

Bankstown Line metro conversion approved



The new Sydney Metro train

A world class metro service with faster journeys, more trains, easier access and better connections is coming to the south west.

From early 2019 you will see our construction teams at stations between Bankstown and Marrickville, setting up work sites and conducting investigations.

This signals the start of the upgrade to the T3 Bankstown Line between Sydenham and Bankstown, including making all 11 stations fully accessible with lifts for the first time at Punchbowl, Wiley Park, Canterbury, Hurlstone Park and Dulwich Hill.

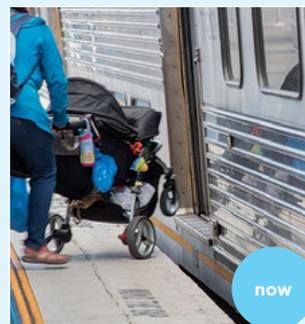
The project also includes upgrades to tracks, stations and signals, and opportunities for station improvements like a new public plaza at Campsie and a new concourse across Dulwich Hill Station connecting metro and light rail.

This work will deliver a new direct connection to Waterloo, four city stations, North Sydney, Crows Nest, Chatswood, North Ryde and Macquarie Park, all without having to change trains.

Key features of the new metro

- Lifts at every station between Bankstown and Marrickville
- Improved CCTV surveillance and platform screen doors
- All trains stopping at all local stations - no waiting for the right train
- Safe and easy interchanges between metro and Sydney Trains services
- Faster travel times to key employment and education precincts

All Sydney Metro stations will have level access between platforms and trains - no more gaps or steps up into the train



Fast and frequent services



every 4 minutes
in the peak



10 minutes
in the off peak

2019
Northwest
Opens 2019

2024
City & Southwest
Opens 2024

Second half 2020s
West
Second half of 2020s

2026
Western Sydney Airport
Opens 2026

31 metro stations
Fully accessible

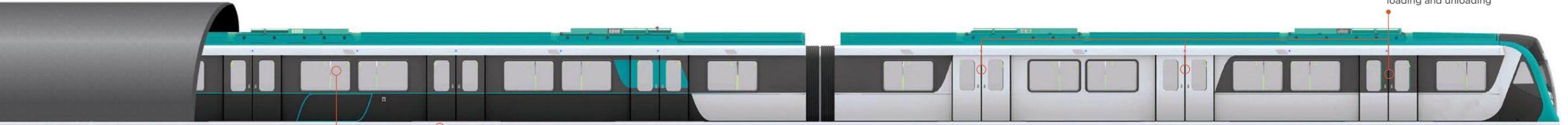
No timetable
Customers will just turn up and go

Connected
Continuous mobile phone coverage through network

38 cameras on each train

Video help points on all platforms

Double doors for faster loading and unloading



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

Heating and air conditioning

Level access between platform and train

Platform screen doors keep people and objects away from the edge and allow trains to get in and out of stations much faster

Wheelchair spaces, separate priority seating and emergency intercoms

Inside you can see from one end of the train to the other

Real-time travel information and live electronic route maps

Two multi-purpose areas per train for prams, luggage and bicycles

Sydney Metro - the facts

Improving reliability

The T3 Bankstown Line creates a significant bottleneck as it merges with other railway lines close to the Sydney CBD, including the T8 Airport & South Line and the Inner West & Leppington Line.

Moving Bankstown Line services to the new standalone metro system removes this bottleneck, providing capacity for more trains to run on the existing network across Sydney.

Frequency

When services on Sydney Metro City & Southwest start in 2024, there will be a train every four minutes in the peak in each direction, with plenty of space to grow in the future.

There will be ultimate capacity for a metro train every two minutes in each direction under the city.

Stations along the T3 Bankstown Line currently have a train every six to 15 minutes in the morning peak.

Now **4 to 10** per hour

Sydney Metro **15** per hour

Capacity

Over the three-hour morning peak, Sydney Metro will be able to move 51,000 people in each direction on the Bankstown Line - that's an extra 15,000 more people than now.

Publicly owned

Sydney Metro infrastructure, like the stations, trains and railway tracks, are owned by the NSW Government.



Seating

In the three-hour morning peak, Sydney Metro will deliver more than 17,000 seats on 45 services from Bankstown to the city.

More than **17,000** seats

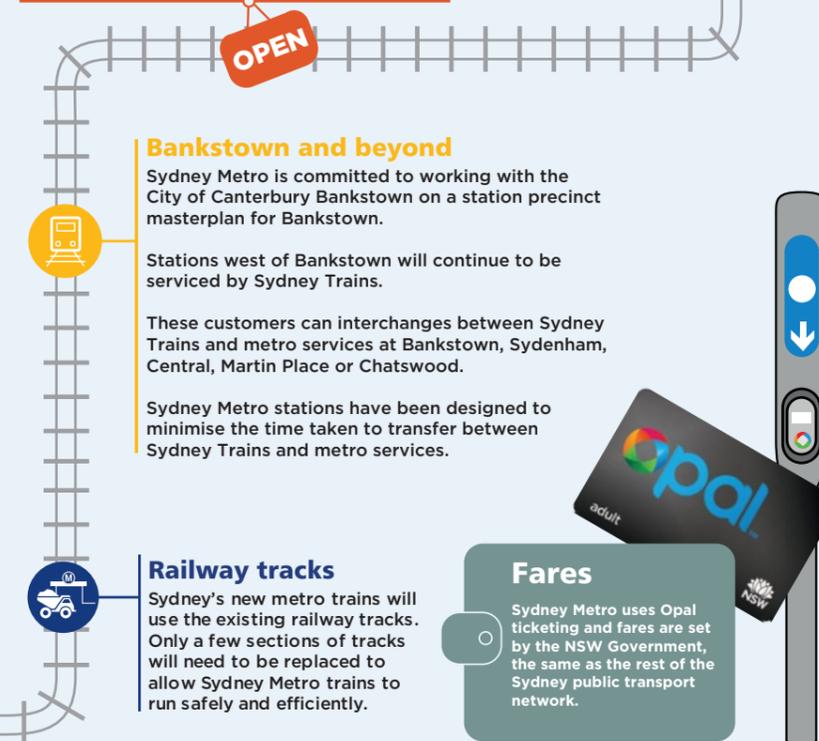
Transport during upgrades

The T3 Bankstown Line will remain open during the majority of construction.

Some major work will be done during planned rail possessions when trains are not running, including at night, on weekends and an additional rail possession during the Christmas school holidays.

A final three-to-six month possession will be used to complete the upgrade, including installing platform screen doors and testing and commissioning the line.

Temporary bus services will keep people moving.



Bankstown and beyond

Sydney Metro is committed to working with the City of Canterbury Bankstown on a station precinct masterplan for Bankstown.

Stations west of Bankstown will continue to be serviced by Sydney Trains.

These customers can interchanges between Sydney Trains and metro services at Bankstown, Sydenham, Central, Martin Place or Chatswood.

Sydney Metro stations have been designed to minimise the time taken to transfer between Sydney Trains and metro services.

Railway tracks

Sydney's new metro trains will use the existing railway tracks. Only a few sections of tracks will need to be replaced to allow Sydney Metro trains to run safely and efficiently.

Fares

Sydney Metro uses Opal ticketing and fares are set by the NSW Government, the same as the rest of the Sydney public transport network.

Steps and gaps

Sydney Metro will have level access between platforms and trains.

The current platforms were built when steam trains used the Bankstown Line in the 19th century.

Sydney Metro will reduce the gap and remove the step up to the train that is common at some stations.

Connections to the city

Sydney Metro will deliver direct access to the city via new metro stations at Martin Place, Pitt Street and Barangaroo, better connecting customers to Sydney's employment, financial and retail districts.

Customers between Bankstown and Marrickville, will not need to interchange at Sydenham or Central to access the new metro stations in the Sydney CBD or the key centres of Waterloo, North Sydney, Crows Nest, Chatswood, North Ryde and Macquarie Park.

Erskineville and St Peters

With the introduction of Stage 1 of the NSW Government's \$1.5 billion More Trains, More Services program in November 2017, which included the introduction of 1500 additional rail services, St Peters and Erskineville stations have frequent services to the city in the morning peak, with eight services an hour at St Peters and six services an hour at Erskineville.

When Sydney Metro City & Southwest opens in 2024, St Peters and Erskineville stations will continue to be serviced by Sydney Trains.

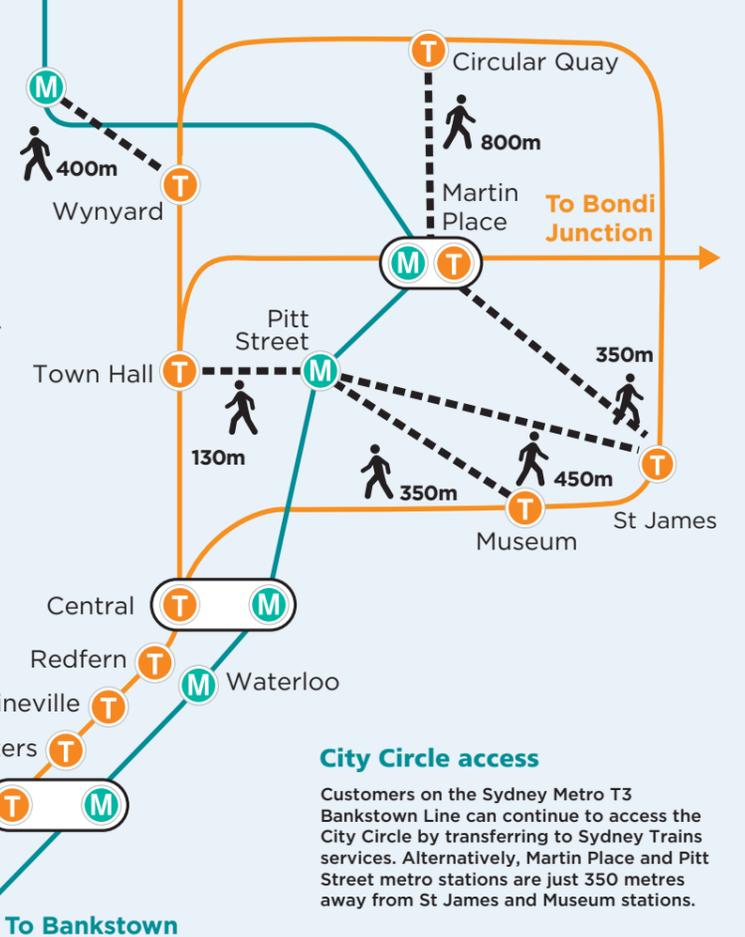
Sydney Metro will deliver new and direct access to key employment and educational precincts like Barangaroo, North Sydney, Chatswood and Macquarie University.

Customers at St Peters and Erskineville will be able to access these areas by catching a train to Central and connecting to the metro.

Sydney Metro connections

To North Sydney and the North West

To North Sydney and Hornsby



City Circle access

Customers on the Sydney Metro T3 Bankstown Line can continue to access the City Circle by transferring to Sydney Trains services. Alternatively, Martin Place and Pitt Street metro stations are just 350 metres away from St James and Museum stations.

To Waterfall, Cronulla and Macarthur

To Bankstown