

Sydney Metro is Australia’s biggest public transport project.

Services started in May 2019 in the city’s North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new CBD metro railway stations underground at Martin Place, Pitt Street and Barangaroo and new metro platforms under Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

The upgrade of the T3 Bankstown Line to metro standards received planning approval on 19 December 2018.

Bankstown Line shutdown during upgrade works

It’s important to note the T3 Bankstown Line will remain open during the majority of construction. Our priority is to upgrade and convert the line as quickly as possible and inconvenience the least amount of customers.

The first stage of major work to upgrade the T3 Bankstown Line to metro standards will take place between Sydenham and Campsie over the Christmas and New Year holiday period, when buses will replace trains to keep customers moving.

The Christmas closure of the T3 Bankstown Line was announced in 2017. Following community feedback, the Christmas closure was reduced from six weeks to two weeks. Final transport plans that will keep customers moving during the upgrade will be shared with the community well in advance of any shutdown to give people plenty of time to plan ahead.

Bankstown Line metro upgrade

Over the next month early investigation work will continue along the Bankstown line between Sydenham and Campsie stations (weather and site conditions permitting).

Day work

Project standard working hours are Monday to Friday 7am - 6pm and Saturday 8am - 6pm.

Location	Detail
Whole corridor (Sydenham – Campsie)	<ul style="list-style-type: none"> • Activities within the rail corridor (unless specified) will include: <ul style="list-style-type: none"> ○ Surveys/investigations in and around the stations including platform, track, signals, drainage and other rail assets ○ Site establishment work including site preparation, installation of haul roads and temporary fencing ○ Survey and ground testing in the rail corridor and nearby public areas ○ Locating and confirming underground services which will involve using hand held equipment, cameras and non-destructive digging ○ Geotechnical investigations which will include minor drilling and testing the ground ○ De-vegetation and clearing where required ○ Installation of cable routes including galvanised steel trough (GST) and ground level trough (GLT) ○ Installation of safety fencing • Equipment used for the above work will include vacuum suction trucks, dump trucks, excavators, crane trucks, lifting machinery, elevated work platform, forklift, water cart and power and hand tools



- Rail access gates along the corridor from Fraser Park to Campsie will be used for delivery and removal of plant, equipment and materials.

Out-of-hours work

Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours when trains are not running. Some equipment will also be delivered outside standard construction hours in line with RMS requirements for transporting oversized vehicles.

Date/Time	Location	Detail
From 2am Saturday 10 August to 2am Monday 12 August (Further targeted notifications will be distributed prior to out-of-hours works commencing)	Whole corridor between Sydenham and Campsie	<ul style="list-style-type: none"> • Activities will include: <ul style="list-style-type: none"> ○ Surveys in and around the stations including platform, track, signals, drainage and other rail assets ○ Installation of Galvanised Steel Troughing (GST) cable route at Livingstone Road and Victoria Road, Marrickville ○ Signalling and communications work within the rail corridor at Albermarle Street, Marrickville ○ De-vegetation in the rail corridor where required ○ Pre-trenching preparatory work to power poles near intersection of Melford and Hutton Street, Hurlstone Park ○ Geotechnical investigations at Campsie station • Equipment used for the above work will include vacuum suction trucks, excavators, crane trucks, lifting machinery, elevated work platform, forklift, water cart and power and hand tools • Access to the rail corridor will be via the existing rail corridor and pedestrian gates located between Sydenham and Campsie stations.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and installing non-tonal reversing beepers on vehicles.

Keeping you informed

Properties close to the rail corridor will receive notifications when work is scheduled to occur. Sydney Trains will deliver notifications for work done during scheduled rail maintenance periods and Sydney Metro will keep you informed of all other work. If you'd prefer to receive updates by email, please contact us using the details below. Alternatively drop by the Sydney Metro Community Information Centre (CIC) at 243 Beamish St, Campsie to speak to a Sydney Metro representative and to learn more about the project.

Thank you for your cooperation while we complete this essential work.

If you have any questions please contact **Melanie** on **1800 171 386** (24 hour community information line) or SouthwestMetro@transport.nsw.gov.au

