



High speed testing is past halfway.

Southwest Metro project update

April 2026

Testing on track

The Southwest Metro project has accelerated its testing program by hitting four major milestones:

- testing up to speeds of 100km/h, ramping up from the previous 25km/h limit
- testing the first full run between Tallawong and Bankstown
- testing under loaded conditions to simulate a full passenger train
- testing the train and station systems to ensure they operate together.

Since testing at higher speeds began in November 2025, more than 2500 of the required 9000 hours have been completed at speeds of up to 100 km/h, along with around 17,000 kilometres of the required 30,000 kilometres of testing.

Trains will be performing a wide range of tests including ride comfort, braking, systems and communications. Earlier this month four trains joined the testing fleet, and from July onwards up to six trains will be testing at one time.

As we prepare for operations, testing will move into the 'Trial Running' phase – a crucial step in achieving accreditation before passenger services can begin.

When the line opens later this year, the Southwest Metro will more than double peak-hour capacity. Trains will run every four minutes, providing accessible and reliable services that will transform daily travel for thousands of people across the southwest.



First test run completed between Tallawong and Bankstown – stopping at all 31 stations over 66 kilometres.

Project timeline



Southwest opening

The extension of the new Sydney Metro between Sydenham and Bankstown is expected to be completed in the second half of 2026.

The conversion of a century old train line to a brand-new state of the art metro is a very complex and difficult project, which has been compounded by more than 130 days of work on the project being impacted by industrial action and its subsequent effects. This has placed increasing pressure on our construction and testing programs.

Industrial action limited access to work sites and restricted the provision of crucial work permits, which were needed for contractors to safely complete work in a live electrical network environment.

Despite the significant disruptions, the project team and delivery partners have worked tirelessly to progress the Southwest conversion.

We appreciate the community's patience and understanding while we complete this important upgrade.

Construction progress update



New metro signage across all stations.



Multi-train testing has started, with up to 6 trains set to join the fleet soon.



13/15 overbridges upgraded to improve safety.



The loaded testing train has been loaded with 106 large containers filled with a total of 115,500 litres of water – the equivalent of 1540 passengers.

Green thumbs up for a greener future

More than 1700 trees are being planted across the Canterbury–Bankstown LGA as part of Sydney Metro’s ongoing commitment to sustainability.

Trees will be planted in nature strips in front of homes, helping create greener, cooler residential areas that will enhance the liveability of the local area.

Working closely with the City of Canterbury–Bankstown, the tree species selected are from council’s approved list, ensuring a mix of native and non-native species appropriate for individual locations.



Two trees are replanted for every one removed.

Platform screen doors complete

All platform screen doors have now been installed across the Southwest project with 360 doors stretching 13.5 kilometres over the 10 stations.

Each door weighs 175 kilograms and reaches around 2.5 metres to create a complete barrier between the platform and the track.

The doors will help increase safety by creating a barrier between the platforms and tracks, allowing customers to move along the platforms safely as well as improve travel times by allowing trains to get in and out of the station much faster.

With installation now complete, a rigorous testing and commissioning program is underway to ensure it is ready for when metro services start in 2026.



Testing platform screen doors across Southwest stations.

Dulwich Hill's new community place

The new 1200sqm Dulwich Hill plaza was opened to the community by Transport Minister, the Hon John Graham and Member for Summer Hill, Jo Haylen on 16 February 2026. This new public space will strengthen the connections between bus services in the nearby village centre, Dulwich Hill Light Rail and future Southwest Metro services.

Designed as more than a thoroughfare, the plaza features sandstone seating, new lighting and landscaping, creating a safe, accessible and welcoming place for the community to enjoy. Additional features include bike hoops, drinking fountains and a new accessible pathway from Wardell Road to the station lift.



Above images: The new Dulwich Hill plaza.

PA testing



Testing of the PA system along the Southwest line has started and will continue until mid-2026.

If you're near the stations, you might hear:

- announcements that sound a bit louder than usual
- emergency-style messages
- bursts of “white noise”.

These volumes are temporary and for testing purposes only – they do not reflect the final operating sound levels.



Bankstown's new plaza.

Bankstown plaza now open

Community members, metro staff and passers-by excitedly attended the official ribbon-cutting to celebrate the opening of Southwest Sydney's first major integrated transport interchange – Bankstown plaza.

The transit-orientated precinct features a brand-new, 90-metre cross-corridor plaza that connects the entrances of the upgraded Sydney Trains station and the new Metro station, which is set to open later this year.

The plaza includes newly planted trees, lighting, seating, wayfinding as well as a secure bike storage facility and bike repair station.

The precinct pays tribute to its history through a series of heritage elements. A new timber deck wraps around a 150-year-old fig tree, and ground inlays trace the path of the original train line. Together, they honour the railway that shaped this area for generations.



New Sydney Trains entrance with 8 new Opal gates.

Fast facts



The plaza is paved with **2566 m² of tiles**



24 trees were planted



48 bicycle spaces (36 secure + 12 on-plaza) were created



The plaza took **1.5 years** to construct



220 tonnes of Australian steel was used to construct two new station buildings



It took **1942 workers** to construct the plaza

Have your say

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

1800 171 386 Community infoline open 24 hours
sydneymetro@transport.nsw.gov.au

Sydney Metro City & Southwest
 PO Box K659, Haymarket NSW 1240



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