



Sydney Metro City is now open.

Southwest Metro project update

October 2024

Final conversion shutdown begins

The T3 Bankstown Line between Sydenham and Bankstown was closed on Monday 30 September to enable the final conversion of the 130-year-old line to modern metro standards.

Travel on replacement bus services, known as Southwest Link, is free for all passengers for the entire conversion period, until the estimated completion date of late 2025.

The final shutdown is needed for works that can only be completed once Sydney Trains services stop running – including installing platform screen doors, upgrading tracks and corridor, and train testing and commissioning.

When the conversion is complete, passengers will have access to a 21st century high-tech metro line with a train every four minutes during the peak, along with fully accessible stations and services.

Sydney Metro City opens

Sydney Metro City officially opened on Monday 19 August 2024.

Within the first four weeks of the city section opening between Chatswood and Sydenham, more than five million metro trips were taken on the new M1 Northwest and City Line, averaging 200,000 trips per weekday and 99.36 per cent of services ran on time.

New city services run every four minutes in the peak, five minutes during the interpeak (the period between morning and afternoon peaks), and every 10 minutes during off peak and on the weekend.

Passengers can plan their metro journey by visiting transportnsw.info/trip

Project timeline



Southwest Link

Stations between Sydenham and Bankstown have closed for around 12 months while work takes place to get ready for Sydney Metro. Southwest Link buses will replace trains between Sydenham and Bankstown during this time.

Key features of Southwest Link

- Three dedicated bus routes.
- Frequent services every day from early in the morning until late at night, with a bus every two to four minutes in peak periods across some routes.
- A mix of all stops and limited stops services.

Free travel on Southwest Link buses

Travel on Southwest Link buses is free for all passengers for the duration of the final T3 Bankstown Line conversion.

Fares will still apply for all travel on regular train, bus, ferry, and light rail services.

Opal benefits including the multi-modal discount and weekly travel cap will still apply.

Frequently asked questions

Will Southwest Link services be accessible?

All Southwest Link routes will be serviced by low-floor accessible buses. As Southwest Link bus stops are located on roads near each station, passengers with accessibility needs should plan ahead to determine the best path of travel to their bus stop.

Will my journey time increase during the upgrade?

Passengers should allow extra travel time to complete their journey between Sydenham and Bankstown during the upgrade.

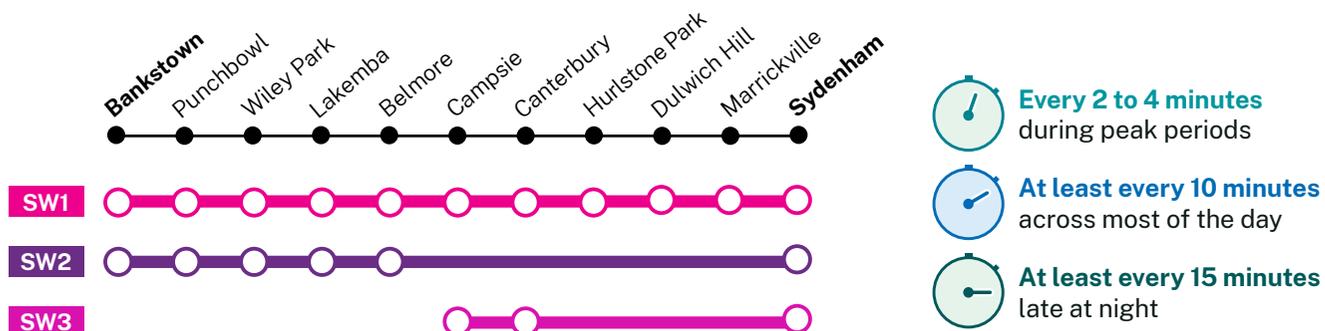
Will there be parking changes during Southwest Link?

Yes. Parking arrangements are required to change near impacted train stations to allow buses to operate efficiently across the 12 month final conversion period.

How can I plan my Southwest Link trips?

Passengers can plan their travel on the new Southwest Link services by visiting transportnsw.info/trip.

Southwest Link bus services and frequencies



How can I stay informed?

To stay informed and receive timely updates regarding Southwest Link and other suitable travel options during the upgrade, visit transportnsw.info/southwestlink





Construction lookahead

During the conversion shutdown, works will continue to complete the project scope at stations and in the rail corridor. In the first two months, construction work will focus on activities that must be completed before testing and commissioning can begin, including:

- installing platform screen doors at all stations between Marrickville and Bankstown
- installing the remaining 81 (of 170) mechanical gap fillers across eight stations
- installing new vertical screen barriers, low traffic barriers on kerb edges or adjacent security fencing at eight station bridges, seven corridor bridges and 66 non bridges
- removing and replacing fencing at the stations
- final adjustments to overhead wiring and tracks to metro standards.

Following the priority works, construction will continue while testing and commission gets underway. Activities will include:

- refurbishing station buildings and platform surfaces
- final platform works such as installing tactiles and wayfinding signage
- public domain finishes including landscaping, footpath rectification works, bike parking and new and upgraded lighting
- installing bollards and other barriers at station entrances
- finishing works at stations including painting and repairs
- commissioning and testing of equipment in stations and service buildings.

Active transport rolls into Southwest

A permanent active transport link running between Sydenham and Bankstown will be ready for cyclists and pedestrians a year after Southwest Metro services opening.

Running adjacent to the railway corridor, the new Southwest Active Transport Link will feature extra footpaths, new separated cycleways, shared zones and designated pedestrian and cyclist road crossings.

An interim cycleway and pedestrian path between Sydenham and Marrickville stations has opened to support communities to get around during the conversion of the T3 Bankstown Line to metro standards.

Additional improvements around stations include designated bike parking, additional share bikes, directional signage and reduced speed zones along surrounding streets to make it safer for cyclists and pedestrians to move around.



An artist's impression of the new public plaza looking from North Terrace, Bankstown.

Keeping the corridor secure

To help ensure the safe operation of metro trains in the southwest, a high-tech new intrusion detection security system will be installed between Sydenham and Bankstown.

Fibre optic cables will be installed onto the rail corridor security fence, that will trigger an alert to the Sydney Metro Operational Control Centre (OCC) when an object or individual makes contact with the fence.

CCTV cameras will also be installed inside the rail corridor that will automatically point towards the impacted section of the fence, allowing security staff at the OCC to identify a possible intrusion and take the necessary action to respond.

Frequently asked questions

Will there be work outside of daytime construction hours?

Due to the nature of some activities, and to reduce the length of the overall construction program, work will take place at night in some areas. Residents likely to be impacted by out of hours work will be notified in advance of activities taking place.

Will all works be completed when metro services to Bankstown begin?

Work during the final conversion shutdown will be focused on scope required to run metro services. This is because the priority is to reduce passenger impacts and begin operating metro services as soon as possible. Some works not required for operations, such as precinct works, upgrades outside the rail corridor, fencing works and access improvements, may continue being delivered after the metro becomes operational.

Will the City line need to be shut for metro testing to Bankstown?

A series of weekend and overnight possessions are expected to take place on the City metro line to integrate the network with the metro extension to Bankstown. Specific dates will be provided closer to the time.

Southwest Metro completed work

Sydney Metro's station upgrade contractors have already completed the majority of their scope, including:

- ✓ **upgrade of Sydenham Station** – new pedestrian concourse and Burrows Avenue station entrance now open
- ✓ **new lifts** at Wiley Park, Dulwich Hill, Hurlstone Park, Punchbowl and Canterbury Stations are now open
- ✓ **new pedestrian footbridge** installed at Dulwich Hill Station to connect to light rail station
- ✓ **public art** and glazing work at Sydenham, Marrickville, Dulwich Hill, Hurlstone Park, Canterbury, Campsie, Belmore, Wiley Park and Punchbowl complete
- ✓ **renewed pedestrian concourse** and shopfronts at Campsie
- ✓ **new Kiss and Ride zones** at Sydenham, Dulwich Hill, Hurlstone Park, Canterbury, Campsie, Belmore, Lakemba, Wiley Park and Punchbowl
- ✓ **new public plaza** next to Belmore Station now open
- ✓ **89 of 170 mechanical gap fillers** are now installed across Marrickville, Dulwich Hill, Canterbury and Campsie stations.

Testing and commissioning

A comprehensive testing and commissioning program will take place before the independent national rail safety regulator conducts a rigorous safety assessment and approves passengers to get on board between Sydenham and Bankstown. This will follow a similar process to the testing that was done between Chatswood and Sydenham. The staged program will include:

1	Low speed manual testing	Trains manually driven along the upgraded railway line at a maximum speed of 25km/h. Train acceleration and braking will be tested, as well as tests to determine the functionality and reliability of the system under operating conditions.
2	Loaded testing	Testing will also be carried out under loaded conditions, where the metro trains are filled with over one hundred 1000-litre water containers to simulate the weight of a fully loaded train.
3	High speed automated testing	Automated, high-speed testing takes place with trains reaching a maximum speed of 110km/h.
4	Trial running	Once all testing has been completed, the converted railway line will be handed over to the operator to commence trial running. Trial running involves running trains to a full working timetable, as well as various operational and customer checks.
5	Passenger services begin	Southwest Metro opens to passengers.

Contact us

If you have any questions or would like more information please contact our project team:

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