Line effectively slows down the Sydney Trains network because of the way it merges with other railway lines closer to the city, including the T2 Airport, Inner West & South Line. The suburban trains currently operating on the T3 Bankstown Line could be allocated to other railway lines.

It is anticipated that through Sydney Metro, together with signalling and infrastructure upgrades across the existing network, we can increase the capacity of train services from about 120 per hour today, to up to 200 services beyond 2024.

That's an increase of up to 60 per cent capacity across the network to meet demand for our growing city. This means the railway network across Sydney will have room for an extra 100,000 train customers an hour in the peak.

After the conversion, metro trains from Bankstown will run at least every four minutes in the peak, or 15 trains an hour.

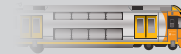
The Sydney Metro network will be fully segregated from existing Sydney Trains railway tracks between Sydenham and Bankstown, improving the reliability of the new services on the line. Interchange between Sydney Metro and Sydney Trains at both locations will be upgraded, with improvements to station way-finding and signage.

MORNING PEAK HOUR

T1 Western



T1 Richmond



T1 North via Strathfield



T1 North via Macquarie Park



T1 North Shore



T2 Airport



T2 South & Inner West



T2 East Hills



T3 Bankstown



T4 Eastern Suburbs



T4 Cronulla



T4 Illawarra



Blue Mountains



Newcastle & Central Coast



South Coast



120

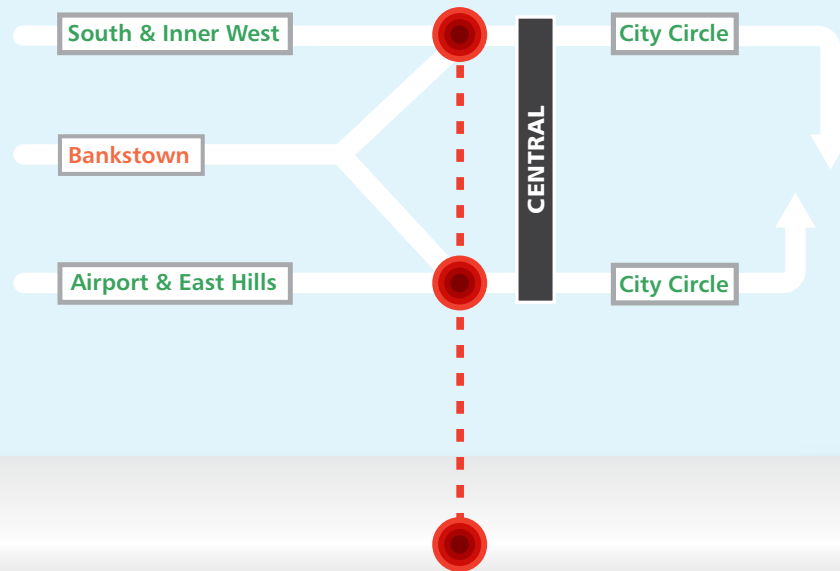
TRAINS PER HOUR

15

TRAIN LINES

CURRENT

Before Sydney Metro



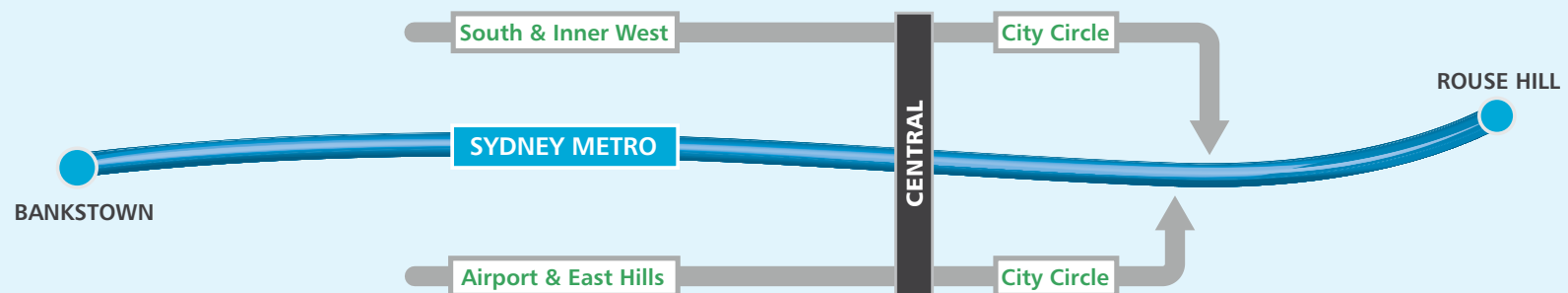
- The Bankstown Line adds to Sydney's big rail bottleneck
- It funnels trains on to the East Hills and Inner West lines outside Central
- Queuing trains make delays worse, causing backlogs in the west and south west



6 CBD TRACKS

FUTURE

With Sydney Metro - busting congestion



- Removes the Bankstown Line bottleneck by putting the line on Sydney's new stand alone metro system
- Suburban trains from the Bankstown Line allocated to other lines
- Clearing the funnel means more trains and more reliable services

Interchanging with Sydney Trains services

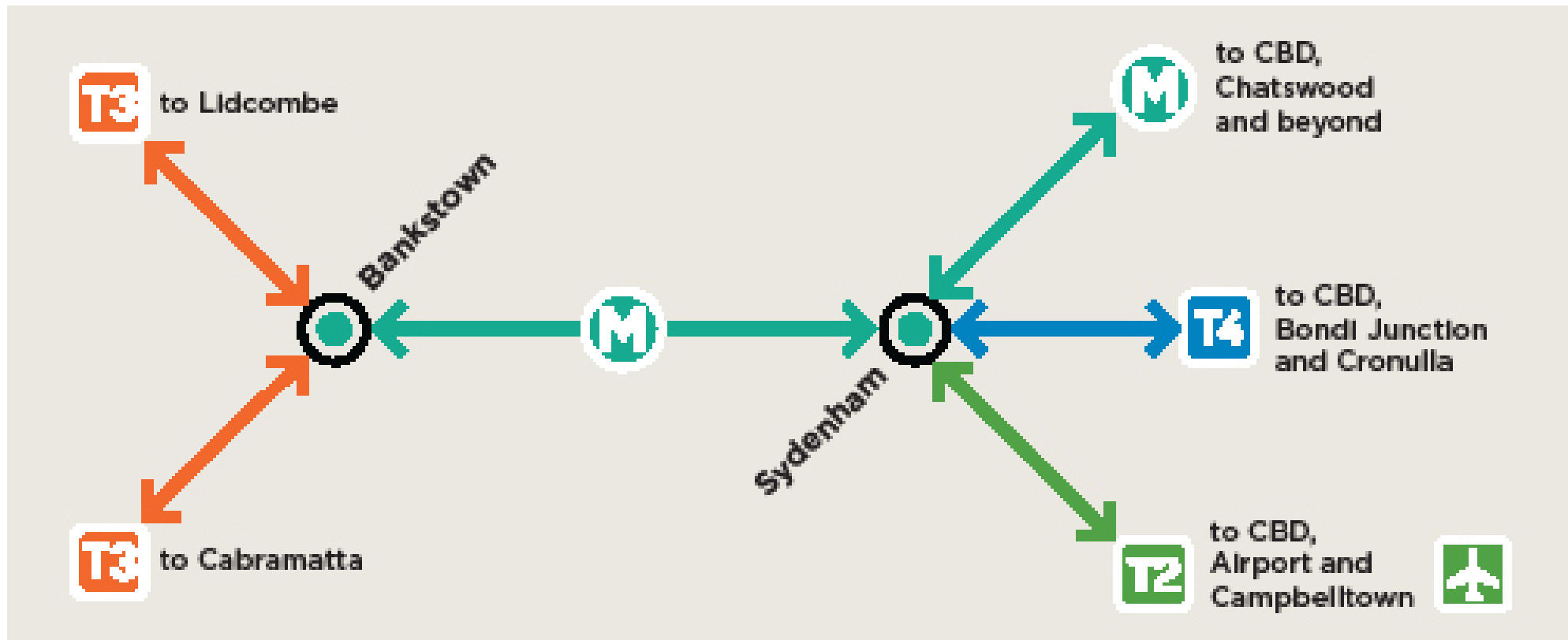
Sydney Metro customers will be able to change between Sydney Metro Trains and Sydney Trains services at Sydenham Station and Bankstown Station.

The T3 Bankstown Line beyond Bankstown will continue to be operated by Sydney Trains between Cabramatta, Lidcombe and Bankstown. Sydney Trains will no longer operate on the T3 Bankstown Line between Sydenham and Bankstown stations.

Property acquisition

In designing major infrastructure projects, Transport for NSW makes every possible effort to avoid the need to acquire private property. However, in some cases property acquisition is required to allow construction of a major project.

The Project team will make direct contact with any owner or tenant whose property is directly affected by the Project to explain the process. Following this contact a formal letter will also be sent confirming that a property is required, including details of the proposed property acquisition process.



Heritage

The T3 Bankstown Line has a rich and layered history of expansion and change, and the Project will celebrate its significant heritage history while preserving where possible both Indigenous and non-Indigenous cultural heritage.

Sydney Metro City & Southwest is currently undertaking further studies and planning work along the T3 Bankstown Line, including reviewing the heritage items and history.

The Project has a strong track record of heritage conservation, and we will continue to work collaboratively with local stakeholders and relevant government agencies to ensure our cultural heritage is protected.

The photos below show artefacts collected from the historic White Hart Inn site during work on Sydney Metro Northwest.



Archaeologists working at the White Hart Inn



A toothpaste canister lid



Gravy tureen



Vinegar bottle



Coins that are almost 200yrs old



A doll's leg



Key found on site

UPGRADING SYDENHAM TO BANKSTOWN

Upgrading stations

The Project will deliver 11 upgraded stations at:

- ▶ Sydenham
- ▶ Belmore
- ▶ Marrickville
- ▶ Lakemba
- ▶ Dulwich Hill
- ▶ Wiley Park
- ▶ Hurlstone Park
- ▶ Punchbowl
- ▶ Canterbury
- ▶ Bankstown.
- ▶ Campsie

Platform upgrades

All 11 stations will feature Australian-first state-of-the-art platform screen doors, which keep objects like prams away from the edge and allow trains to get in and out of stations much faster. Modifications will be made to station platforms to allow for the installation of platform screen doors, and to reduce the gap between the train and the platform.

At Sydenham Station, two of the existing platforms (platforms 1 and 2) will be extended and modified for metro services and existing platforms 3, 4, 5 and 6 will continue to be used by trains operating on the Sydney Trains network.

At Bankstown Station, new metro platforms will be constructed beyond the Sydney end of the existing platforms and existing platforms will continue to be used for Sydney Trains services.

Line-wide works

Work along the T3 Bankstown line will include:

- ▶ installation of Sydney Metro rail systems, including signalling, electrical, radio and communications systems
- ▶ adjustment of existing track alignments along the line to meet Sydney Metro requirements
- ▶ construction of new traction substations to provide power to Sydney Metro trains
- ▶ upgrade existing and/or replacement of bridges and underpasses that cross over and under the rail corridor.

Station works

Further planning and design work is underway to determine the upgrade works required at each individual station. More information on these works will be provided in the environmental impact statement.

Subject to this further planning and design, works could include:

- ▶ new station concourse and station entrance locations, including new stairs and new or relocated lifts to access the station and station platforms
- ▶ new or upgraded station buildings, depending on heritage considerations and the final platform location and station design
- ▶ changes to the location of station entrances
- ▶ upgrade works such as new seating, canopies, ticket barriers and gates, and way-finding signage
- ▶ improved interchange between rail and other forms of public transport
- ▶ enhanced lighting and CCTV for better security.

Sydney Metro Trains Facility South



Sydney Metro plans to construct a specialised train stabling and maintenance facility to accommodate the additional metro fleet that will operate on the line. The Sydney Metro Trains Facility South (SMTFS) will be built on the industrial land used to launch the tunnel boring machines between Sydenham and Barangaroo. The size and capacity of the proposed stabling facility will be confirmed as part of the EIS process and take into consideration operational requirements.

This facility will operate 24-hours day and include:

- ▶ train stabling
- ▶ administration buildings including an operations control centre
- ▶ infrastructure maintenance facilities
- ▶ a bulk power substation.



Sydenham



Transport Interchange



Customers

- Passengers interchanging between Sydney Trains, buses and Metro
- Patrons accessing the retail area to the south of the station
- People traveling to existing commercial and industrial employment areas
- Residents within walking and cycling distance

Local government area

- Inner West Council



Marrickville



Transport Interchange

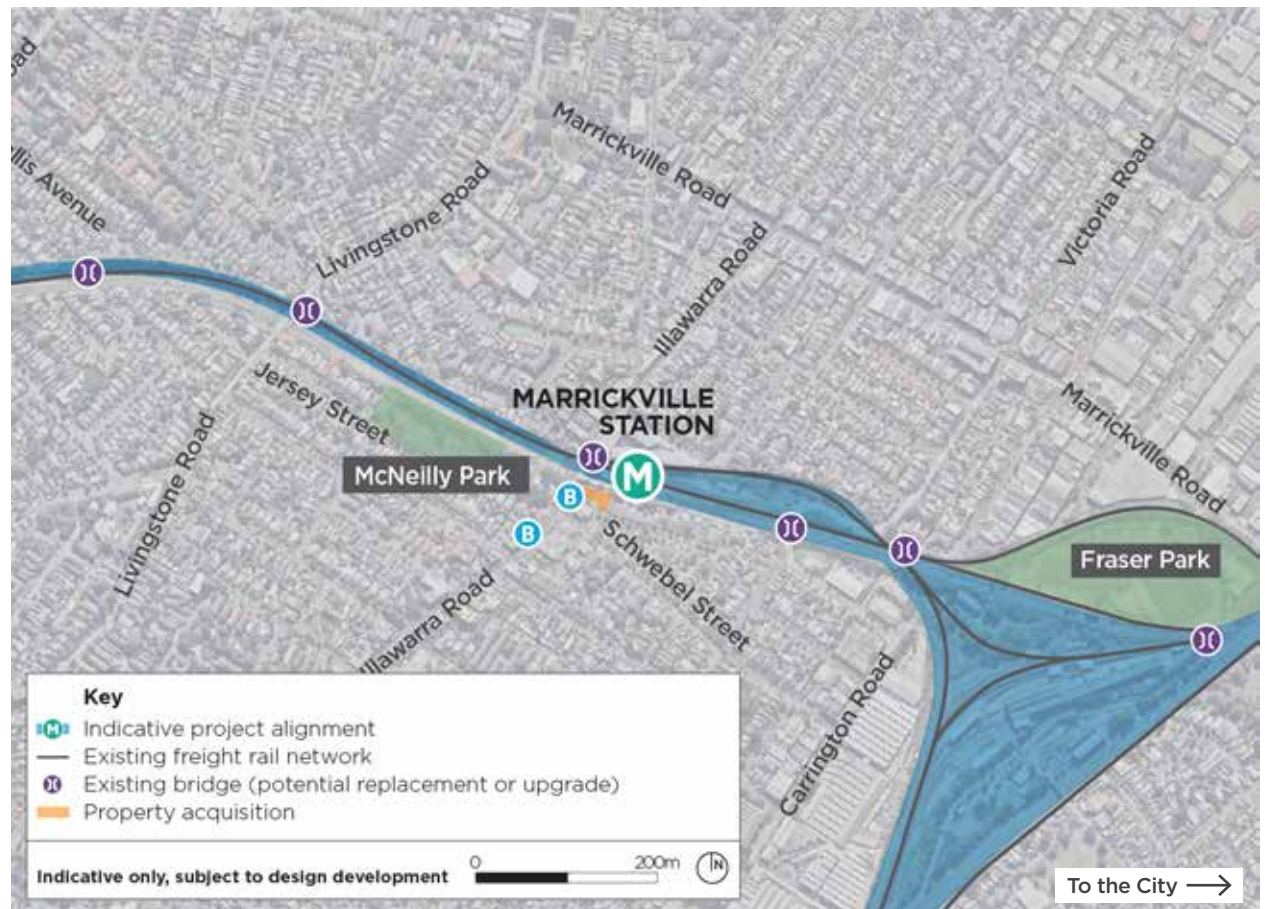


Customers

- Residents within walking and cycling distance
- Patrons accessing the popular local cafes, restaurants and bars
- People attending local events, like the annual Marrickville Festival
- People accessing the business centre along Illawarra and Marrickville roads

Local government area

- Inner West Council



Dulwich Hill



Transport Interchange



Customers

- Cyclists and walkers accessing the GreenWay Trail
- Passengers interchanging between Light Rail, buses and Metro
- Residents within walking and cycling distance
- People accessing the business centres on both sides of the railway line

Local government area

- Inner West Council



Hurlstone Park



Transport Interchange

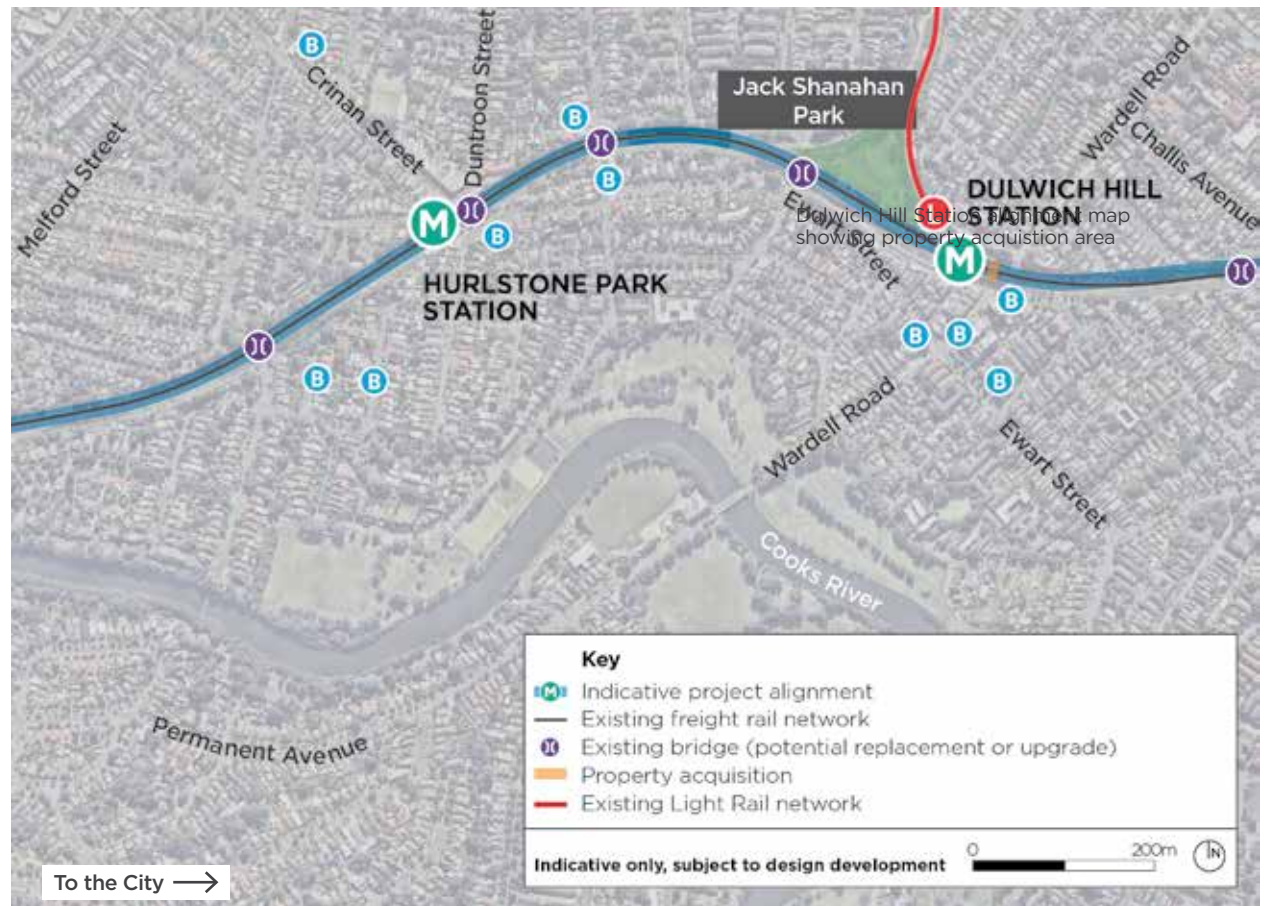


Customers

- Residents within walking and cycling distance
- People accessing the commercial properties on Crinan Street
- People accessing the sportsgrounds alongside the Cooks River
- Cyclists and walkers accessing the GreenWay Trail

Local government area

- The City of Canterbury Bankstown



Canterbury



Transport Interchange



Customers

- Visitors to the Canterbury Aquatic and Fitness Centre
- Residents within walking and cycling distance
- Cyclists accessing The Ryde to Botany Bay Cycleway
- Patrons accessing the Canterbury Park Racecourse

Local government area

- The City of Canterbury Bankstown



Campsie

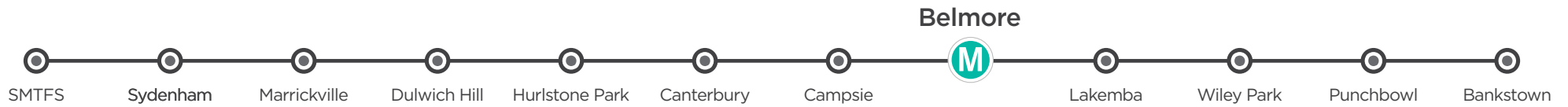


Transport Interchange

- Customers**
- People accessing the civic and administrative hub along Beamish Street
 - Passengers interchanging between buses and Metro
 - Shoppers accessing the Campsie Centre
 - Visitors to the Campsie Cultural Centre

Local government area • The City of Canterbury Bankstown





Transport Interchange



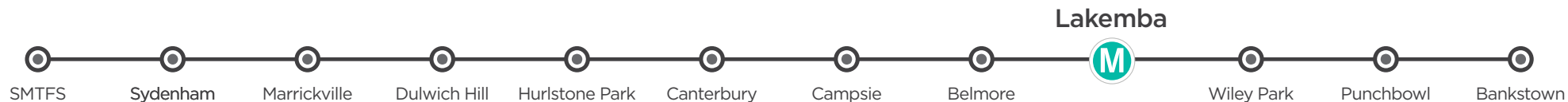
Customers

- Residents within walking and cycling distance
- People accessing the Belmore Sportsgrounds
- Young people visiting the Belmore Youth Resource Centre
- Passengers interchanging between buses and Metro

Local government area

- The City of Canterbury Bankstown

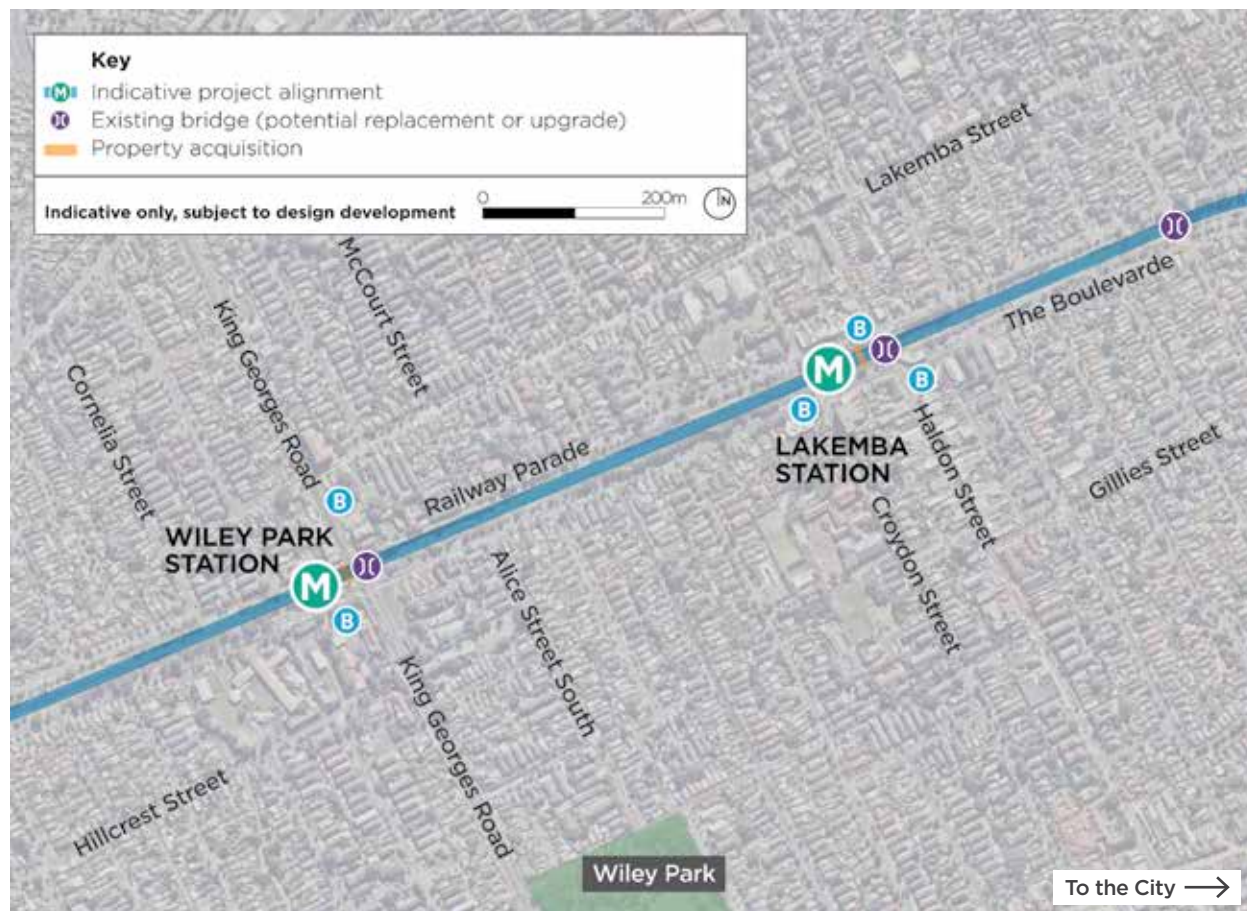


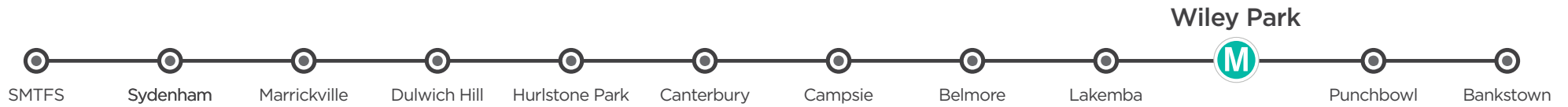


Transport Interchange **Customers**

- Visitors to the Canterbury City Community Centre
- Patrons visiting the popular local cafes and restaurants along Haldon Street
- Residents within walking and cycling distance
- Passengers interchanging between buses and Metro

Local government area • The City of Canterbury Bankstown





Transport Interchange

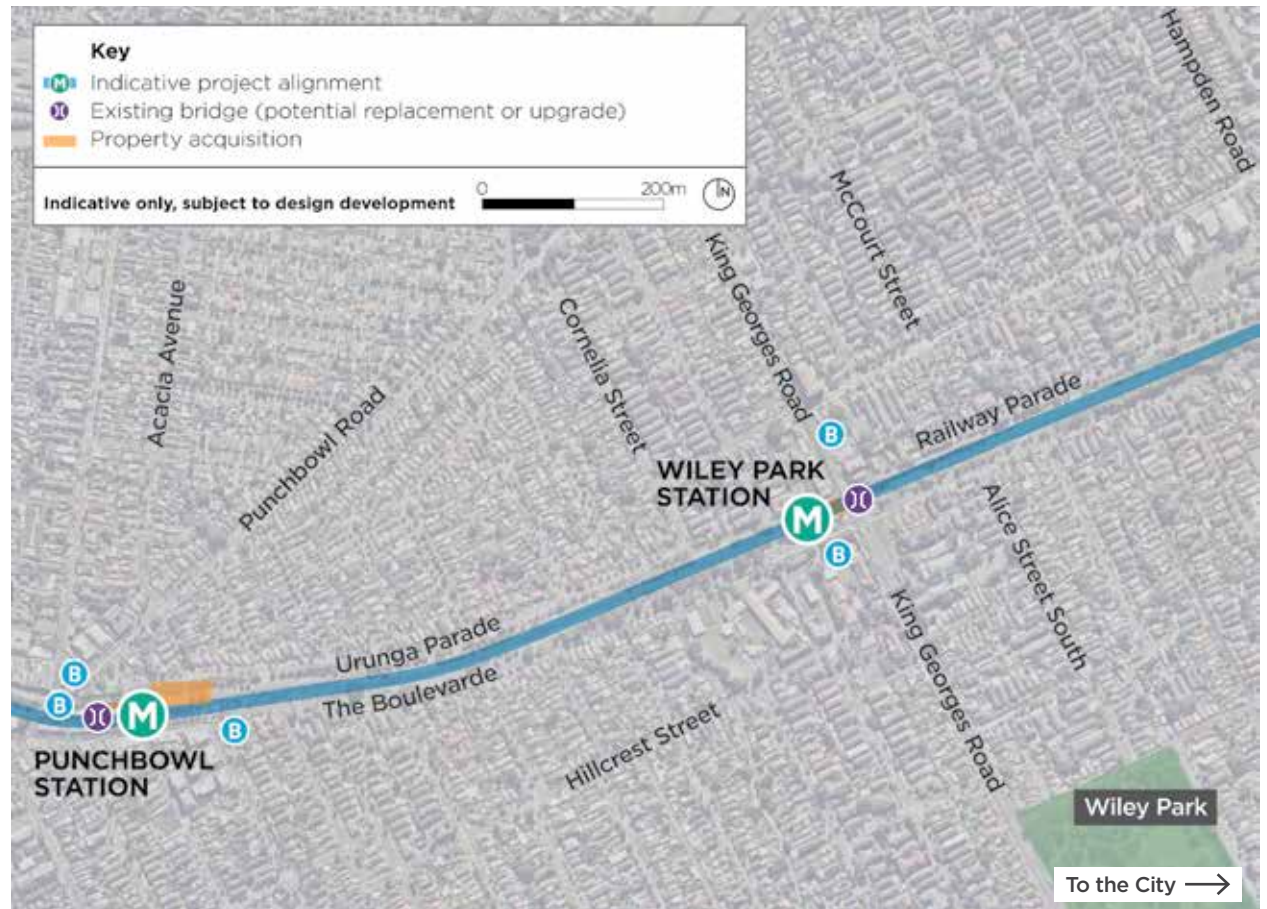


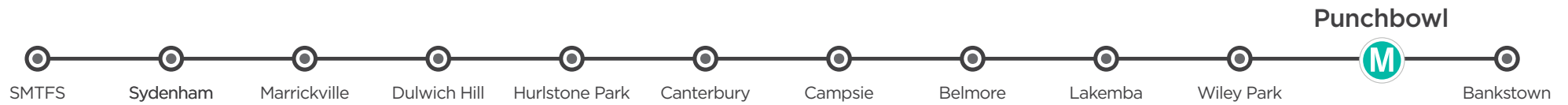
Customers

- Residents within walking and cycling distance
- People accessing the Wiley Park recreational area
- Patrons attending performances at the Bicentennial Amphitheatre

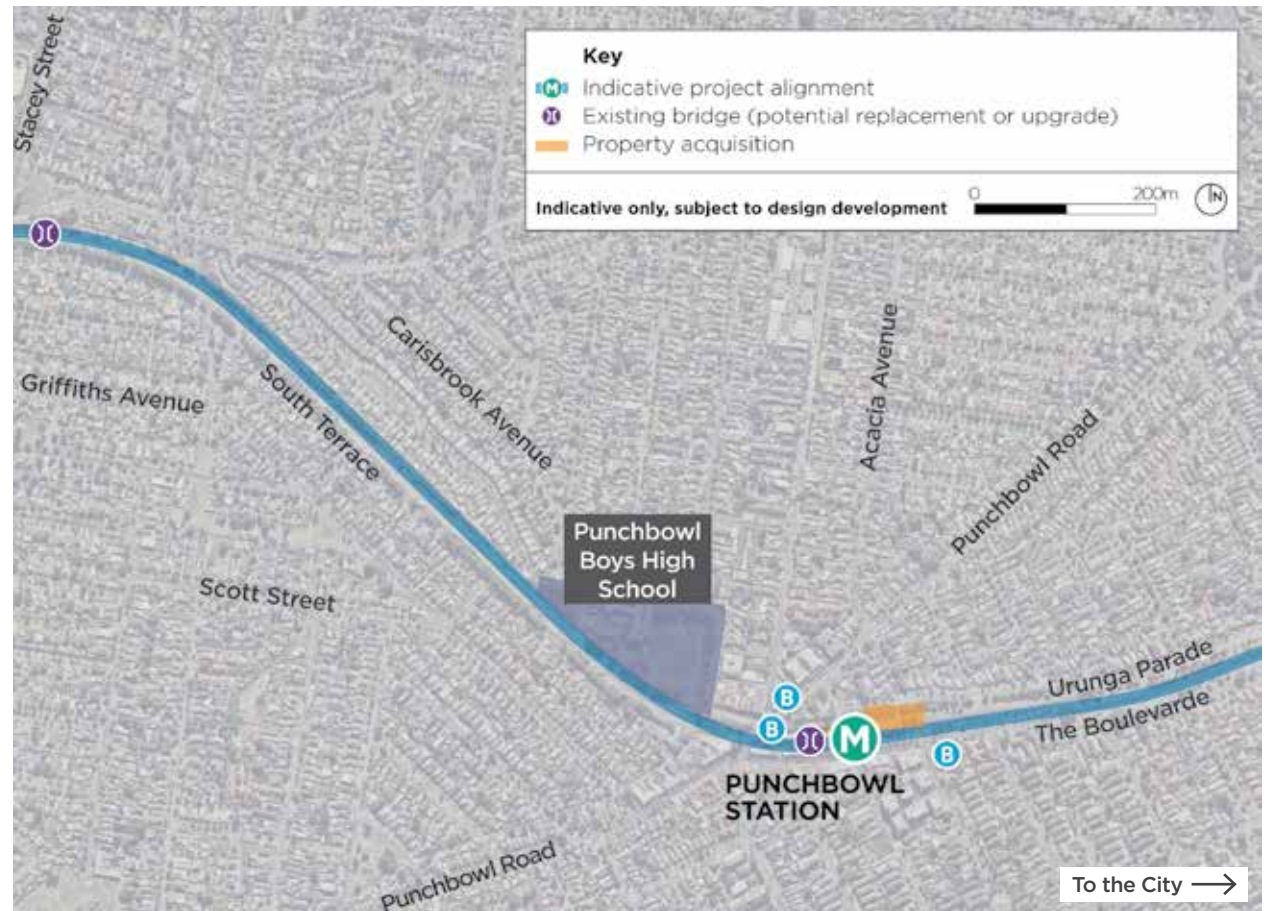
Local government area

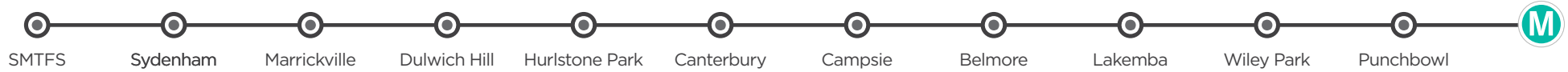
- The City of Canterbury Bankstown





Transport Interchange	
Customers	<ul style="list-style-type: none"> • Visitors to the town centre on Punchbowl Road and The Boulevard • Patrons visiting popular local restaurants and cafes • Passengers interchanging between buses and Metro • Residents within walking and cycling distance
Local government area	<ul style="list-style-type: none"> • The City of Canterbury Bankstown





Transport Interchange



Customers

- Passengers interchanging between Sydney Trains, buses and Metro
- Visitors at the Bankstown Arts Centre
- Patrons accessing the retail area and Bankstown Central
- Residents within walking and cycling distance

Local government area

- The City of Canterbury Bankstown



KEEPING CUSTOMERS MOVING

The T3 Bankstown Line will remain operational during the majority of the construction period. Some major station works, major earthworks and bridge works, will be done during rail possession periods, when trains are not running. During these possessions, a temporary transport plan will be implemented to keep customers moving.

Working in possessions

Possession opportunities being considered include:

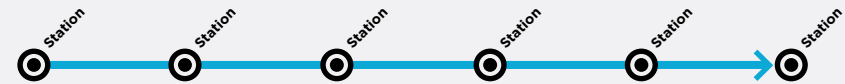
- ▶ **standard** – using existing Sydney Trains weekend possessions, which currently happen four times a year
- ▶ **additional** – additional weekend possessions, over and above the existing four weekends a year
- ▶ **occasional at Sydenham Station** – possessions of multiple tracks/lines through Sydenham Station overnight or in some instances for days at a time
- ▶ **school holidays** – possessions during summer and winter school holiday periods between 2019 and 2024
- ▶ **final possession** – a final three to six month possession for work that can only be done once Sydney Trains services stop using the T3 Bankstown Line. The metro line would open immediately following this.

Temporary transport plan

A temporary transport plan will be put in place during possessions. This plan will be released to the community several years beforehand. Feedback from stakeholders and the community will be invited during the exhibition of the environmental impact statement in mid-2017. Transport for NSW will work hard to ensure disruptions to customers are minimised.

Temporary transport options that will be considered include a mix of the following:

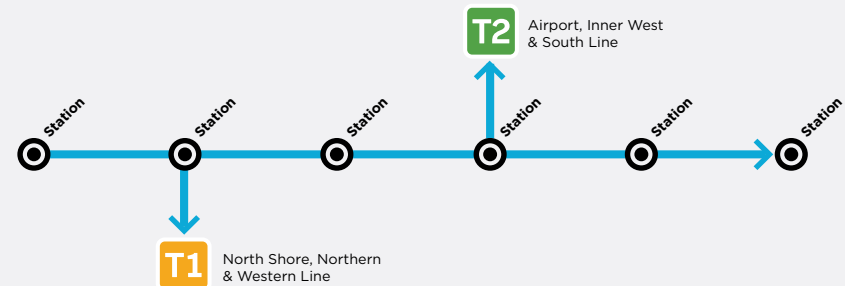
B Temporary transport option 1 – Buses replacing trains stopping at all stations



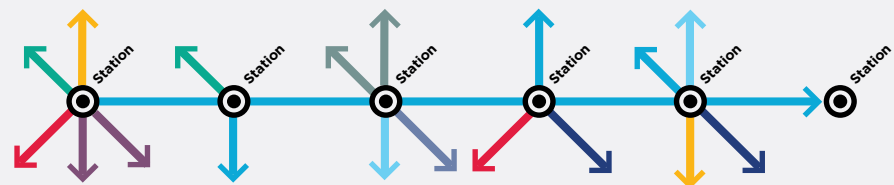
B Temporary transport option 2 – Buses replacing trains stopping at a limited number of stations with express bus to end of journey



B Temporary transport option 3 – Buses replacing trains moving passengers to another line



B Temporary transport option 4 – increase frequency of existing bus services at specific locations



NEXT STEPS

The Sydney Metro City & Southwest Project team will develop detailed planning and environmental documents for further public exhibition and community consultation.

Throughout this planning process, the community will have the opportunity to comment on topics such as construction impacts, heritage, noise and vibration, access, traffic and metro operations. An environmental impact statement for Sydenham to Bankstown will be placed on public exhibition in mid-2017.

During public exhibition, local communities, businesses and stakeholders will be invited to have their say on any topic relating to the environmental assessment.

As part of the exhibition period, the Project team will host a series of information sessions where there will be an opportunity to talk to experts from the Project team and give them feedback.

There will also be opportunity to provide feedback or ask questions via email, phone, or the Project website.

Place Managers

Sydney Metro has dedicated community relations specialists called Place Managers who can be contacted for information specific to an area listed below:

- ▶ Chatswood to Sydney Harbour
- ▶ CBD to Marrickville
- ▶ Sydenham to Bankstown.

Their role is to act as the single, direct contact between directly affected members of the community and the Project team.

They can be contacted on the community information line **1800 171 386**, or via the Project email **sydneymetro@transport.nsw.gov.au**

Download a copy of the Sydenham to Bankstown State Significant Infrastructure Planning Report from our website **www.sydneymetro.info**

Next steps	Northwest	Chatswood to Sydenham	Sydenham to Bankstown
Prepare State Significant Infrastructure Planning Report	✓	✓	✓
Lodge State Significant Infrastructure Planning Report	✓	✓	WE ARE HERE
Secretary's environment assessment requirements (SEARs) issued	✓	✓	
Exhibit Environmental Impact Statement – minimum 30 days	✓	✓	Mid 2017
Prepare Submissions and Preferred Infrastructure Report	✓	✓	
Issue Submissions and Preferred Infrastructure Report	✓	✓	
Receive Project approval	✓	✓	
Start construction	✓	Early 2017	2018
Launch tunnel boring machines	✓	2018	-
Open to passengers	2019	2024	



Public exhibition and community consultation at SMC Conference & Function Centre, Sydney, 25 May 2016



Translating and Interpreting Service

If you require the services of an interpreter, please contact the **Translating and Interpreting Service on 131 450** and ask them to call **Sydney Metro on 1800 171 386**. The interpreter will then assist you with translation.

আপনার, একজন দোভাষীর (হন্টারপ্রেটার) সেবা-সাহায্য আবশ্যিক হলে, অনুগ্রহ করে **১৩১ ৪৫০** নং এ **ট্রান্সলেটিং এন্ড ইন্টারপ্রেটিং সার্ভিস** এর সাথে যোগাযোগ করুন, এবং **১৮০০ ১৭১ ৩৮৬** নং এ **সিডনী মেট্রো** কে কল করতে তাদের বলুন। তখন অনুবাদ/ ভাষান্তরে, দোভাষী আপনাকে সাহায্য করবে।

如果您需要翻译服务，请致电131 450 翻译和口译服务，让他们打 1800 171 386 给悉尼地铁，翻译员然后将帮助您进行翻译。

Εάν χρειάζεστε τις υπηρεσίες διερμηνέα, παρακαλείστε να επικοινωνήσετε με την **Υπηρεσία Μεταφραστών και Διερμηνέων** στο **131 450** και ζητήστε τους να καλέσουν το **Sydney Metro** στο **1800 171 386**. Ο διερμηνέας θα σας βοηθήσει στη μετάφραση.

통역서비스가 필요하시면, 번역 및 통역 서비스 (Translating and Interpreting Service) 전화 **Translating and Interpreting Service on 131 450** 에 연락하시어 **Sydney Metro 전화 1800 171 386** 에 연결해달라고 요청하십시오. 통역관이 통역을 도와 드릴 것입니다.

إذا كنتم بحاجة إلى خدمات مترجم، يرجى الاتصال بخدمة الترجمة الكتابية والشفهية على الرقم **131 450** واطلبوا منهم الاتصال بمترو سيدني على الرقم **1800 171 386**. وبعد ذلك سيقوم المترجم بمساعدتكم في الترجمة.

Nếu quý vị cần dịch vụ thông dịch viên, xin liên lạc **Dịch vụ Thông Phiên Dịch (Translating and Interpreting)** ở số **131 450** và yêu cầu gọi Sydney Metro ở số **1800 171 386**. Sẽ có thông dịch viên giúp cho quý vị việc thông dịch.





यदि आपको दुभाषिए की सेवाओं की ज़रूरत है, तो कृपया अनुवाद एवं दुभाषिया सेवा (**Translating and Interpreting Service**) से **131 450** पर संपर्क करें और उन्हें सिडनी मेट्रो **1800 171 386** पर को फोन करने का निवेदन करें। फिर दुभाषिया अनुवाद में आपकी मदद करेगा।



KEEPING IN TOUCH

For more information visit our website sydneymetro.info or contact us via:

Sydney Metro

-  **1800 171 386** 24 hour community information line
-  sydneymetro@transport.nsw.gov.au
-  Sydney Metro, PO Box K659,
Haymarket, NSW 1240
-  If you need an interpreter, call TIS National
on **131 450** and ask them to call **1800 171 386**

APPENDIX

Appendix A

Stage 1 of Sydney Metro is under construction. There are thirteen stations including:

- Cudgegong Road
- Rouse Hill
- Kellyville
- Bella Vista
- Norwest
- Showground
- Castle Hill
- Cherrybrook
- Epping
- Macquarie University
- Macquarie Park
- North Ryde
- Chatswood

Stage 2 of Sydney Metro will run from Chatswood to Bankstown including the following stations:

- Chatswood
- Crows Nest
- Victoria Cross
- Barangaroo
- Martin Place
- Pitt Street
- Central
- Waterloo
- Sydenham
- Marrickville
- Dulwich Hill
- Hurlstone Park
- Canterbury
- Campsie
- Belmore
- Lakemba
- Wiley Park
- Punchbowl
- Bankstown

Appendix B

Key Sydney Metro facts

- Stage 1 – Sydney Metro Northwest opens in 2019
- Stage 2 – Sydney Metro City and Southwest opens in 2024
- 66 kilometres of new metro rail for Sydney
- 31 state-of-the-art, fully accessible metro stations
- 98 percent on time running reliability
- A train every four minutes in the peak
- A train every 10 minutes in the off peak
- Continuous mobile phone coverage through the network
- No timetable – customers will just turn up and go
- Opal Ticketing

Train features

- Three double doors per carriage for faster loading and unloading
- Level access between platform and train
- Two multi-purpose areas per train for prams, luggage and bicycles
- Wheelchair spaces, separate priority seating and emergency intercoms
- Real-time travel information and live electronic route maps
- Platform screen doors keep people and objects away from the edge and allow trains to get in and out of stations much faster
- Inside you can see from one end of the train to the other
- Heating and air conditioning
- 170 metres long platforms – longer than most of Sydney
- Customer service assistants at every station and moving through the network during the day and night

Safety

- Sydney Metro is Australia's first fully-automated metro rail network. Around the world, millions of people use these networks every day in cities like Paris, Singapore, Dubai and Hong Kong

Operations Control Centre

- State-of-the-art network controlled from new high-tech facility at Tallawong Road
- Constant monitoring - Expert train controllers monitor entire metro system
- Security - More than 230 tunnel cameras on Sydney Metro Northwest alone
- Signalling and communication systems - Control the trains, tunnels, platforms and skytrain to deliver a safe and reliable journey
- Faster journeys - System minimises the time trains are stopped at stations and the time between each train

Appendix C

Sydney's Rail Congestion

Sydney's current rail system was built over 160 years. There are 120 trains per hour on 15 lines, all coming together on 6 CBD train tracks.

- The Bankstown Line adds to Sydney's big rail bottleneck
- It funnels trains on to the East Hills and Inner West lines outside Central
- Queuing trains make delays worse, causing backlogs in the west and south west

In the future Sydney Metro will help by busting congestion.

- Removes the Bankstown Line bottleneck by putting the line on Sydney's new stand-alone metro system
- Suburban trains from the Bankstown Line allocated to other lines
- Clearing the funnel means more trains and more reliable services

Further information

Web sydneymetro.info | Phone **1800 171 386** | Email sydneymetro@transport.nsw.gov.au
To subscribe to community updates or work notifications in your area visit sydneymetro.info

Information in this document has been prepared in good faith and is correct at the time of printing. February 2017.

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