



Planning Approval Consistency Assessment Form

SM-17-00000111

Sydney Metro – Metro Body of Knowledge (MBoK)

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Prepared for:	Sydney Metro
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1. Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

SSI_8256 Sydney Metro City & Southwest – Sydenham to Bankstown

SSI_8256 Sydney Metro City & Southwest – Sydenham to Bankstown Station: Modification 1 – October 2020

Date of determination:	Infrastructure Approval date – 12 December 2018 Modification 1 Approval date – 22 October 2020	Type of planning approval:	Critical State Significant Infrastructure
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Relevant background information (including EA, REF, Submissions Report, Director General’s Report, MCoA):

Sydenham to Bankstown Environmental Impact Statement (EIS) – September 2017
 Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR) – June 2018
 Sydenham to Bankstown Submissions Report (SR) – September 2018
 Sydenham to Bankstown Modified Conditions of Approval – October 2020
 Consistency Assessment Temporary Transport Plan April 2023 ([TfNSW70](#) April 2023)
 Consistency Assessment Temporary Transport Plan 2023 school holidays ([TfNSW73](#) July 2023)

All proposed works identified in the assessment would be undertaken in accordance with the mitigation measures identified in the EIS, SPIR, SR, the Conditions of Approval and Temporary Transport Management Plans TTMP(s) prepared for the possession period.

Description of existing approved project you are assessing for consistency:

Approved project

The approved project includes construction and operation of a metro rail line, approximately 13km long, between Sydenham Station and Bankstown Station, including ten metro stations west of Sydenham (Marrickville to Bankstown inclusive) and associated ancillary infrastructure. The works include station works, track and rail system facility works and other works to support metro operations.

Description of approved project between Sydenham and Bankstown

Sydney Metro City and Southwest – Sydenham to Bankstown works includes the following:

Station works

In addition to the station upgrades to improve accessibility, works to meet the standards required for metro services include:

- Installation of platform screen doors
- Provision of operational facilities, such as station service buildings

- Accessibility upgrades for buildings
- Works related to integration with other modes of transport.

Track and rail system facility works

The upgrade of track and rail systems to enable operation of metro services include:

- Track works where required along the rail corridor, including upgrading tracks and adjusting alignments, between Sydenham Station and Bankstown Station
- New turn back facilities and track crossovers
- Installing Sydney Metro rail systems and adjusting existing Sydney Trains rail systems
- Overhead wiring adjustments.

Other Project elements

- Upgrading existing bridges and underpasses
- Security measures, such as fencing
- Noise barriers
- Modifications to corridor access gates and tracks
- Augmentation of existing power supply, including new traction sub-stations
- Utility and rail system protection.
- Bridge protection works
- Combined Service Route
- Drainage works to reduce flooding and manage stormwater
- Provision of temporary facilities to support construction, including construction compounds and work sites

Temporary Transport Plan (TTP) during possessions

The Sydney Metro City and Southwest station upgrades between Sydenham and Bankstown include various construction activities that require the temporary shutdown of part of the rail line. The Environmental Impact Statement (EIS) for the project was exhibited in August 2017. The EIS presented a Temporary Transport Strategy (TTS) which outlined the use of bus replacement services over track possession periods, including assessments when trains could not run on the T3 Bankstown Line during construction. The possession periods that were assessed included school holiday possession periods (two (2) weeks in July and six (6) weeks in December/January for five (5) years), four (4) additional weekend possessions per year (in addition to the standard Sydney Trains possessions) and a final possession of up to six (6) months.

The Temporary Transport Strategy is presented in Appendix G of the EIS which states that rail possessions during school holiday periods had only been proposed for the July and December-January school holidays. The possession schedule was planned to avoid the April school holidays when events such as the Easter Show are held, and the October school holidays when sporting finals are often held. However, the needs of each special event will be considered separately. In many cases, the standard TTP would be able to accommodate the increased customer demand, subject to increasing bus frequencies to peak hour levels if the event occurs during the evening or on a weekend.

In line with Condition of Approval E48, a Temporary Transport Management Plan (TTMP) must be prepared in accordance with the Temporary Transport Strategy included under documents in Condition A1 one month before the implementation of the Plan to define the initiatives that will be implemented for that possession.

The TTS identified that, as the possessions occur over a number of years, the nature of each possession is different due to progression in construction activities and forecasted transport demand growth along the corridor. Therefore, a TTP will be developed for each possession which will comprise a service plan (TTSP) and management plan (TTMP), to define the initiatives that will be implemented for that possession.

Following exhibition of the EIS, changes were made to the exhibited project in the Submissions and Preferred Infrastructure Report (SPIR). Given the reduction in the construction activities required to deliver the scope of works identified in the SPIR, there was also a change to the proposed temporary transport arrangements. Key changes to these arrangements included:

- Changes to possession periods:
 - Additional eight (8) weekend possessions per year
 - Two (2) week possessions during December holiday periods only
 - Occasional weekday night-time possessions
- Concurrent closure of three (3) stations for up to two (2) months.

To date, in accordance with Condition of Approval E48, a TTMP has been successfully delivered across school holiday possession periods between 2019 – 2023, including an extended weekend possession during the April school holiday period in 2023, and an extended December possession in 2023. Various methods have been used to capture community feedback during the implementation of each these rail possessions to inform or optimise the next TTMP for the possession period.

2. Description of proposed change which is the subject of this assessment

This Consistency Assessment relates to the April school holiday possession from Saturday 13 April – Wednesday 25 April 2024 to enable construction of the Approved Project.

The SPIR assessed the two-week possession for the December holiday periods only, with the planned possession schedule to avoid the April and October school holidays periods due to events. Unexpected challenges encountered over the last few years, including Covid-19, extended wet weather and industrial action has prevented the work required over past possession periods to be adequately completed, the proposed school holiday possessions are required to deliver the Sydney Metro project. A comparison of the approved possessions and closures against the proposed is provided in Table 1.

Table 1 – A comparison of the approved possessions and closures against the completed and proposed possessions.

Rail Possession/ Closure type	Approved Rail Possessions and Station Closures (Section 2.7.2 and Section 2.7.3 of Appendix B of the SPIR)	Completed and proposed rail possessions/ closures
Standard Sydney Trains weekend possessions	4 weekends each year	Undertaken when required
Additional weekend possessions	8 weekends each year	Undertaken when required Extended weekend possession during April 2023 (four days only)
School holiday possessions	2 weeks during December/ January school holiday periods only	<p>Completed:</p> <ul style="list-style-type: none"> • 2 week December / January school holiday periods in 2019, 2020 and 2021. No possession in 2022 • 2 week possession during July school holiday periods in 2021, 2022 and 2023 (subject to consistency assessments) • 2 week possession during September/October school holiday periods in 2022 and 2023 (subject to consistency assessment) • 4 week possession during December/January school holiday periods in 2023/2024 (subject to consistency assessment) <p>Proposed:</p> <ul style="list-style-type: none"> • 1.5 week possession April 2024 school holiday period
Freight track possessions	4 weekend possessions a year	Undertaken when required
Night-time weekday possessions	Required on an occasional basis	Undertaken on an occasional basis
Final possession	3-6 months once the stations have been upgraded.	To be completed as assessed within the approved Consistency Assessment TfNSW 72 .
Temporary station closures	Concurrent closure of 3 stations for up to 2 months.	Not pursued

The possession would be required for 1.5 weeks in the April 2024 school holiday period (13 April to 24 April 2023 (inclusive)) to enable construction of the Approved Project. Stations between Sydenham and Birrong, along the T3 Bankstown Line, would be temporarily closed between 2am Saturday 13 April to 2am Thursday 25 April 2024.

Between Saturday 13 to Wednesday 24 April, the T3 Bankstown Line would be closed between Sydenham and Birrong, and between Saturday 13 – Sunday 14 April as well as on Saturday 20 – Sunday 21 April, stations would be closed between Bankstown and Cabramatta.

Sydenham Station would remain open during the rail line closure as an interchange station between trains and replacement bus services. Trains would continue to operate west of Birrong Station and east of Sydenham.

A Temporary Transport Management Plan has been prepared (See Appendix A) to identify detailed planning for the possession, detour maps and bus stop locations. The train replacement bus map are shown in Figures 1 and 2 which visually represent the bus replacement routes.

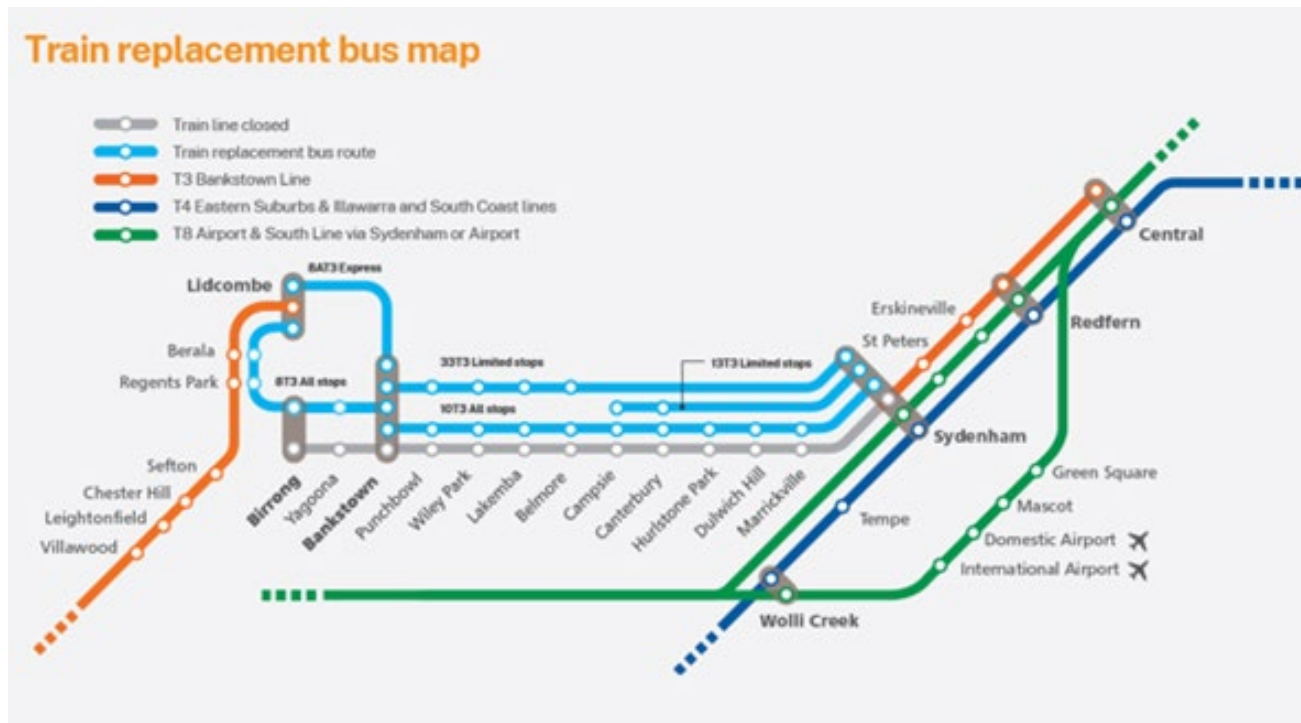


Figure 1 – Train line closure and proposed possession TTP replacement bus route 13 to 24 April 2024 (Source: Sydney Metro)

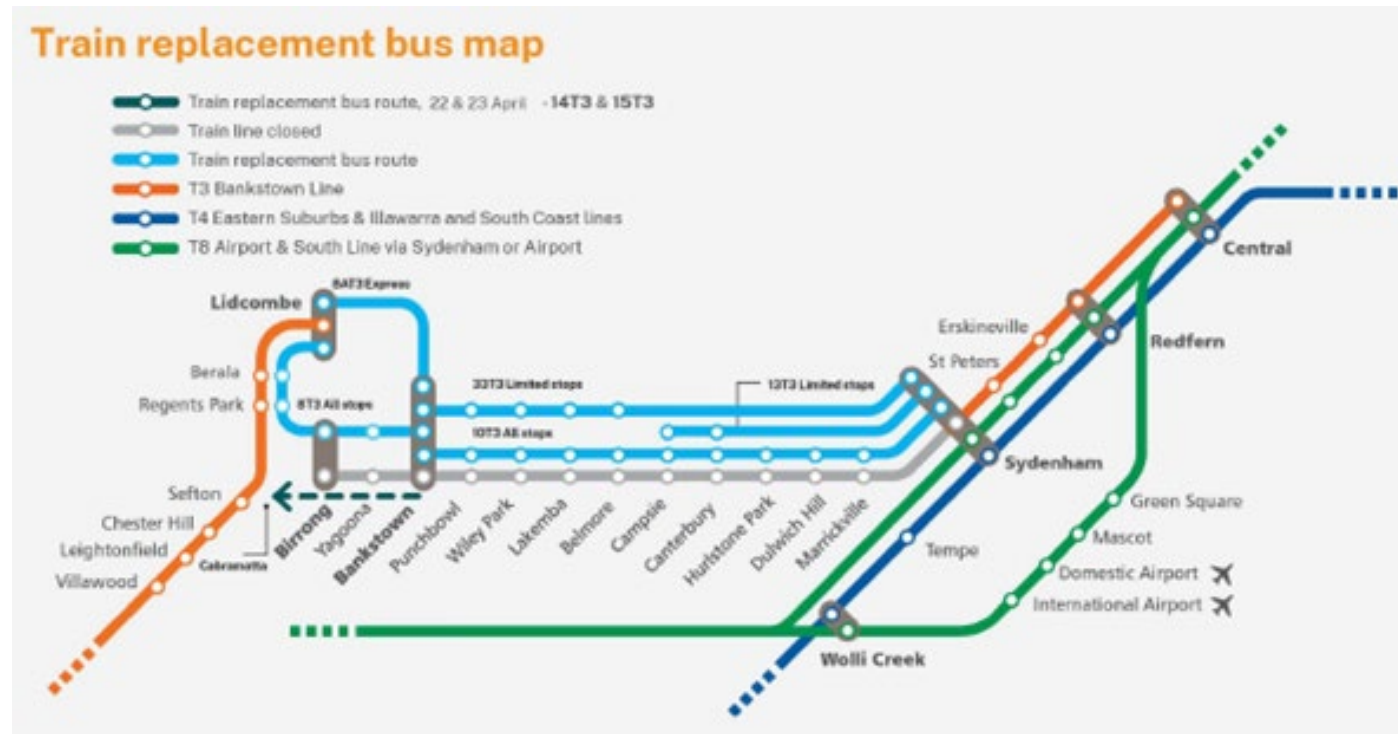


Figure 2 – Train line closure and proposed possession TTP replacement bus route 13-14 April and 20-21 April 2024 (Source: Sydney Metro)

Bus replacement services would be provided on six routes on weekdays and weekends, with lower frequency of bus services on the weekend. For travel between Sydenham and Bankstown, the replacement bus routes would be:

1. 10T3 – All stops between Sydenham to Bankstown
2. 33T3 – Limited stops: Sydenham to Belmore, then all stops to Bankstown
3. 13T3 – Limited stops: Sydenham to Canterbury, then Campsie
4. 1AT3 – Limited stops: Sydenham to Marrickville, then Dulwich Hill (AM peak only)

For travel between Bankstown and Lidcombe, the replacement bus routes would be:

5. 8T3 – All stops between Bankstown and Lidcombe

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6. 8AT3 – Express: Bankstown and Lidcombe

On Saturday 13 – Sunday 14 April as well as on Saturday 20 – Sunday 21 April, buses would also replace trains between Bankstown and Cabramatta on the following replacement bus routes:

- 7. 14T3/4T3 – All stops between Bankstown to Cabramatta (4T3 operates midnight to 2am on Saturday and Sunday nights)
- 8. 15T3 – Express: Bankstown and Cabramatta

Table 2 and 3 outlines the indicative bus frequencies by route and direction that would be implemented during weekday school holiday periods and on weekends when there is a reduction in patronage demand compared to during the school term. Low floor accessible buses will also be provided on the majority of services.

Table 2 – Proposed weekday bus frequencies by route and direction for school holidays (subject to detailed planning)

Weekday - School Holiday – Bus frequency (number of services per hour)																							
Route	Direction	4:00 AM*	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM*
10T3	Inbound	5	5	10	16	15	12	8	6	6	6	6	9	9	8	6	5	5	5	5	5	4	2
10T3	Outbound	2	5	9	6	6	6	6	6	6	6	9	11	13	16	15	8	5	5	5	5	4	4
13T3	Inbound	4	10	10	14	13	10	6	6	6	6	6	6	6	6	6	5	5	5	5	5	4	3
13T3	Outbound	1	5	5	5	5	5	5	5	5	5	5	8	11	12	13	10	6	6	4	4	4	4
1AT3	Inbound			3	5	5	3																
1AT3	Outbound			2	5	5	4																
33T3	Inbound	5	9	16	16	16	16	12	10	9	9	9	9	10	10	6	5	5	5	5	5	4	2
33T3	Outbound	5	5	6	6	6	6	6	6	9	9	9	13	16	16	16	15	8	5	4	4	4	4
8AT3	Inbound	5	5	6	6	6	6	5	5	5	5	5	6	6	6	6	5	5	5	4	4	4	1
8AT3	Outbound	4	5	5	6	6	6	5	5	5	5	5	6	6	6	6	5	5	5	5	4	4	4
8T3	Inbound	5	5	6	6	6	6	5	5	5	5	5	6	6	6	6	5	5	5	4	4	4	2
8T3	Outbound	3	5	5	6	6	6	5	5	5	5	5	6	6	6	6	5	5	5	5	4	4	4

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* - The frequencies will be modified based on the first and last train service times.

Table 3 – Proposed bus frequencies by route and direction for weekends during school holiday possessions (subject to detailed planning)

Weekend – Bus frequency (number of services per hour)																							
Route	Direction	4:00 AM*	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM*
10T3	Inbound	4	4	4	5	6	7	8	8	9	8	8	8	8	9	7	5	5	5	5	4	4	
10T3	Outbound		4	4	4	5	6	8	8	8	9	8	8	8	8	8	8	5	5	5	4	4	4
13T3	Inbound	2	5	5	5	5	5	5	5	5	5	5	6	6	5	5	5	5	5	5	4	4	1
13T3	Outbound		4	5	5	5	5	5	5	5	5	5	6	6	5	5	5	5	5	5	5	4	4
14T3/4T3	Inbound	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	2	
14T3/4T3	Outbound		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
15T3	Inbound	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	
15T3	Outbound	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3
33T3	Inbound	3	4	5	6	6	6	7	7	7	7	7	7	8	8	8	7	5	5	5	5	4	
33T3	Outbound		4	4	6	6	6	6	7	7	7	7	7	7	8	8	7	7	5	5	5	4	4
8AT3	Inbound	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	1
8AT3	Outbound	1	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
8T3	Inbound	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	1
8T3	Outbound	1	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4

* - The frequencies will be modified based on the first and last train service times.

3. Timeframe

1.5 week possession during the April school holiday period in 2024 (13 April to 25 April 2024).

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4. Site description

The proposed change relates to the additional April school holiday possession. There would be no change to the site description as a result of the proposed change. The temporary bus stops and routes, to support alternative transport arrangements during the possession, are in the streets surrounding the Sydenham to Bankstown rail corridor, with focus on the streets between Bankstown and Sydenham, Campsie and Sydenham, and Lidcombe and Bankstown. Key corridors include Illawarra Road, Canterbury Road, The Boulevarde, and Sydenham Road and intersections along each route. The temporary bus replacement routes have been planned to allow express bus routes to use main road corridors (e.g. Canterbury Road). In contrast, all station buses will predominantly use local roads to access stations.

5. Site Environmental Characteristics

Refer to the Environmental Impact Statement for a description of the existing environment. The proposed change relates to additional possessions and no change to site environmental characteristics would occur.

6. Justification for the proposed change

The Sydney Metro City & Southwest are upgrading all ten stations between Sydenham and Bankstown to meet current accessibility standards before converting the T3 Bankstown Line to Metro operations. The additional school holiday possession is needed to allow construction to take place on Sydney Metro. In order to complete these works, works must take place during possession periods to ensure safety to the workers, commuters and station/train operators. Some construction activities can only be undertaken during a complete shutdown of the rail line, including the need for power outages for accessibility and safety needs. A review of the construction scheduling identified a delay in the commencement of station construction due to the availability of possessions (rail shutdowns) and unexpected challenges encountered over the last few years, including Covid-19, extended wet weather and industrial action. The proposed school holiday possession is required to mitigate construction delays.

7. Environmental Benefit

Not applicable.

8. Control Measures

Will a project and site specific EMP be prepared?	<input checked="" type="checkbox"/> Yes – A TTMP (Appendix A) has been prepared to plan and deliver an integrated, multi modal transport network during the possession period. It also defines the initiatives that will be implemented for that possession.	Are appropriate control measures already identified in an existing EMP?	<input type="checkbox"/> Yes
	<input type="checkbox"/> No		<input checked="" type="checkbox"/> No – Control measures have been identified in the TTMP prepared for the April 2024 school holiday possession.

9. Conditions of approval / Environmental mitigation measures

Number	Condition of Approval/ Environmental mitigation measure	Discussion on relevance and consistency for proposed change
E48	The Proponent must prepare a Temporary Transport Management Plan in accordance with the Temporary Transport Strategy included in documents listed in Condition A1 one (1) month before the implementation of the Plan.	A Temporary Transport Management Plan has been prepared over one month prior to the April school holiday possession and will be implemented during this period (Appendix A). Therefore, the proposed change would be consistent with the Condition.
E52	Safe pedestrian and cyclist access must be maintained around Work sites during Construction. In circumstances where pedestrian and cyclist access is restricted or removed due to Construction activities, an alternate route which complies with the relevant standards must be provided and signposted	Safe pedestrian and cyclist access would continue to be maintained around construction sites. In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, an alternate route which complies with the relevant standards would be provided and signposted. Therefore, the proposed change would be consistent with the Condition.
E69	The Proponent must co-ordinate utility providers and relevant council(s) to identify opportunities for maintenance, replacement or augmentation of utilities that cross the rail corridor and facilitate and co-ordinate requests by the utility providers and relevant council(s) to undertake the Work during rail shutdowns, with particular reference to the final three (3) to six (6) month shutdown before metro services commence.	Utility providers will deliver proposed works during the rail shutdown in accordance with Condition E69.
TC6	<p><i>Impacts of intersection performance</i></p> <p>Further consideration of the need for intersection modifications would be undertaken, to improve intersection performance at locations most affected by the addition of construction heavy vehicles and rail replacement buses. This would be undertaken in consultation with Roads and Maritime Services, the Sydney Coordination Office, and the relevant road authority. The improvements considered would include:</p> <ul style="list-style-type: none"> • modification to the existing traffic signal phasing • lane priority changes • changing lane designations (line markings and signage) • kerbside changes (such as removing on street parking or implementing no standing zones at peak times to increase lane capacity) • physical geometric changes (such as minor kerb cut-backs to enable large vehicles to safely move through intersections) • restricting turning movements where traffic demand is low. 	This has been considered within the TTMP prepared for the possession period.

TC7	<p><i>Changes to cyclist facilities during construction</i> Where existing cycle facilities (e.g. bike parking) would be temporarily unavailable at a station, suitable replacement facilities would be provided while the facility is unavailable.</p>	<p>In accordance with REMM TC7, where existing cycle facilities (e.g. bike parking) would be temporarily unavailable at a station during possession periods, suitable replacement facilities would be provided.</p>
TC10	<p>Transport for NSW would undertake an extensive community awareness and information campaign before changes to public transport services are implemented. This would include a range of communication activities such as:</p> <ul style="list-style-type: none"> • information at stations • wayfinding signage • clearly marked bus stop locations • letter box drops • web based information and transport 'app' where changes to travel are found in a single place • information via 131 500 • advertising in local papers • email information bulletins 	<p>The proposed change would remain consistent with REMM TC10. Community consultation has been implemented into the TTMP to ensure changes to public transport services are effectively communicated and extensive community awareness is achieved, as well as Community Consultation Reports prepared for the affected LGAs.</p>
<p>Will the proposed change be consistent with the conditions of approval?</p>		<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>

10. Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Biodiversity	No change from Approved Project.	No additional measures required.	Y	N	Y	N/A
Water	No change from Approved Project.	No additional measures required.	Y	N	Y	N/A
Soils and contamination	No change from Approved Project.	No additional measures required.	Y	N	Y	N/A
Air quality	The TTP bus replacement services have the potential for localised air quality impacts however, this is anticipated to be balanced by the line-wide shutdown of the rail corridor during this period. Nevertheless, any localised air quality impacts are considered to be negligible relative to the Approved Project.	No additional measures required.	Y	N	Y	N/A
Noise and vibration	The rail possession and replacement bus services would result in minor noise impacts to nearby properties. The level of impact would remain consistent with the Approved Project, which considered rail possessions and bus replacement, and would be temporary in nature over the 1.5 week possession period. All associated impacts would be mitigated in accordance with the measures contained within the Construction Noise and Vibration Management Plan and associated Construction Noise and Vibration Impact Statements. It is considered that the additional noise impacts from the replacement bus services present a negligible change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Aboriginal Culture and Heritage	No change from Approved Project.	No additional measures required.	Y	N	Y	N/A

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Historic Heritage	No change from Approved Project.	No additional measures required.	Y	N	Y	N/A
Community and socio-economic	<p>The proposed possession would result in temporary minor community impacts, by way of inconveniences and delays, as the train line would not be in operation for the entirety of the possession period. These impacts would be mitigated by providing bus replacement services as provided in Section 2 of this Consistency Assessment.</p> <p>Previous TTMP(s) have identified that from an analysis of historical opal data, the school holiday periods see a reduction in patronage demand and possessions are strategically planned to reduce the impact on customers.</p> <p>The possession period has also been timed to avoid key events including the Royal Easter Show and Ramadan Nights Lakemba event.</p> <p>There is potential for the proposed possessions to result in economic impacts to businesses surrounding rail stations due to loss of rail patronage and some nearby car parking. However, the loss of rail patronage is temporary only and anticipated to be mitigated by additional patronage from construction workers and bus users. The car parking impacts are likely to be similar to past rail possessions that have been undertaken, for example over the 2023 school holiday TTPs. Any economic impact from the proposed activity is anticipated to be negligible relative to the Approved Project.</p>	<p>Community consultation would be undertaken prior to the possession period and included within the TTMP. The community would be continuously updated in the lead-up to the shutdown via Letter box drop notification, Station signage posters and Online website.</p> <p>A mix of channels would be used to make customers aware of the shutdown and the alternative transport options including:</p> <ul style="list-style-type: none"> • At stations and on mode • Websites • Apps • Social Media • Stakeholder communication <p>Bus marshals would be available during the busiest parts of the day to assist customers with accessibility needs. The customer information staffing locations during the possession would be identified in the TTMP.</p>	Y	N	Y	N/A
Traffic and transport	Transport	No additional measures required.	Y	N	Y	N/A

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	<p>Indicative suitable replacement bus services have been identified (refer to Section 2 of this consistency assessment) to ensure that alternative public transport services are available for customers during the proposed possession period.</p> <p>In accordance with Condition of Approval E48, a TTMP has been prepared one month prior to the implementation of the possession period (See Appendix A). The TTMP details the confirmed replacement bus schedule, bus routes, bus stop and layover locations, temporary parking changes and customer engagement.</p> <p>Shutdowns of the T3 Bankstown Line are strategically planned to reduce the impact on customers by taking place during school holiday periods when demand across the network is typically at least 15% lower than during the school term. Various methods have been used to capture community feedback during the implementation of past TTPs to inform or optimise the next TTMP for the possession period.</p> <p>In addition, a rail line closure during a school holiday period benefits the bus procurement arrangements with a reduced demand on the bus fleet due to no school-based operations.</p> <p>Traffic</p> <p>Traffic data at key intersections along TTP routes have been analysed to develop an understanding of the impact of school holidays on traffic flows.</p>					

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	<p>The available school holidays of April, July, October and December/January were reviewed against historical opal demand, known special events and the approved Sydney Trains Annual Works Program for viability. There is minimal change in overall or peak period demand across the school holiday periods.</p> <p>As part of the approved Sydenham to Bankstown final possession Consistency Assessment (TfNSW72), a traffic assessment was carried out for the key intersections along the bus route corridors for year 2024 final possession (2024 typical weekday with TTP buses and construction traffic). The traffic assessment shows that a 2024 typical weekday with TTP buses and construction traffic has minimum impacts to the road network and the overall intersection performance is maintained.</p> <p>The traffic data from 2023 have been assessed during a 2023 typical weekday compared to a 2023 school holiday and Easter holiday. The data shows that during the 2023 April school holiday there was a reduction in traffic flow by up to 20% in the AM Peak and up to 5% in the PM Peak. It is considered that this traffic reduction would have similar patterns in the April 2024 school holiday period. It is expected that key intersections in April 2024 school holiday period would perform at or better than during the 2024 typical weekday. The proposed bus replacement services will not add this proportion of additional vehicles to the road network. Therefore, additional traffic assessment is not required.</p>					

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	<p>The temporary bus replacement routes have been planned to allow express bus routes to use main road corridors (e.g. Canterbury Road). In contrast, all station buses will predominantly use local roads to access stations. This decision reduces the impact on the network and gives customers greater flexibility during the planned shutdown.</p> <p>The assessment concludes that the addition of replacement bus services in April 2024 school holiday period would have minimal impact on the road network and intersection performance and would be consistent with the impacts assessed for the Approved Project.</p> <p>Parking</p> <p>The temporary bus stops and provision for bus layover and standby buses would temporarily impact street parking and Taxi Zones during the possession period. Parking impacts would be assessed in the TTMP prepared for the possession period and temporary kerbside changes would be managed in the Community Consultation Reports provided within the TTMP.</p> <p>Overall, traffic and transport impacts are minor and temporary in nature and can be managed consistently with the Approved Project</p>					
Waste and resource management	No change from Approved Project.	No additional measures required.	Y	N	Y	N/A
Visual	Minor visual impacts would result from the temporary bus stop marquees. However, this is	No additional measures required.	Y	N	Y	N/A

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	considered to be temporary only and negligible relative to the Approved Project.					
Land use and property	No change from Approved Project.	No additional measures required.	Y	N	Y	N/A
Hazard and risk	No change from Approved Project.	No additional measures required.	Y	N	Y	N/A
Other	No change from Approved Project.	No additional measures required.	Y	N	Y	N/A

11. Impact Assessment – Operation

The proposed works are during construction only.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Biodiversity	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Water	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Soils and contamination	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Air quality	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Noise and vibration	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Aboriginal Culture and Heritage	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Historic Heritage	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Community and socio-economic	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Traffic and transport	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Waste and resource management	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Visual	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Land use and property	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Hazard and risk	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Other	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A

12. Consistency with the Approved Project

Question	Response
Is the project (including the proposed changes) consistent with the conditions of approval?	The proposed works would be consistent with the conditions of approval.
Is the project (including the proposed changes) consistent with the objectives and functions of elements of the Approved Project?	The changes identified in this assessment are consistent with the objectives and functions of the elements of the Approved Project. The purpose of the proposed possession is to facilitate construction of the Sydney Metro Sydenham to Bankstown line and is considered consistent with the objectives and functions of the Approved Project.
Are the environmental impacts of the proposed change consistent with the impacts of the approved project?	The April school holiday possession results in a minor change to the duration of impacts as assessed in the EIS and Submissions Report for the Approved Project, however the possession is temporary in nature and the level of impact would remain consistent with the Approved Project. Potential environmental impacts would be adequately addressed through the application of the mitigation measures provided in the Environmental Impact Statement, Submissions Report, Instrument of Approval and TTMP.
Are there any new environmental impacts as a result of the proposed works/project changes?	The proposed works would not result in any new environmental impacts beyond those considered in the Approved Project. The proposal would result in a minor change to the duration of impacts as assessed in the Approved Project, however the scale of impact would remain consistent. All impacts identified for the proposed change would be adequately mitigated through the application of the mitigation measures in the above impact assessment tables and mitigation measures provided in the EIS, Submissions Report, Instrument of Approval and TTMP.
Are the impacts of the proposed activity/works known and understood?	The impacts of the proposed works are known and understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	The impacts of the proposed works would be managed through the TTMP prepared for the possession period so as to avoid an adverse impact.
Would any Conditions of Approval be required to be changed as a result of the proposed change (having regard to the above assessment)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the proposed change/s consistent with the approval (having regard to the above assessment)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

13. Other Environmental Approvals

Identify all other approvals required for the proposed works:	N/A
---------------------------------------------------------------	-----

14. Recommendation

Based on the above impact assessment, and with reference to the Sydney Metro Sydenham to Bankstown EIS, SPIR, SR, including the conditions of approval, it is recommended that:

Tick relevant box	
The proposed change has negligible or more than negligible impacts on the environment or community however is consistent with the Approval, including the conditions of approval. The proposed impacts are consistent with those assessed for the Approved Project (i.e., does not trigger a change to the conditions of approval).	✓
The proposed change is not consistent with the Approved Project including the conditions of approval and would be subject to a separate modification application.	
The proposed change is not substantially the same as the Approved Project and is considered a radical transformation. A new planning pathway should be considered.	

Author certification

I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the proposed change; and
- Examines the consistency of the proposed change with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Isabella Caruso	Signature:	<i>Isabella Caruso</i>
Title:	Planning Approval Officer		
Company:	Sydney Metro	Date:	27 March 2024

Assessment Supporting Signature

Application supported and submitted by

Name:	Cathy Lestrage	Date:	28 March 2024
Title:	A/ Senior Manager Planning Approvals	Comments:	N/A
Signature:	<i>Cathy Lestrage</i>		

Assessment Endorsement

Based on the above assessment, are the impacts and scope of the proposed change consistent with the existing Approved Project?

Yes The proposed change is consistent with the Approved Project and no further assessment is required.

No The proposed change is not consistent with the Approved Project.

A modification or a new activity approval/ consent is required. Advise Senior Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	Yvette Buchli	Date:	28/03/2024
Title:	Director Planning Approvals	Comments:	
Signature:	<i>Yvette Buchli</i>		

Appendix A – Temporary Transport Management Plan Sydenham to Bankstown Line April 2024 shutdown

Temporary Transport Management Plan

Sydenham to Bankstown Line
April 2024 shutdown

February 2024

transport.nsw.gov.au

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Version Control

Version	Issue Date	Author
1.0	21 July 2023	Johnathan Kontalis
2.0	28 August 2023	Dee De Silva
3.0	12 September 2023	Jay Shanmugam
4.0	13 September 2023	Dee De Silva
5.0	14 November 2023	Johnathan Kontalis
6.0	23 November 2023	Johnathan Kontalis
7.0	20 February 2024	Johnathan Kontalis

Executive Summary

The Sydney Metro City & Southwest will upgrade all 10 stations between Sydenham and Bankstown to meet current accessibility standards before converting the T3 Bankstown Line to Metro operations. This upgrade will include various construction activities that require the temporary closure of part or all of the rail line.

Stations between Marrickville and Birrong, along the T3 Bankstown Line, will be temporarily closed between **2am Saturday 13 April to 2am Thursday 25 April 2024** due to Sydney Metro upgrade works.

Stations between Cabramatta and Bankstown, along the T3 Bankstown Line, will be temporarily closed between **2am Saturday 13 to 2am Monday 15 April 2024** and between **2am Saturday 20 to 2am Monday 22 April 2024**.

The shutdown is needed to allow construction to take place on Sydney Metro, which will extend from Sydney's Northwest, under Sydney Harbour through new underground city stations to Bankstown.

Frequent bus services will replace trains between the closed stations during this period.

A Temporary Transport Plan has been successfully delivered across holiday periods between 2019 and early 2024. Shutdowns of the T3 Bankstown Line are strategically planned to reduce the impact on customers by taking place during school holiday periods when demand across the network is typically at least 15% lower than during the school term, reduction in patronage gathered from OPAL data. This planned shutdown has been cross-examined with findings from previous TTP operations supply vs demand analysis.

Transport Plan

Planned Rail Shutdown

To enable work to take occur between 13 to 24 April 2024 (inclusive), the T3 Bankstown Line will be closed.

From Saturday 13 to Wednesday 24 April, stations between Marrickville and Birrong will be closed. Buses will replace trains between Sydenham, Bankstown and Lidcombe.

On Saturday 13 & Sunday 14 April as well as on Saturday 20 & Sunday 21 April buses will also replace trains between Bankstown to Cabramatta.

Detour maps are included at **Appendix C** and bus stop locations are included at **Appendix D**.

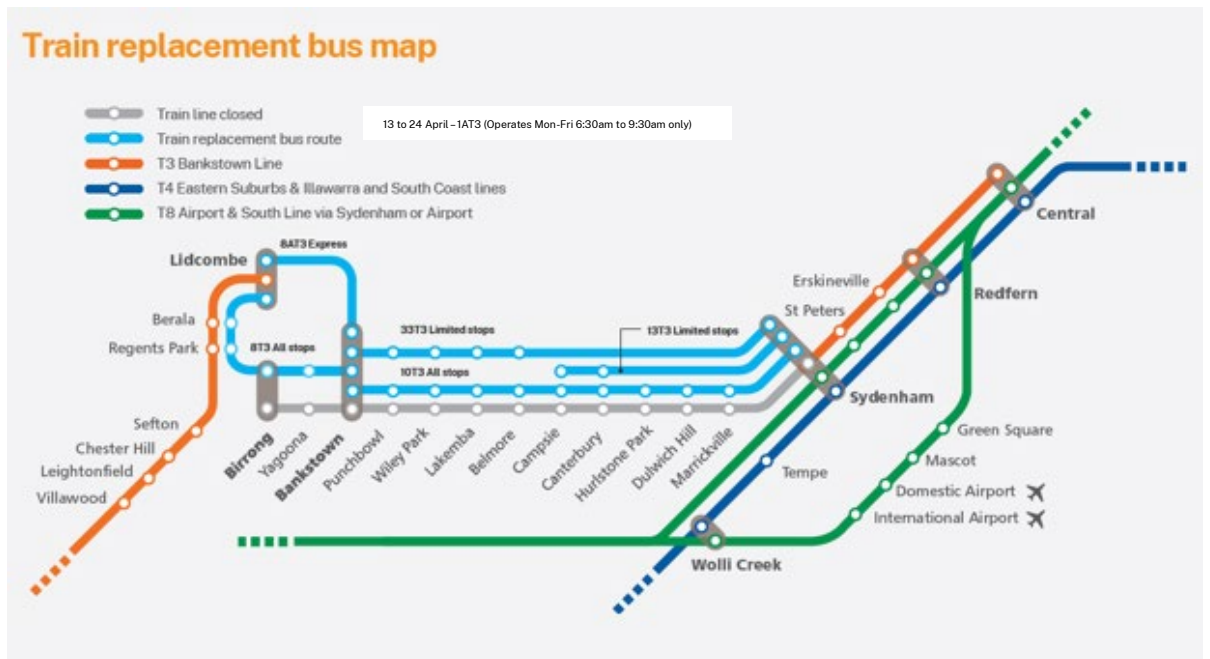


Figure 1: Replacement and alternative services 13 to 24 April 2024

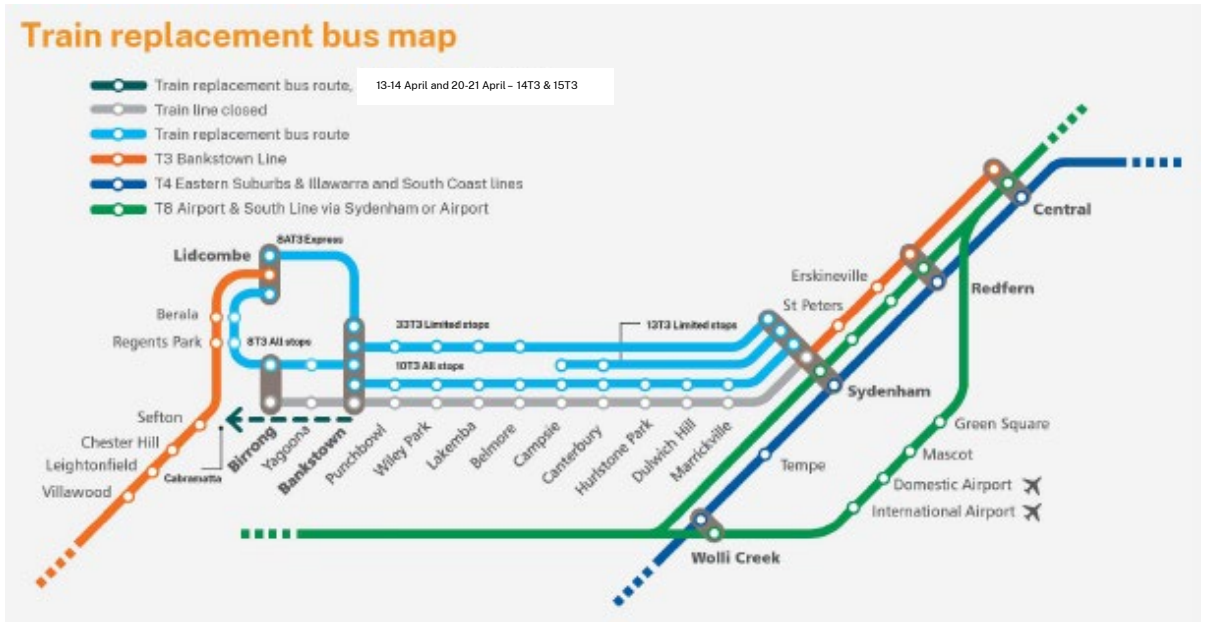


Figure 2: Replacement and alternative services 13-14 April and 20-21 April 2024

Key features of the Temporary Transport Plan

- Frequent, all stops bus services connecting closed stations along the T3 Bankstown Line (Further details in **Appendix A**).
- Express and limited stop services during peak and off-peak periods for trips towards Sydenham.
- Low floor accessible buses will be provided on the majority of services.
- Bus marshals will also be available during the busiest parts of the day to assist customers with accessibility needs.

Network Infrastructure

Bus Stop and Shelters

To ensure bus services' safe and efficient operation, layover and temporary bus space details have been provided to the relevant Council's Local Traffic Committees (**Appendix D**). The Council's Local Traffic Committees have previously publicly endorsed these plans for previous TTPs.

The location of bus stops and facilities in place during the shutdown period is outlined in **Appendix B**. It also details the locations where temporary lighting towers will be used during the shutdown. Any additional lighting will be directed towards customer areas (bus stops). Environmental impacts and lighting conditions have been assessed in March 2023.

Temporary Bus Stops will utilise existing awnings, or additional cover (marquees) will be provided. During the closure, there will be support staff around train stations, including customer service staff (**Appendix F**), bus marshals and traffic controllers, to help customers plan their journey and to guide them to their alternative bus or train service.

Existing Facilities at Interchange Stations

During the closure key interchange stations are Sydenham, Regents Park and Lidcombe. All stations have extensive facilities including lifts and wheelchair accessibility.

- Sydenham Station: Lifts and wheelchair accessibility. Complete stop information (<https://transportnsw.info/stop?q=10101326#/>)
- Regents Park Station: Lifts and wheelchair accessible. Complete stop information (<https://transportnsw.info/stop?q=214310#/>)
- Lidcombe Station: Lifts and wheelchair accessible. Complete stop information (<https://transportnsw.info/stop?q=214110#/>)
- Cabramatta Station: Lifts and wheelchair accessible. Complete stop information (<https://transportnsw.info/stop?q=216620#/>)

Network Plan

Network Management

Key corridors including Illawarra Road, Canterbury Road, The Boulevarde, Sydenham Road and intersections along each route, have been assessed to determine any temporary changes required to allow buses to operate while maintaining traffic flow for other road users.

Due to the period of operation, there is a reduction in traffic demands. There is no requirement for Traffic Control Sites (TCS) to be modified.

The temporary bus replacement routes have been planned to allow express bus routes to use main road corridors (e.g. Canterbury Road). In contrast, all station buses will predominantly use local roads to access stations. This decision reduces the impact on the network and gives customers greater flexibility during the planned shutdown.

To reduce the impact on the local community Sydney Metro and Customer Journey Planning (TfNSW) are working together to mitigate any impacts expected from construction activities. Ongoing meetings in the form of a Traffic Coordination Group and a Traffic & Transport Liaison Group form the collaborative approach to mitigating the impact on the community and ensuring Metro Construction works remain on track.

Network Performance Monitoring

During the planned shutdown crews will be rostered across the AM/PM peak to monitor and assist with the clearance of any incidents and manage unusual congestion on key replacement bus corridors. Network Operations specialists will monitor and adjust traffic signal operations (SCATS) across the area in real-time to optimise the performance of the road network.

A Transport Commander will patrol the network.

Tow-trucks will be in the field to manage the road network and at critical interchanges such as Bankstown and where possible utilised for clearing incidents and vehicles illegally parked.

Surface Transport Incident Response Service representatives (STIRs) will monitor bus zones and bus routes daily throughout the TTP Operation to proactively manage bus performance and the road network.

Walking and Cycling

Sydenham to Bankstown Walking and Cycling Strategy

Sydney Metro developed the Sydenham to Bankstown Walking and Cycling Strategy, to identify opportunities and works to connect stations with the surrounding communities, by connecting to or enhancing existing pedestrian and cyclist paths.

The strategy aims to encourage walking and cycling as a first/last mile transport mode and to expand the functional metro station catchment areas to maximise the percentage of customers who access metro stations through sustainable modes. The walking and cycling strategy also identifies opportunities and works to improve east-west pedestrian and cyclist facilities between Sydenham and Bankstown.

As part of the trip planning, walking and cycling options are provided on the Transportnsw.info website as well as replacement bus services, making it easy for customers to plan their walking or cycling route. The Transportnsw.info website also provides information for customers on facilities available at each station, including cycle parking.

Walking and Cycling management during the Possession

During the April 2024 Possession, temporary restrictions and disruptions to pedestrian and cycling access may occur. Under the Sydney Metro City and Southwest, Sydenham to Bankstown Upgrade Condition of Approval E52, safe pedestrian and cyclist access will be maintained around construction sites during the April 2024 Possession.

In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, an alternate route which complies with the relevant standards will be provided and signposted.

In addition, Sydney Metro's Construction Contractors would undertake condition surveys to confirm changes to routes proposed to be used by pedestrians and/or cyclists are suitable.

Where existing cycle facilities (e.g. bike parking) would be temporarily unavailable at a station during the April 2024 possession, suitable replacement facilities would be provided while the facility is unavailable.

Customer Engagement and Information

Customer Analysis

From the analysis of historical Opal data, the school holiday periods see a reduction in patronage demand, particularly during the AM peak period where demand is typically concentrated in a smaller timeframe.

In addition, a rail line closure during a school holiday period benefits the bus procurement arrangements with a reduced demand on the bus fleet due to non-school based operations.

The school holidays of April, July, October and December/January were reviewed against historical Opal demand data, known special events and the approved Sydney Trains Annual Works Program for viability. There is minimal change in overall or peak period demand across the school holiday periods with the determination due to the impact on major special events and the Sydney Trains Annual Works Program.

Timetable development

The timetables for the TTP were developed based on the following items:

- Determining the expected patronage demand based on similar periods in the past year as well as comparing the patronage demand data captured from the past TTPs.
- Assessing the demand vs supply from the past TTP.
- Origin Destination (OD) Matrix on how likely a customer will use a TTP bus service.

The opal tap on/off data was extracted for the T3 Bankstown line during the April 2023 School Holiday period. This data includes the number of origin and destination pairs for all stations along the T3 Bankstown line. This dataset was then analysed to determine the demand.

Eight routes (10T3, 1AT3, 13T3, 33T3, 8T3, 8AT3, 14T3 & 15T3) will operate during the TTP. Once the demand data was calculated for all periods throughout the TTP, the bus frequency was determined. An origin destination (OD) matrix is developed to define how passengers are likely to use the key five routes. Once the OD matrix is developed, it is applied to demand data to determine the number of trips required by each route. The OD matrix used for the analysis is shown in Figure 3.

Additionally, a separate comparative analysis was also undertaken with the Dec 2023/Jan 2024 TTP supply vs demand data to make any necessary adjustments to the final frequency.

Destination / Origin	Lidcombe Station	Berala Station	Regents Park Station	Birrong Station	Yagoona Station	Bankstown Station	Punchbowl Station	Wiley Park Station	Lakemba Station	Belmore Station	Campsie Station	Canterbury Station	Hurlstone Park Station	Dulwich Hill Station	Marrickville Station	Sydenham Station
Lidcombe Station	-	8T3	8T3	8T3	8T3	8AT3	8AT3, 33T3	8AT3, 33T3	8AT3, 33T3	8AT3, 33T3	8AT3, 10T3	8AT3, 10T3	8AT3, 10T3	8AT3, 10T3	8AT3, 10T3	8AT3, 10T3
Berala Station	8T3	-	8T3	8T3	8T3	8T3	8T3, 33T3	8T3, 33T3	8T3, 33T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3
Regents Park Station	8T3	8T3	-	8T3	8T3	8T3	8T3, 33T3	8T3, 33T3	8T3, 33T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3
Birrong Station	8T3	8T3	8T3	-	8T3	8T3	8T3, 33T3	8T3, 33T3	8T3, 33T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3
Yagoona Station	8T3	8T3	8T3	8T3	-	8T3	8T3, 33T3	8T3, 33T3	8T3, 33T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3
Bankstown Station	8AT3	8T3	8T3	8T3	8T3	-	33T3	33T3	33T3	33T3	10T3	10T3	10T3	10T3	10T3	33T3
Punchbowl Station	8AT3, 33T3	8T3, 33T3	8T3, 33T3	8T3, 33T3	8T3, 33T3	33T3	-	33T3	33T3	33T3	10T3	10T3	10T3	10T3	10T3	33T3
Wiley Park Station	8AT3, 33T3	8T3, 33T3	8T3, 33T3	8T3, 33T3	8T3, 33T3	33T3	33T3	-	33T3	33T3	10T3	10T3	10T3	10T3	10T3	33T3
Lakemba Station	8AT3, 33T3	8T3, 33T3	8T3, 33T3	8T3, 33T3	8T3, 33T3	33T3	33T3	-	33T3	33T3	10T3	10T3	10T3	10T3	10T3	33T3
Belmore Station	8AT3, 33T3	8T3, 33T3	8T3, 33T3	8T3, 33T3	8T3, 33T3	33T3	33T3	33T3	-	10T3	10T3	10T3	10T3	10T3	10T3	33T3
Campsie Station	8AT3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	10T3	10T3	10T3	10T3	-	-	13T3	10T3	10T3	10T3	13T3
Canterbury Station	8AT3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	10T3	10T3	10T3	10T3	13T3	-	-	10T3	10T3	10T3	13T3
Hurlstone Park Station	8AT3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	10T3	10T3	10T3	10T3	10T3	10T3	-	-	10T3	10T3	10T3
Dulwich Hill Station	8AT3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	10T3	10T3	10T3	10T3	10T3	10T3	10T3	-	-	10T3	10T3
Marrickville Station	8AT3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	8T3, 10T3	10T3	10T3	10T3	10T3	10T3	10T3	10T3	10T3	-	-	10T3
Sydenham Station	-	-	-	-	-	33T3	33T3	33T3	33T3	33T3	13T3	13T3	10T3	10T3	10T3	-

Figure 3: Bus Route OD Matrix

Stakeholder Engagement

A comprehensive stakeholder management plan has been implemented to inform and engage businesses and key stakeholders in the local community before the Sydenham to Bankstown Line shutdown.

The schedule of engagement is attached (**Appendix F**).

In addition, residents and businesses along the corridor will be consulted in March 2024 on the proposed kerbside parking changes via:

- Kerbside changes notification
- Online website

Customer Information

A mix of channels will be used to make customers aware of the shutdown and the alternative transport options including:

At station and on mode:

- On the Ground Staff
- Station Posters
- Digital Information Screens
- Guard Announcements
- Trackwork Flyer (Appendix A).

Websites:

- transportnsw.info
- mysydney.nsw.gov.au
- sydneymetro.info

Apps:

- Opal Travel App
- Third party Apps (e.g. Tripview, NextThere)

Social Media:

- Twitter
- Facebook

Stakeholder Communication:

- Community notifications
- Stakeholder emails
- Multi-lingual customer brochures
- Newsletter content
- Contact Centre

Wayfinding and Customer service

To assist customers with wayfinding and navigating their way to rail replacement buses and alternative train services, a comprehensive wayfinding and customer service strategy has been developed. This includes:

- Wayfinding signage at stations and bus stops
- Trackwork information guides at stations
- Guard announcements at open stations
- During the busiest parts of the day, bus marshals, station staff, and additional customer service staff assist customers with accessible needs (**Appendix F**).
- Customer service street teams will also inform customers about the closure prior to the shutdown and assist commuters with information on the location of bus stops.

Appendix F details starting locations for customer service staff during the shutdown in and around each station. This will be monitored during the shutdown and amended based on operational requirements and feedback.

Appendices

Appendix A – Replacement Buses on T3 Bankstown Line Trackwork Brochure

Appendix B – Temporary Bus Stop Infrastructure Assessment

Appendix C – Temporary Transport Plan Bus Routes

Appendix D – Parking Changes and Temporary Bus Zones

Appendix E – Stakeholder Consultation List

Appendix F – Customer Information Staffing Locations

Appendix A – Replacement Buses on T3 Bankstown Line Trackwork Flyer (draft from previous TTP)

Frequently asked questions

Do I need an Opal card to use the replacement buses?

You will need a valid Opal card, American Express, Mastercard or Visa card to pay for travel on train replacement buses.

Will stations remain open even though trains won't be running?

Some train stations on the T3 Bankstown Line between Sydenham and Birrong will be closed completely during the 13 day period, including concourses and toilet facilities within stations. Sydenham station and their facilities will remain open.

Information was correct at the time of print.



Trackwork

Saturday 23 September to Thursday 5 October

Buses replace trains on the T3 Bankstown Line



We're getting Sydney back on track



Allow extra travel time and plan ahead at transportnsw.info

Trackwork for rail upgrade

Replacement buses and alternative services

T3 Bankstown Line

- Due to trackwork, buses will replace trains between Lidcombe and Sydenham via Bankstown
- Trains run to a changed timetable between Liverpool and city via Regents Park, stopping at all stations between Cabramatta and Lidcombe from Mon 25 Sep to Thu 5 Oct
- For travel between Sydenham and Bankstown, use replacement bus routes:

- **10T3** – All stops between Sydenham and Bankstown
- **33T3** – Limited stops: Sydenham to Belmore, then all stops to Bankstown
- **13T3** – Limited stops: Sydenham to Canterbury, then Campsie
- For travel between Bankstown and Lidcombe, use replacement bus routes:
 - **8T3** – All stops between Bankstown and Lidcombe
 - **8AT3** – Express: Bankstown and Lidcombe
- On Sat 23 and Sun 24 Sep, buses also replace trains between Bankstown and Cabramatta. Use replacement bus routes:
 - **14T3** – All stops between Bankstown and Cabramatta
 - **15T3** – Express: Bankstown and Cabramatta

Train replacement bus map



Appendix B - Temporary Bus Stop Infrastructure Assessment

Route	Direction	Stopping Sequence	Station	TSN
10T3	Inbound	1	Bankstown Station	220080
10T3	Inbound	2	Punchbowl Station	2196295
10T3	Inbound	3	Wiley Park Station	2195110
10T3	Inbound	4	Lakemba Station	219518
10T3	Inbound	5	Belmore Station	219226
10T3	Inbound	6	Campsie Station	219417
10T3	Inbound	7	Canterbury Station	219321
10T3	Inbound	8	Hurlstone Park Station	219312
10T3	Inbound	9	Dulwich Hill Station	2204118
10T3	Inbound	10	Marrickville Station	2204102
10T3	Inbound	11	Sydenham Station	220450
10T3	Outbound	1	Sydenham Station	2204125
10T3	Outbound	2	Marrickville Station	2204101
10T3	Outbound	3	Dulwich Hill Station	220488
10T3	Outbound	4	Hurlstone Park Station	219311
10T3	Outbound	5	Canterbury Station	2193108
10T3	Outbound	6	Campsie Station	219461
10T3	Outbound	7	Belmore Station	219227
10T3	Outbound	8	Lakemba Station	219527
10T3	Outbound	9	Wiley Park Station	2195109
10T3	Outbound	10	Punchbowl Station	2196242
10T3	Outbound	11	Bankstown Station	220018
1AT3	Inbound	1	Dulwich Hill Station	2204118
1AT3	Inbound	2	Marrickville Station	2204102
1AT3	Inbound	3	Sydenham Station	220450
1AT3	Outbound	1	Sydenham Station	2204125

TRANSPORT

Route	Direction	Stopping Sequence	Station	TSN
1AT3	Outbound	2	Marrickville Station	2204101
1AT3	Outbound	3	Dulwich Hill Station	220488
13T3	Inbound	1	Campsie Station	219416
13T3	Inbound	2	Canterbury Station	219321
13T3	Inbound	3	Sydenham Station	220450
13T3	Outbound	1	Sydenham Station	2204125
13T3	Outbound	2	Canterbury Station	2193108
13T3	Outbound	3	Campsie Station	219413
33T3	Inbound	1	Bankstown Station	220080
33T3	Inbound	2	Punchbowl Station	2196295
33T3	Inbound	3	Wiley Park Station	2195110
33T3	Inbound	4	Lakemba Station	219518
33T3	Inbound	5	Belmore Station	219226
33T3	Inbound	6	Sydenham Station	220450
33T3	Outbound	1	Sydenham Station	2204125
33T3	Outbound	2	Belmore Station	219227
33T3	Outbound	3	Lakemba Station	219527
33T3	Outbound	4	Wiley Park Station	2195109
33T3	Outbound	5	Punchbowl Station	2196242
33T3	Outbound	6	Bankstown Station	220018
8AT3	Inbound	1	Lidcombe Station	2141286
8AT3	Inbound	2	Bankstown Station	2200373
8AT3	Outbound	1	Bankstown Station	2200343
8AT3	Outbound	2	Lidcombe Station	214197
8T3	Inbound	1	Lidcombe Station	2141286
8T3	Inbound	2	Berala Station	2141275
8T3	Inbound	3	Regents Park Station	214321
8T3	Inbound	4	Birrong Station	214394

Route	Direction	Stopping Sequence	Station	TSN
8T3	Inbound	5	Yagoona Station	219911
8T3	Inbound	6	Bankstown Station	2200373
8T3	Outbound	1	Bankstown Station	2200343
8T3	Outbound	2	Yagoona Station	219915
8T3	Outbound	3	Birrong Station	214395
8T3	Outbound	4	Regents Park Station	214341
8T3	Outbound	5	Berala Station	2141276
8T3	Outbound	6	Lidcombe Station	214197
14T3	Outbound	1	Bankstown Station	2200343
14T3	Outbound	2	Yagoona Station	219915
14T3	Outbound	3	Birrong Station	214395
14T3	Outbound	4	Sefton Station	216225
14T3	Outbound	5	Chester Hill Station	216232
14T3	Outbound	6	Leightonfield Station	2163151
14T3	Outbound	7	Villawood Station	216395
14T3	Outbound	8	Carramar Station	216313
14T3	Outbound	9	Cabramatta Station	2166255
14T3	Inbound	1	Cabramatta Station	2166255
14T3	Inbound	2	Carramar Station	216313
14T3	Inbound	3	Villawood Station	216394
14T3	Inbound	4	Leightonfield Station	2163148
14T3	Inbound	5	Chester Hill Station	216287
14T3	Inbound	6	Sefton Station	216294
14T3	Inbound	7	Birrong Station	214394
14T3	Inbound	8	Yagoona Station	219911
14T3	Inbound	9	Bankstown Station	2200373
15T3	Outbound	1	Bankstown Station	2200343
15T3	Outbound	2	Cabramatta Station	2166255

Route	Direction	Stopping Sequence	Station	TSN
15T3	Inbound	1	Cabramatta Station	2166255
15T3	Inbound	2	Bankstown Station	2200373
4T3	Outbound	1	Bankstown Station	2200343
4T3	Outbound	2	Yagoona Station	219915
4T3	Outbound	3	Birrong Station	214395
4T3	Outbound	4	Sefton Station	216225
4T3	Outbound	5	Chester Hill Station	216232
4T3	Outbound	6	Leightonfield Station	2163151
4T3	Outbound	7	Villawood Station	216395
4T3	Outbound	8	Carramar Station	216313
4T3	Outbound	9	Cabramatta Station	2166255
4T3	Outbound	10	Warwick Farm Station	2170801
4T3	Outbound	11	Liverpool Station	2170570
4T3	Inbound	1	Liverpool Station	2170805
4T3	Inbound	2	Warwick Farm Station	2170801
4T3	Inbound	3	Cabramatta Station	2166255
4T3	Inbound	4	Carramar Station	216313
4T3	Inbound	5	Villawood Station	216394
4T3	Inbound	6	Leightonfield Station	2163148
4T3	Inbound	7	Chester Hill Station	216287
4T3	Inbound	8	Sefton Station	216294
4T3	Inbound	9	Birrong Station	214394
4T3	Inbound	10	Yagoona Station	219911
4T3	Inbound	11	Bankstown Station	2200373

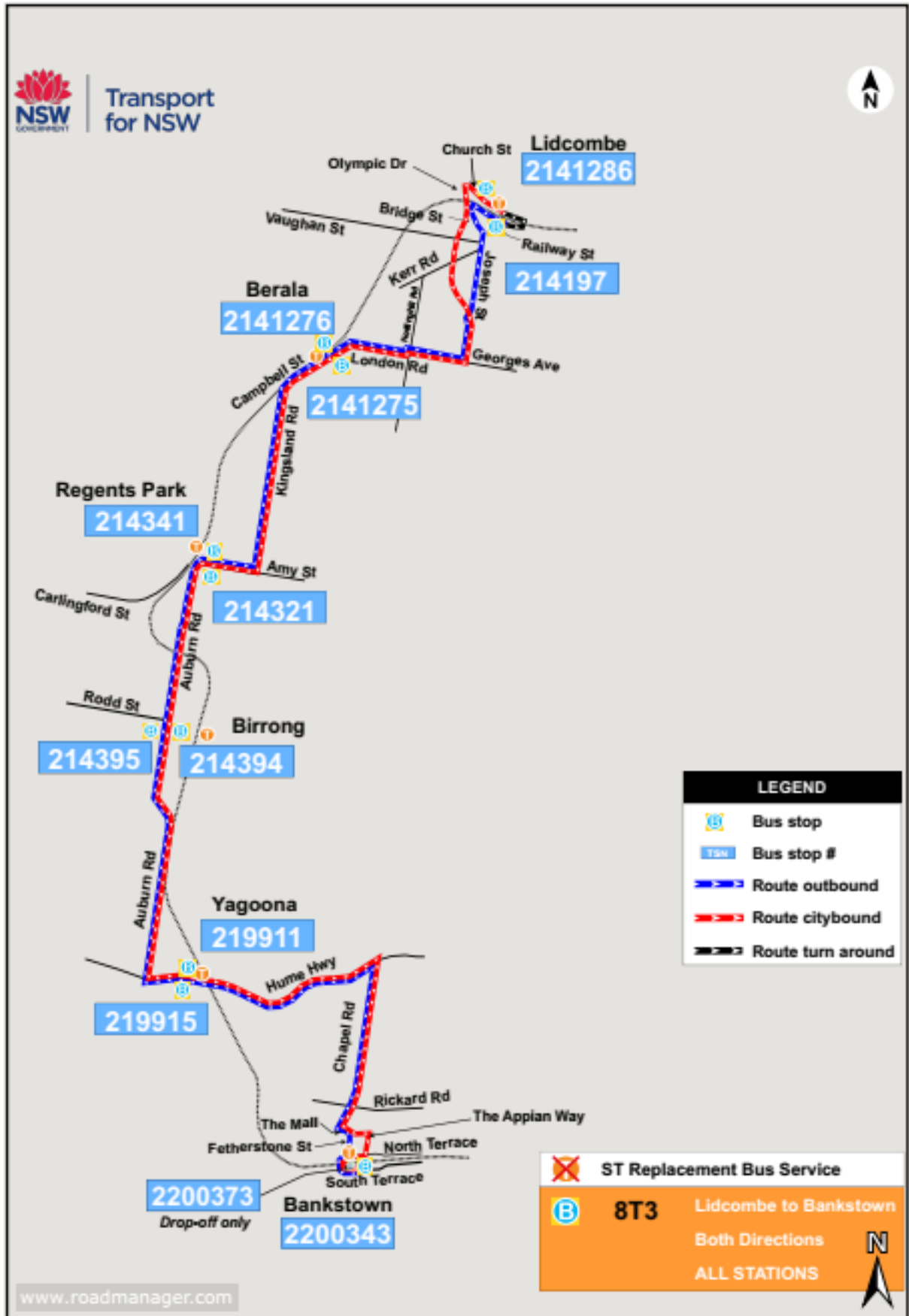
TRANSPORT

Train Station	Bus stop TSN	Bus Stop Location	Shelter Required	Awning	Existing Bus Stop Shelter	Marquee Provided	Additional Lighting Required	CCTV Required
Bankstown	2200343	Bankstown Station, Stand G	Yes	No	Yes	Yes 2 x (6m x 3m)	Lighting Required	No
Belmore	219226	Bridge Rd before Belmore Rd	Yes	No	No	Yes x 1 (6m x 3m)	Lighting Required	No
Belmore	219227	Bridge Rd after Belmore Rd	Yes	No	No	Yes 1 x (6m x 3m)	Lighting Required	No
Berala	2141275	Berala Station, Campbell St	No	No	Yes	No	Lighting Required	No
Berala	2141276	Berala Station, Campbell St	No	Yes	No	No	No	No
Birrong	214395	Auburn Rd at Wentworth St	Yes	No	No	1 x (3m x 3m)	No	No
Birrong	214394	Auburn Rd after Wentworth St	Yes	No	No	1 x (3m x 3m)	No	No
Campsie	219417	Campsie Station, Beamish St, Stand C	No	Yes	No	No	No	No
Campsie	219461	Campsie Station, Beamish St	No	Yes	No	No	No	No
Campsie	219416	South Pde After Beamish St	Yes	No	No	Yes 1 x (6m x 2m)	Lighting Required	No
Campsie	219413	Beamish St before Anzac Mall	No	No	No	No	No	No
Canterbury	219321	Canterbury Station, Canterbury Rd	Yes	No	No	Yes 1 x (6m x 2m)	No	No
Canterbury	219377	Opp Canterbury Station, Canterbury Rd	Yes	No	No	Yes 1 x (6m x 2m)	No	No
Dulwich Hill	2204118	Ewart St, Dulwich Hill	No	Yes	No	No	Lighting Required	No
Dulwich Hill	220488	Ewart St, Dulwich Hill	No	No	Yes	No	No	No
Hurlstone Park	219312	Crinan St at Hurlstone Park Station	No	No	No	Yes 1 x (3m x 3m)	No	No
Hurlstone Park	219311	Opp Hurlstone Park Station, Crinan St	Yes	No	Yes	Yes 1 x (3m x 3m)	No	No

TRANSPORT

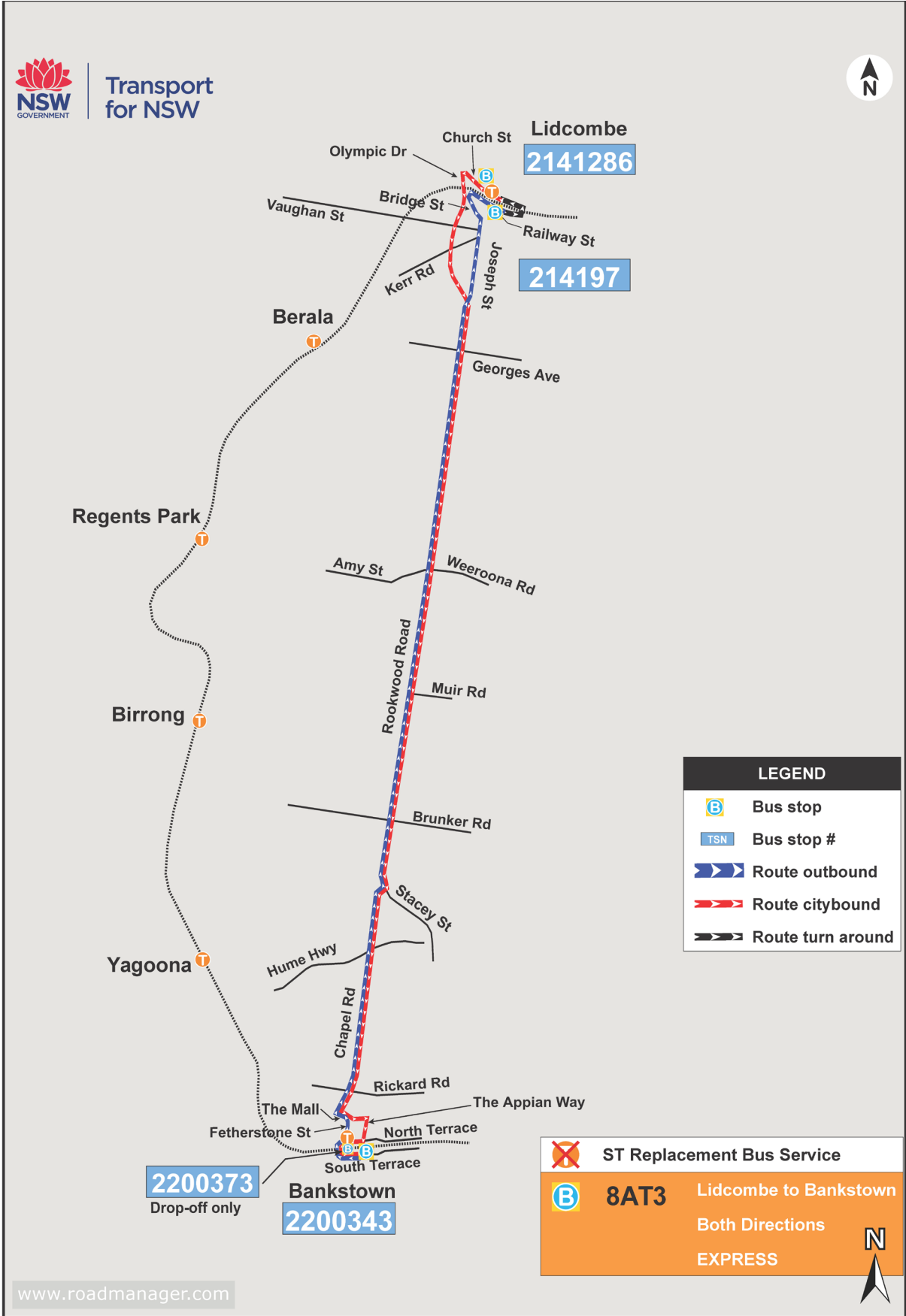
Train Station	Bus stop TSN	Bus Stop Location	Shelter Required	Awning	Existing Bus Stop Shelter	Marquee Provided	Additional Lighting Required	CCTV Required
Lakemba	219518	Lakemba Station, The Boulevard	Yes	No	Yes x 1	Yes 1 x (6m x 3m)	No	No
Lakemba	219527	The Boulevard opp Lakemba Station	Yes	Yes	No	No	No	No
Lidcombe	2141286	Lidcombe Station, Church St	Yes	No	No	Yes 1 x (12m x 3m)	Lighting Required	Church St - Yes
Lidcombe	214197	Lidcombe Station, Railway St	No	Yes	Yes	No	No	No
Marrickville	2204102	Illawarra Rd opp Marrickville Station	No	Yes	No	No	No	No
Marrickville	2204101	Marrickville Station, Illawarra Rd	Yes	Yes	No	No	No	No
Punchbowl	2196282	The Boulevard opp Broadway	No	No	Yes	Yes 1 x (3m x 3m)	No	No
Punchbowl	2196281	Punchbowl Station, The Boulevard	No	Yes	No	No	No	No
Regents Park	214321	Regents Park Station, Amy St	No	No	Yes	No	No	No
Regents Park	214341	Regents Park Station, Amy St	No	Yes	No	No	No	No
Sydenham	220450	Sydenham Station, Railway Pde, Stand C & Stand D	Yes	No	No	Yes 2 x (6m x 3m) and 1 x (4m x 3m)	Lighting Required	No
Sydenham	2204125	Railway Pde Before Gleeson Ave	Yes	Yes	No	No	Lighting Required	Lower Railway Pde - Yes
Wiley Park	219526	The Boulevard, station side, before King Georges Rd	Yes	No	No	Yes 1 x (3m x 2m)	No	No
Wiley Park	2195109	The Boulevard opp Wiley Park Station	Yes	No	Yes	Yes 1 x (3m x 3m)	No	No
Yagoona	219911	Yagoona Station, Hume Hwy	No	No	Yes	No	No	No
Yagoona	219915	Yagoona Station, Hume Hwy	No	Yes	No	No	No	No

Appendix C – Temporary Transport Plan Bus Routes





Transport for NSW



www.roadmanager.com

	ST Replacement Bus Service
	8AT3 Lidcombe to Bankstown
	Both Directions
	EXPRESS



 **ST Replacement Bus Service**






 **10T3** Bankstown to Sydenham
Both Directions
ALL STATIONS



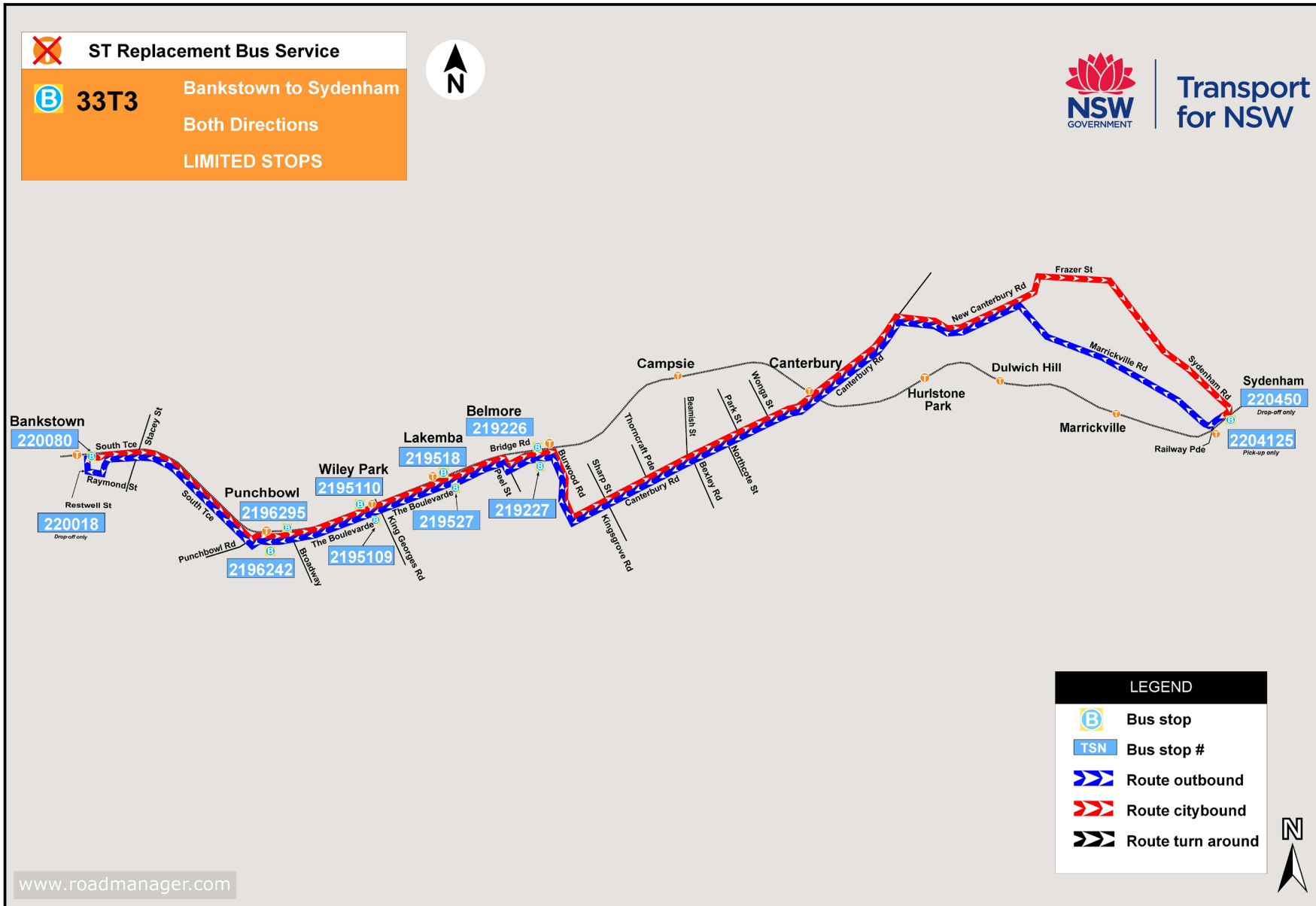
Transport for NSW

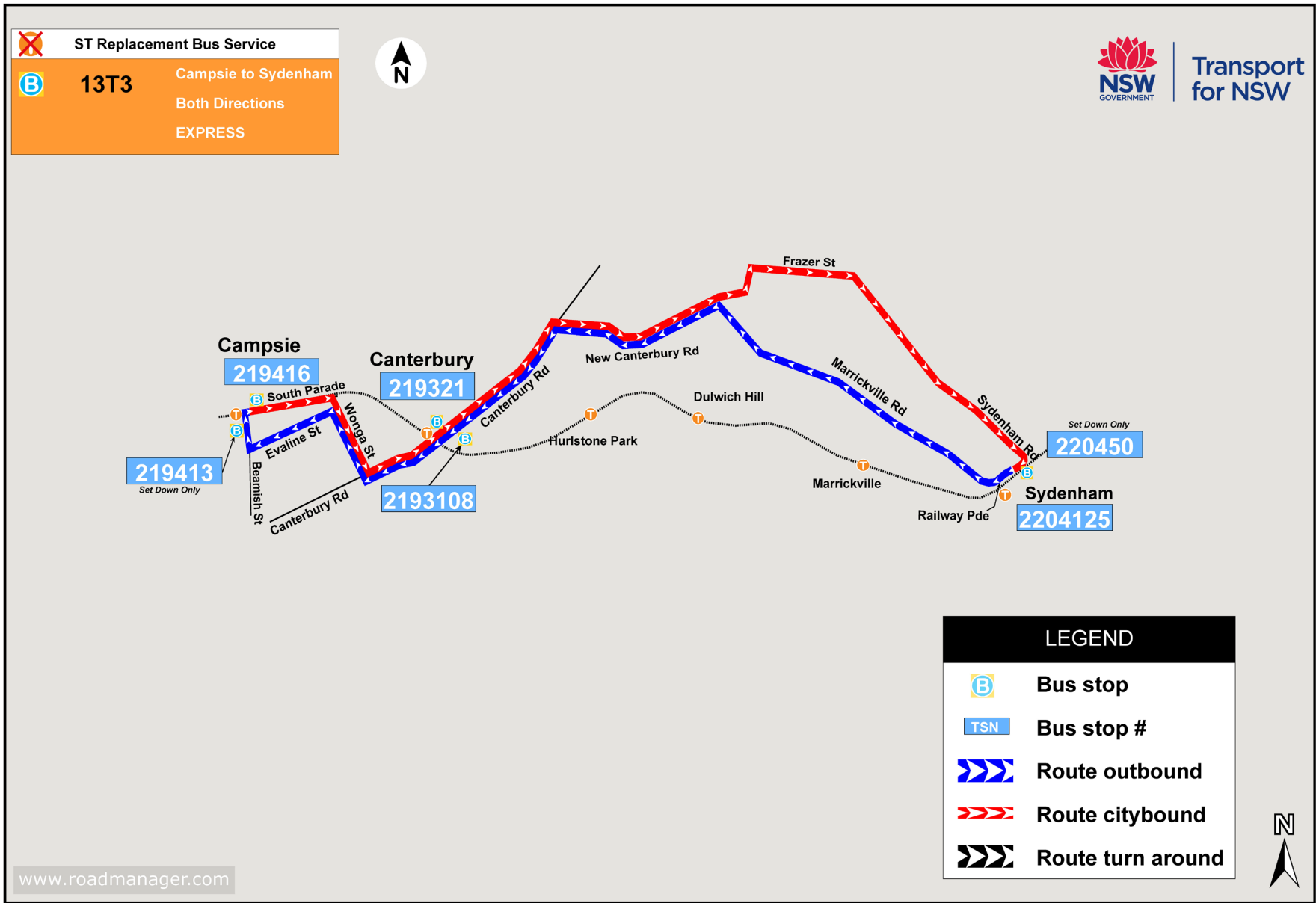


LEGEND

-  Bus stop
-  Bus stop #
-  Route outbound
-  Route citybound
-  Route turn around

www.roadmanager.com



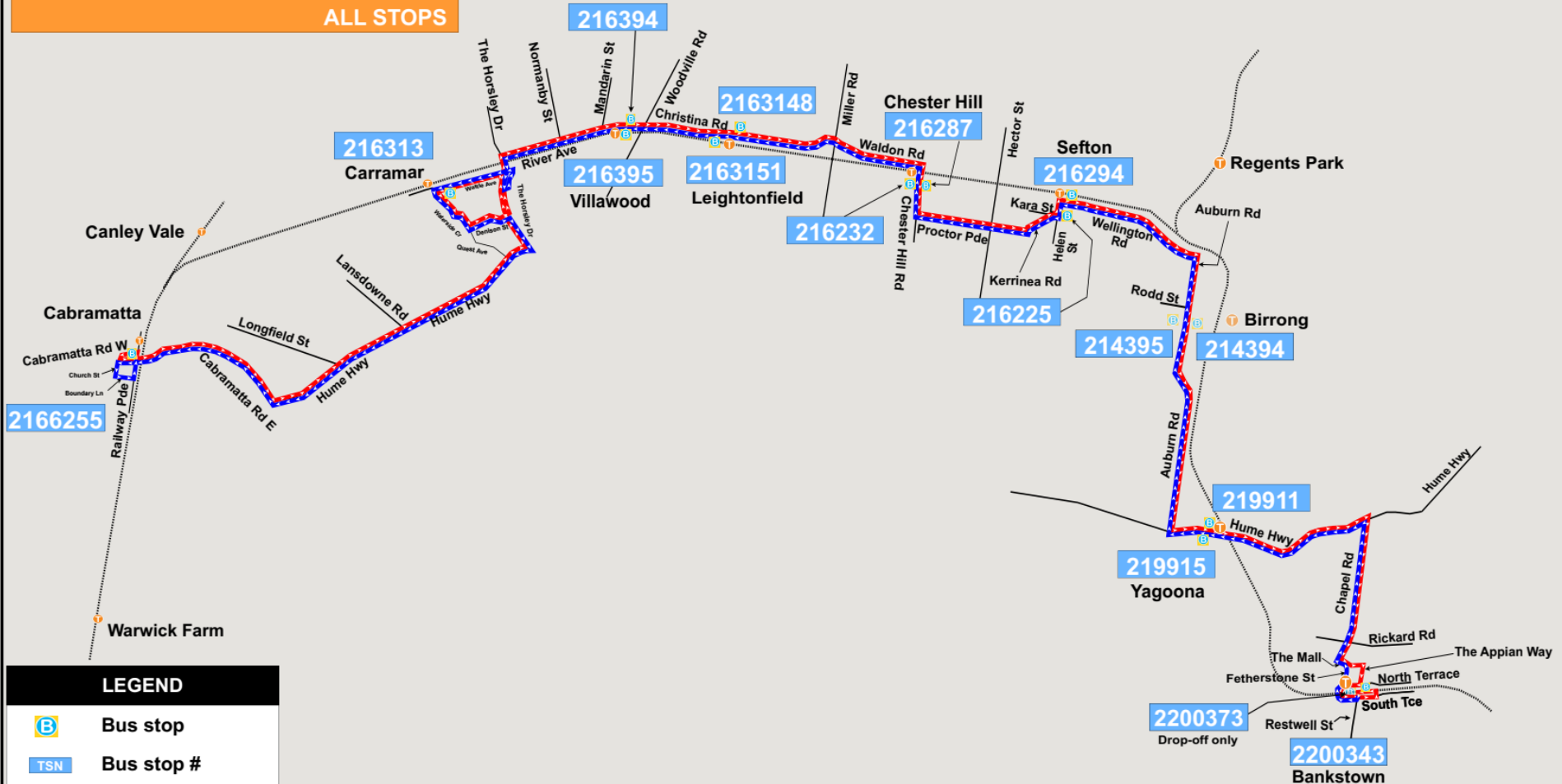


 ST Replacement Bus Service






 **14T3** Bankstown to Cabramatta
Both Directions
ALL STOPS





Transport for NSW



LEGEND

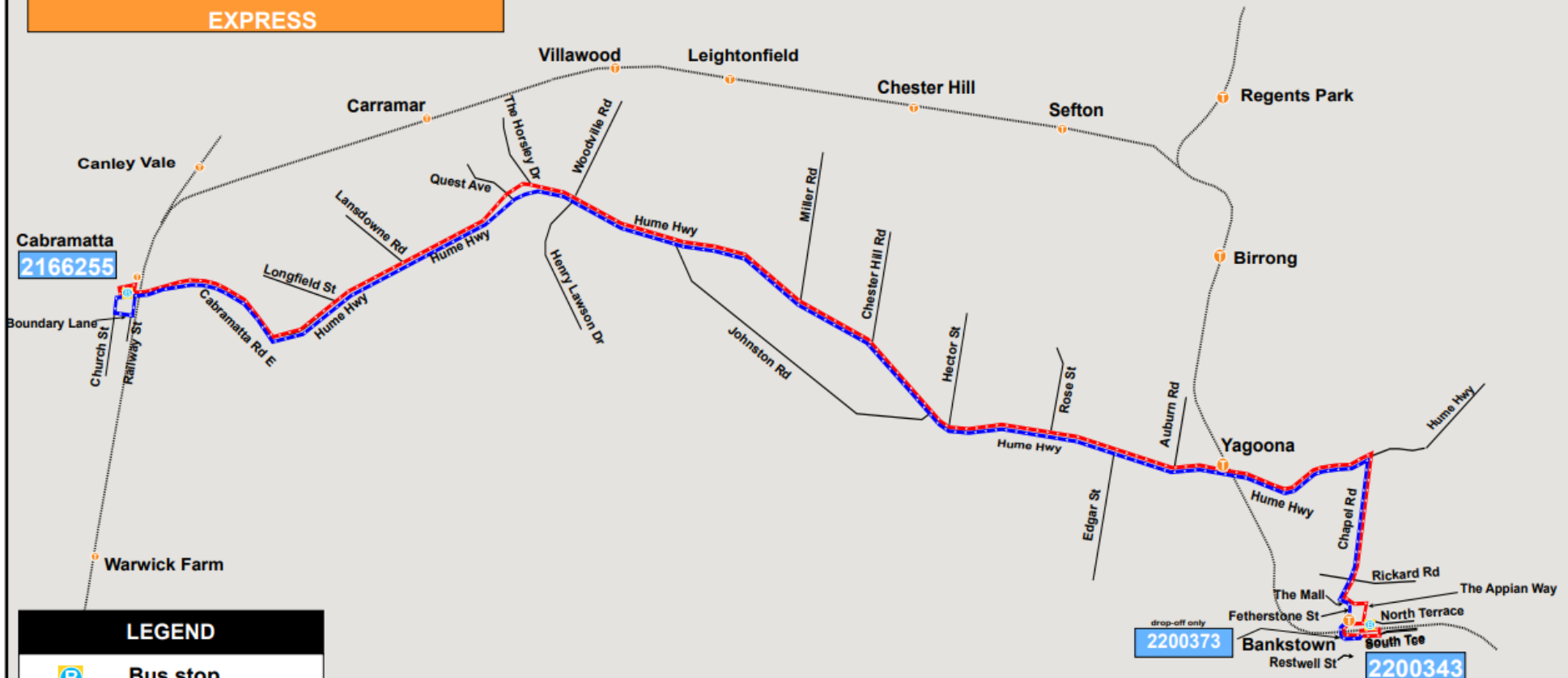
-  Bus stop
-  Bus stop #
-  Route outbound
-  Route citybound
-  Route turn around

 **ST Replacement Bus Service**






 **15T3** Bankstown to Cabramatta
Both Directions
EXPRESS



Transport
for NSW



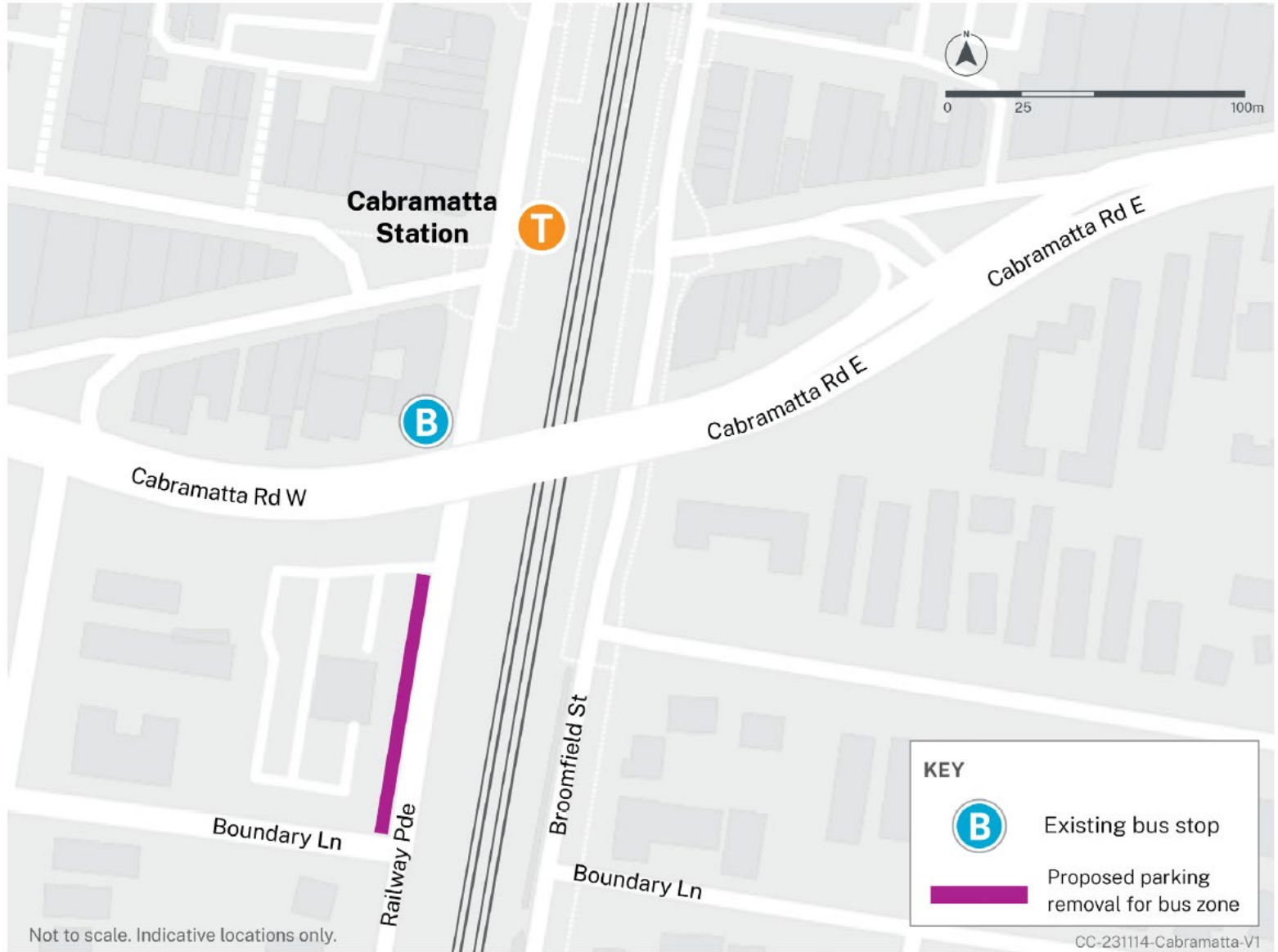
LEGEND

-  Bus stop
-  Bus stop #
-  Route outbound
-  Route citybound
-  Route turn around



Appendix D – Parking Changes and Temporary Bus Zones





*Weekends during the period only – 13 to 14 April and 20 to 21 April

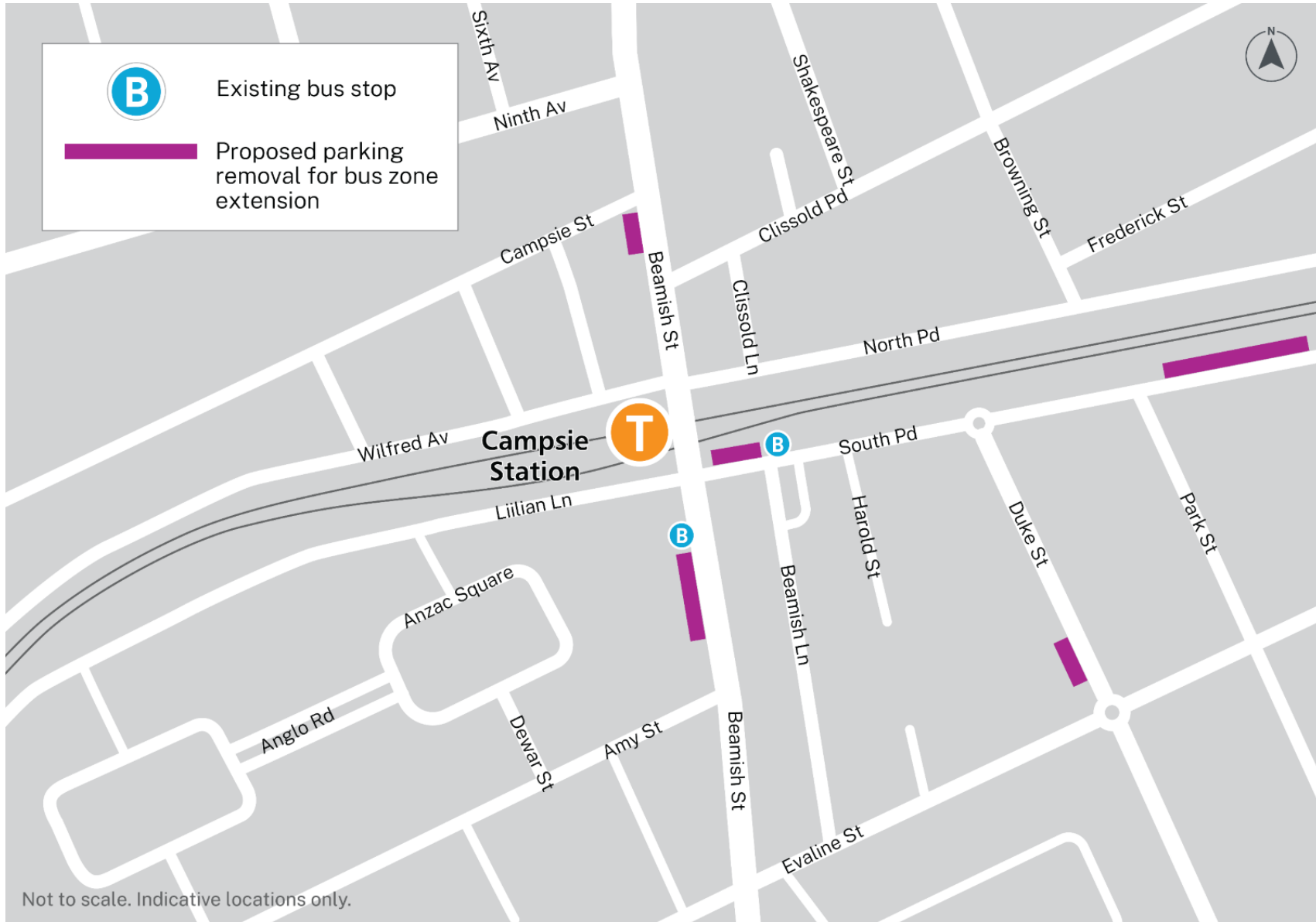


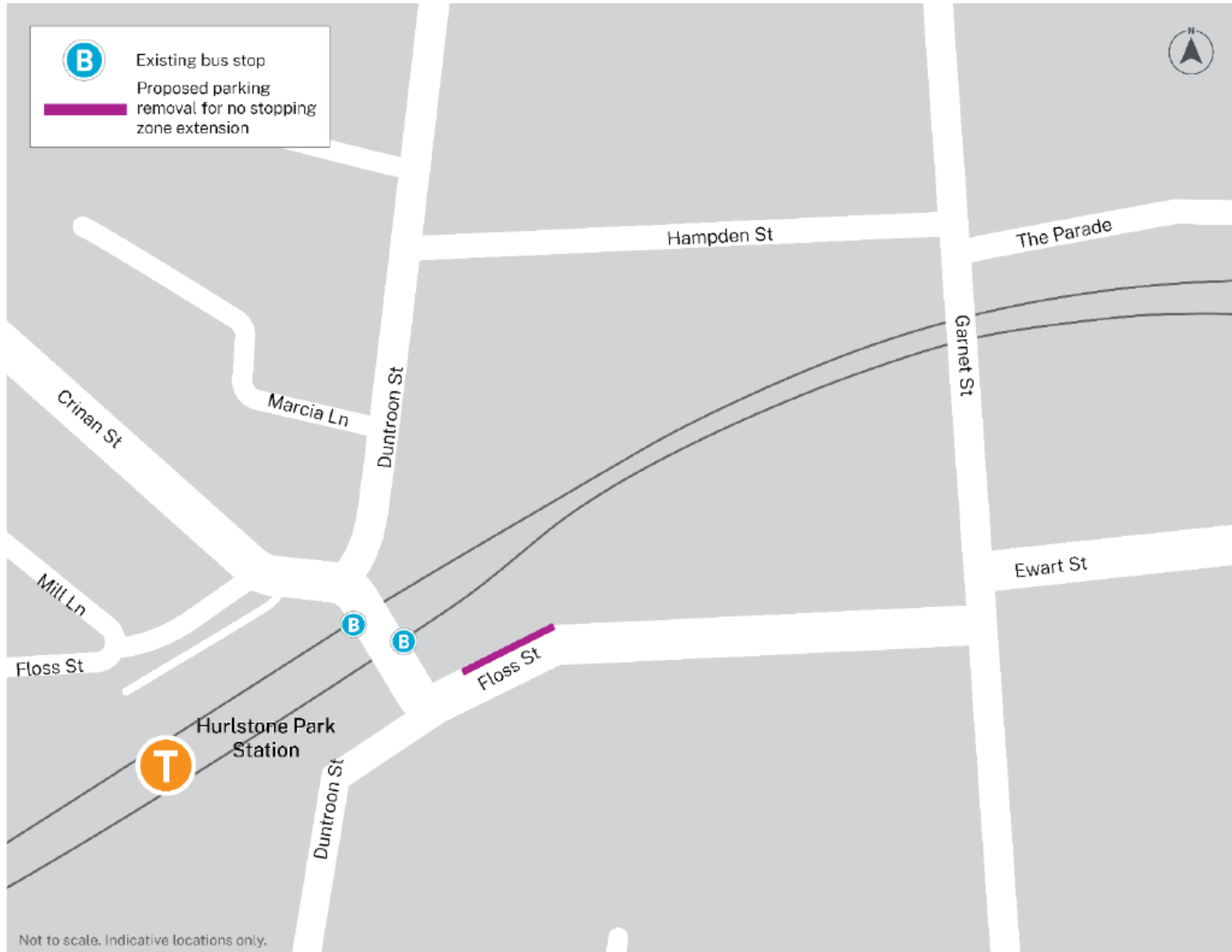


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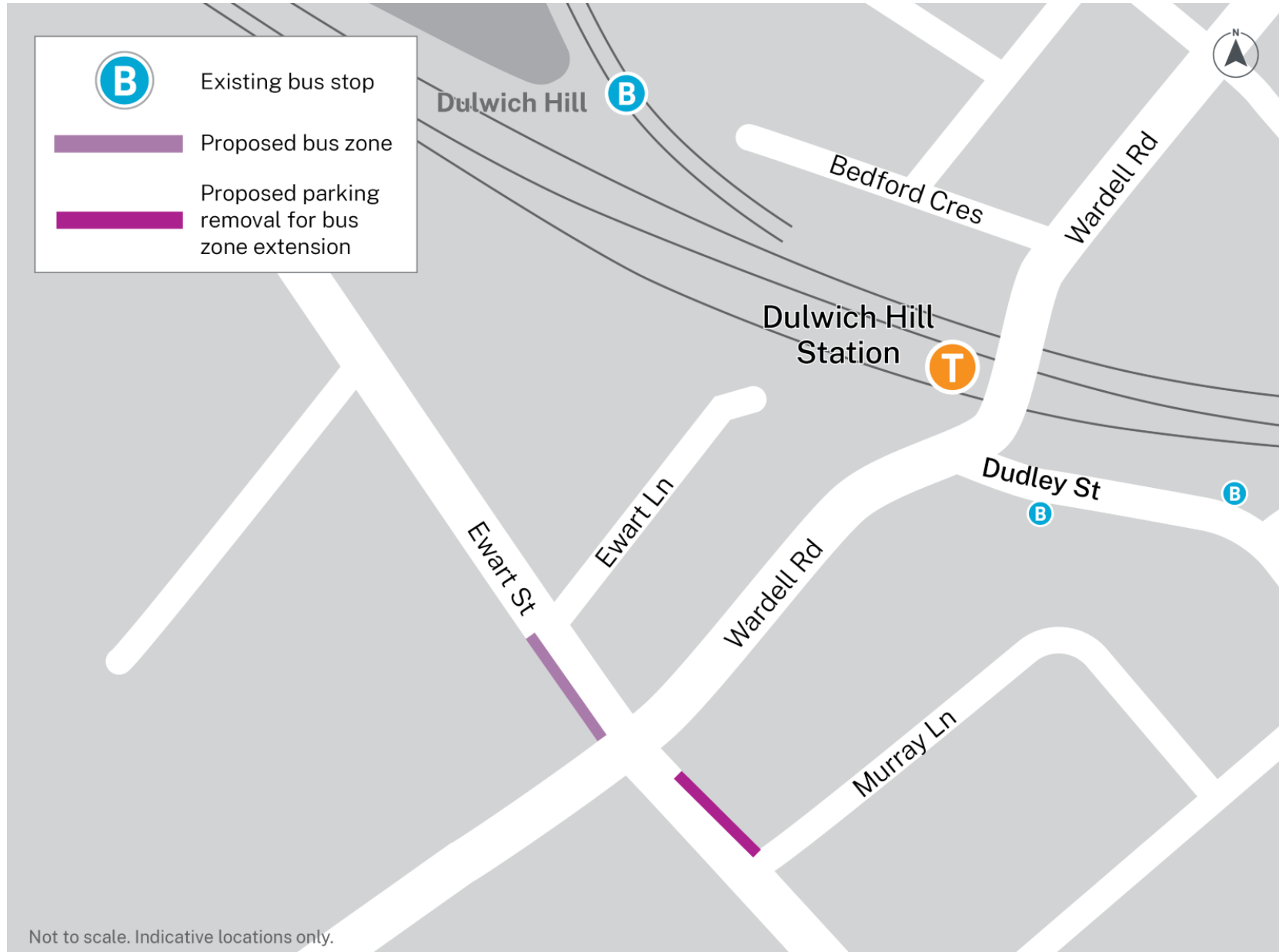


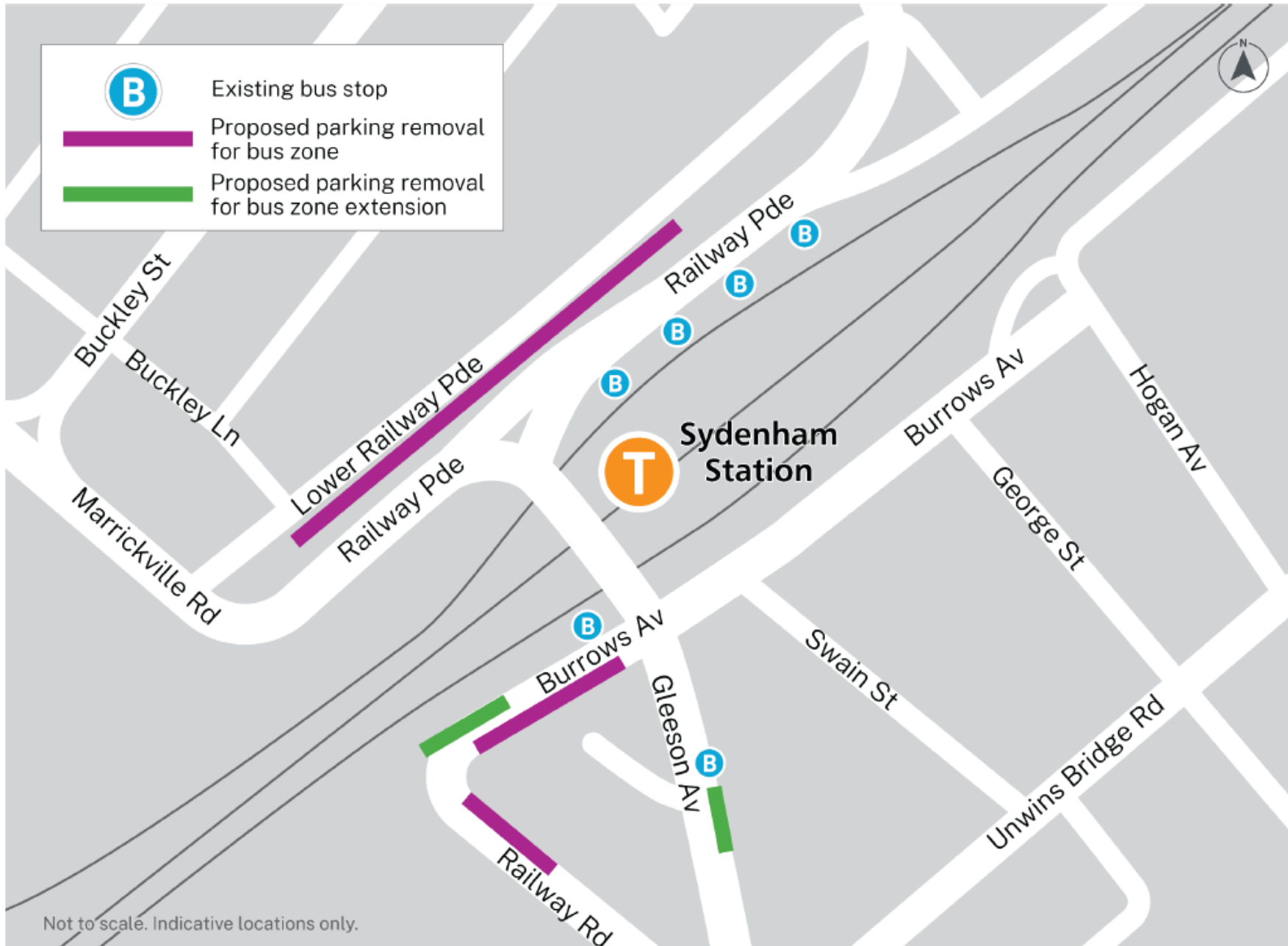






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Appendix E – Stakeholder Consultation List

Engagement and Communications schedule – Sydenham to Bankstown

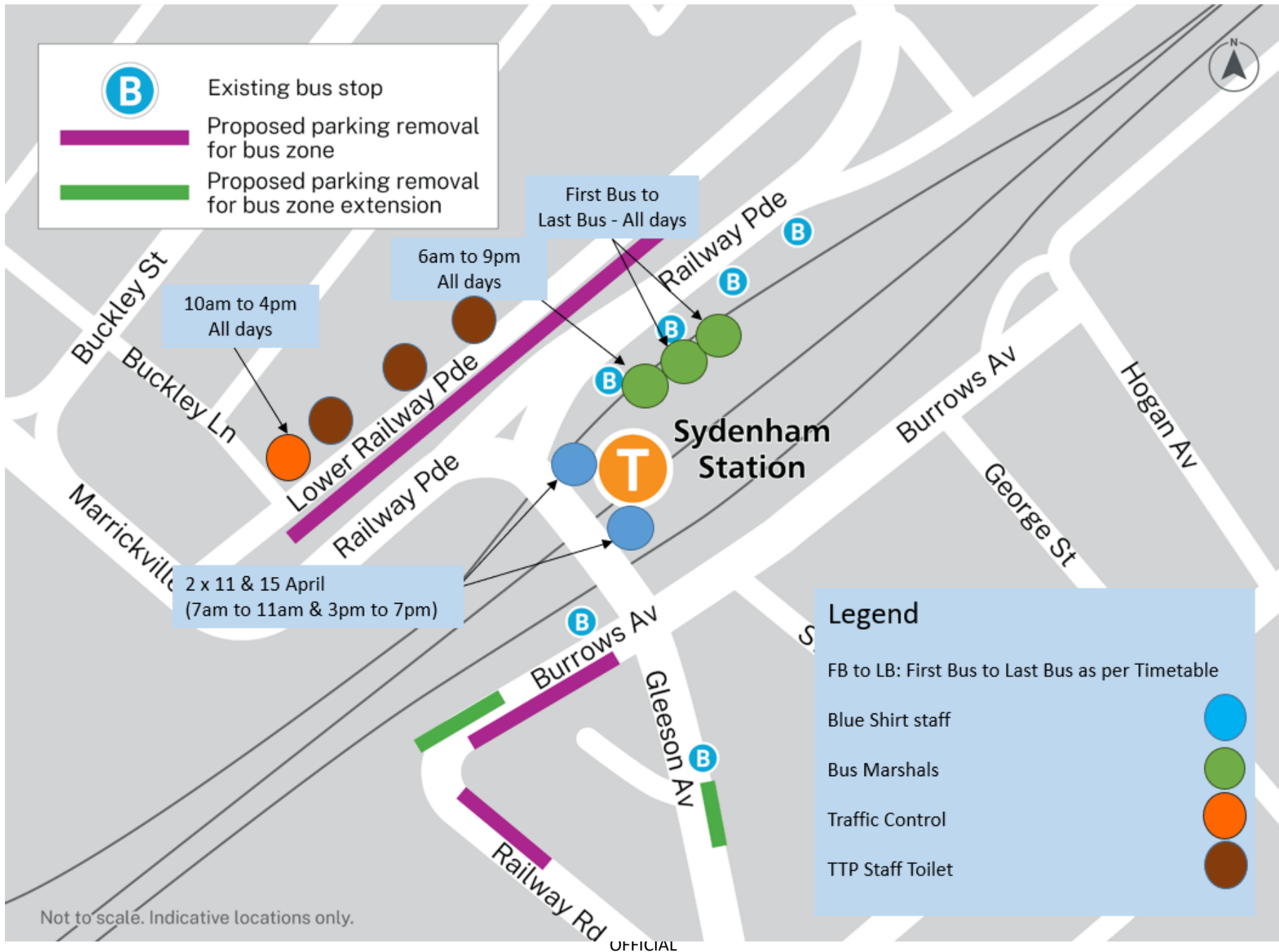
Sydenham to Bankstown TTP – Saturday 13 April to Wednesday 24 April 2024

Date	Activity	Approach
Early 2024	MO notified of Easter TTP dates and community consultation dates.	To be led by CJP Grant Knoetze
18 January 24	Draft engagement plan shared with CJP for review	Seek feedback on the proposed consultation dates and engagement approach
w/c 21 February 24	Draft TTP notifications for Cumberland Council Inner West Canterbury Bankstown	Share with CJP for review and approval. *Maps may require updating*
23 February 2024	Draft and share corporate web copy for Sydenham to Bankstown Upgrade Transport for NSW	Seek approvals for the website update from (Aaron Klasen and CJP)
w/c 23 February 24	TTP notifications finalised (Director approved) by 4pm Notifications sent to MO for approval (72 hours)	MO requires 72 hours to review notifications prior to distribution.
26 February 2024	Email DnD for quote and note deadline	Seek approval for invoice from CJP for print & distribution costs
4 March 2024 (TBC)	Notifications sent to print by 12pm (DND) for distribution to: Cumberland LGA Inner West LGA Canterbury Bankstown LGA	Send final PDF notifications for distribution
5 March 24	Share final TTP notifications with C&P Central River City and Eastern Harbour City teams for distribution to local MPs	Share copies of final community notifications to the relevant place teams prior to consultation.
5 March 24	Push webpage go live in line with community consultation dates	Communicate consultation period for proposed April kerbside changes. Advise and seek feedback on proposed kerbside changes

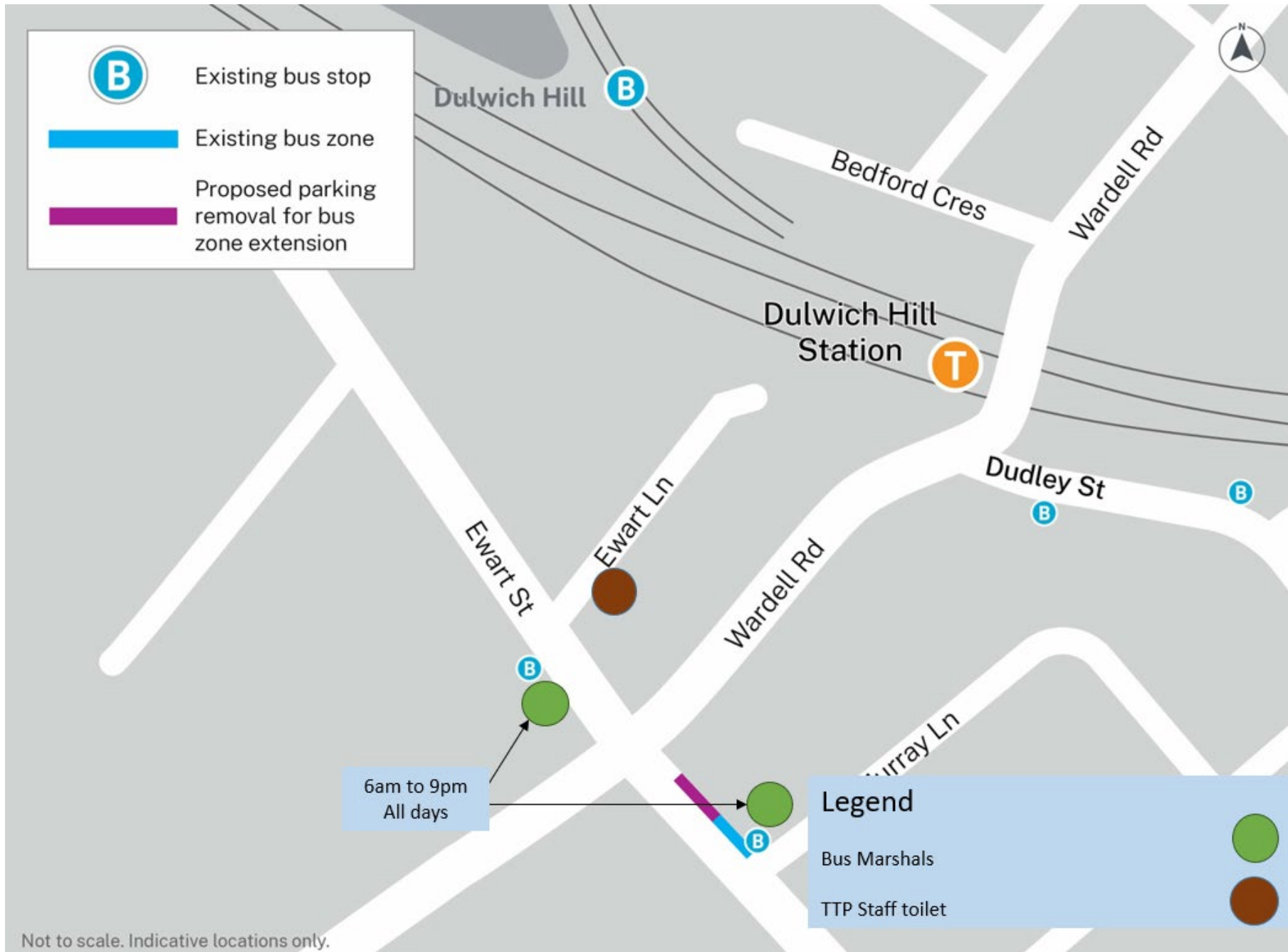
15 March 24 (TBC)	Sydney Metro to distribute community notifications – program update	Provide program update and next steps printed notification to residents and businesses within 200 metres of the Sydenham to Bankstown rail corridor.
7 March-19 March 2024 Community Consultation period commences		
19 March 2024 Community Consultation period ends		
w/c 18 March 24	Collate feedback and draft consultation reports for Cumberland, Canterbury Bankstown City and Inner West Councils. Internal reviews commence.	Collate community feedback and raise any concerns with TTP team.
	Finalise consultation reports for Cumberland, Canterbury Bankstown City and Inner West councils, circulate for approvals.	Advise of community feedback and changes required based on feedback.
22 March 24	Submit community consultation reports to Cumberland, Canterbury Bankstown City and Inner West Councils	Email final reports for submission Note: Ordinary Council meeting 26 March 24 IWC/Cumberland 3 April 24
23 March 24	Community Connect event- Bankstown Centro	Engage community members and answer questions regarding TTP-pending MO announcement
1 April 24 (TBC)	Metro to distribute work notifications	Advise community of upcoming work and subsequent rail line closure
TBC	Canterbury Bankstown Council Ordinary Council meeting	Confirm- Consultation report noted in meeting minutes via website.
TBC	Inner West Council Ordinary Council meeting	Confirm -Consultation report noted in meeting minutes via website.
8 April 24	Email notification to following stakeholder groups. Business associations CALD Community groups Health providers Shopping centres Hotels Clubs and Sporting facilities Community services Aged care facilities Tertiary Education institutions	Remind of upcoming parking changes from TTP inbox
9 April 24	C&P and CJP representatives to meet face-to-face with Restwell St business owners (if required)	Remind of upcoming parking changes

2am Saturday 13 April to 2am Thursday 25 April Temporary Transport Plan implemented

Appendix F – Customer Information Staffing Locations

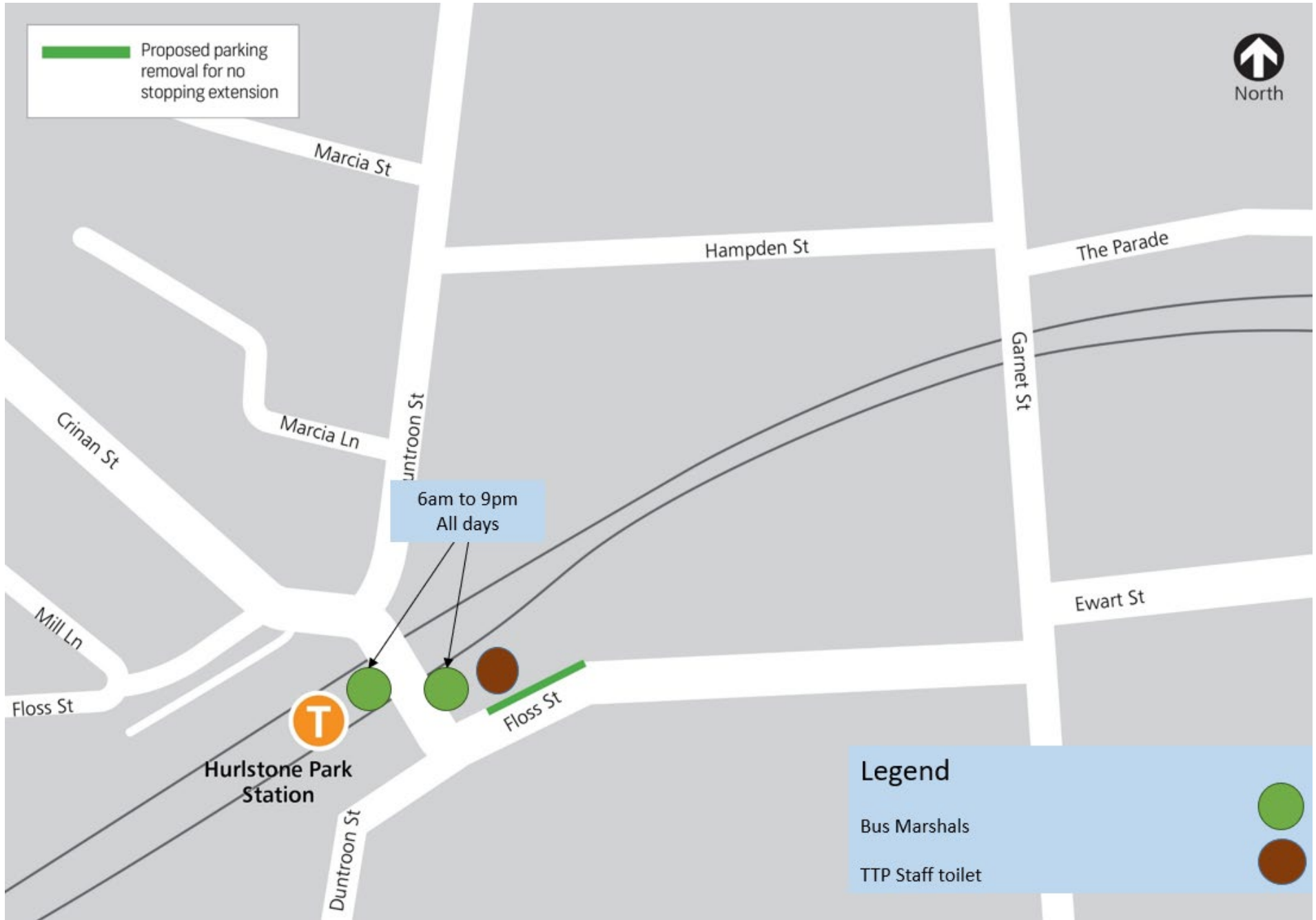


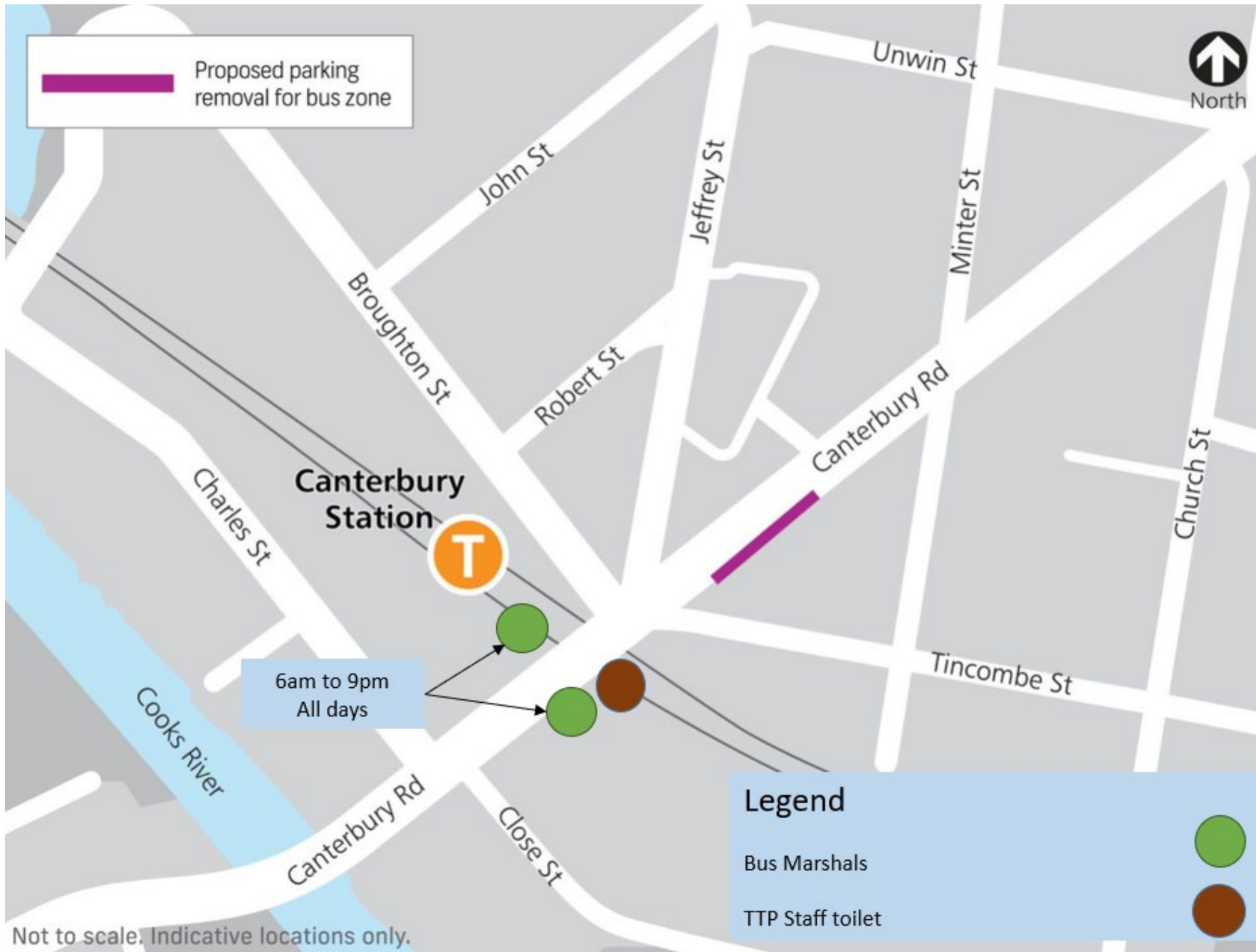




Not to scale. Indicative locations only.

OFFICIAL





Not to scale. Indicative locations only.

OFFICIAL



Legend

FB to LB: First Bus to Last Bus as per Timetable

Customer service staff



Bus Marshals



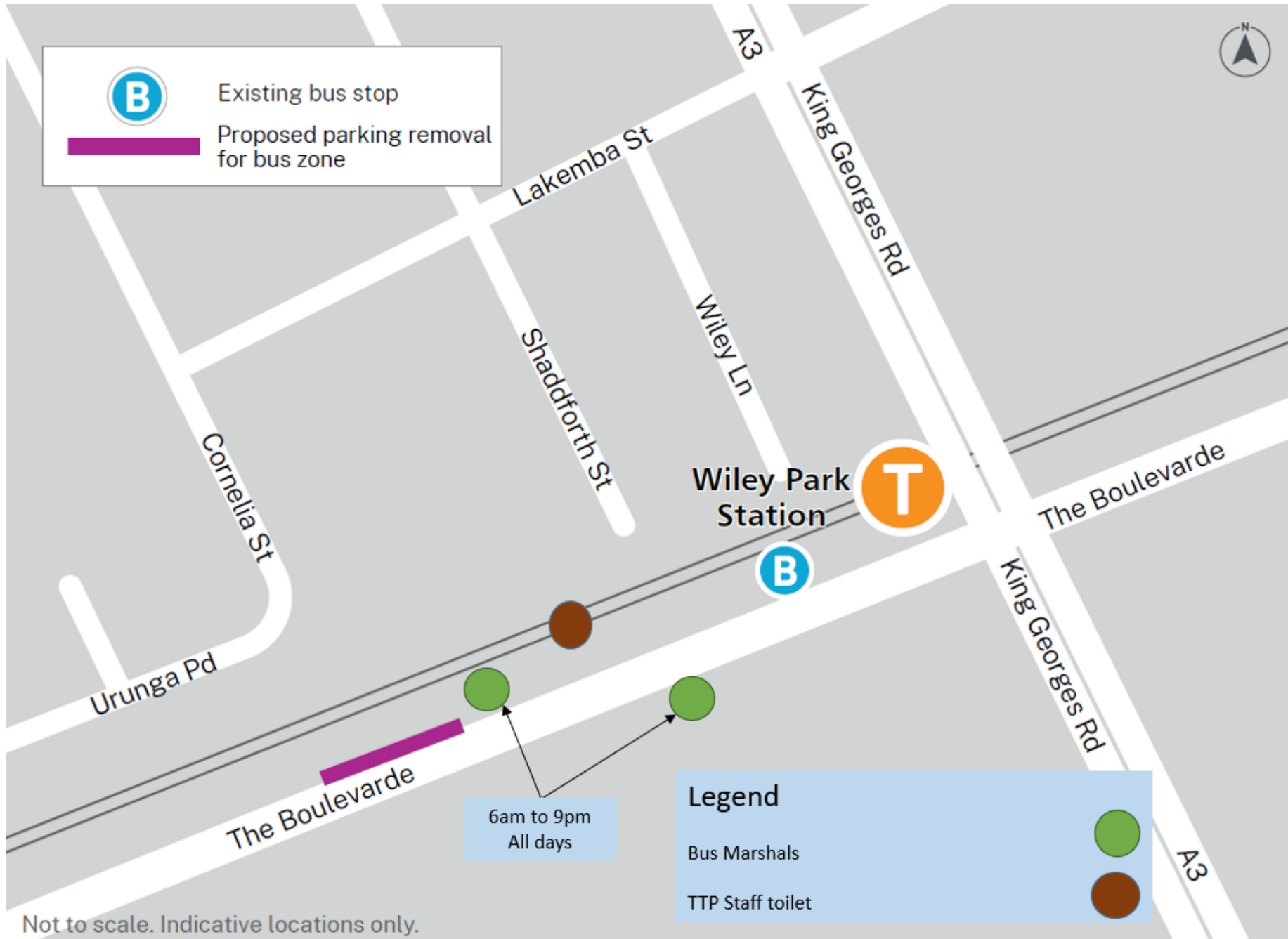
TTP Staff toilet



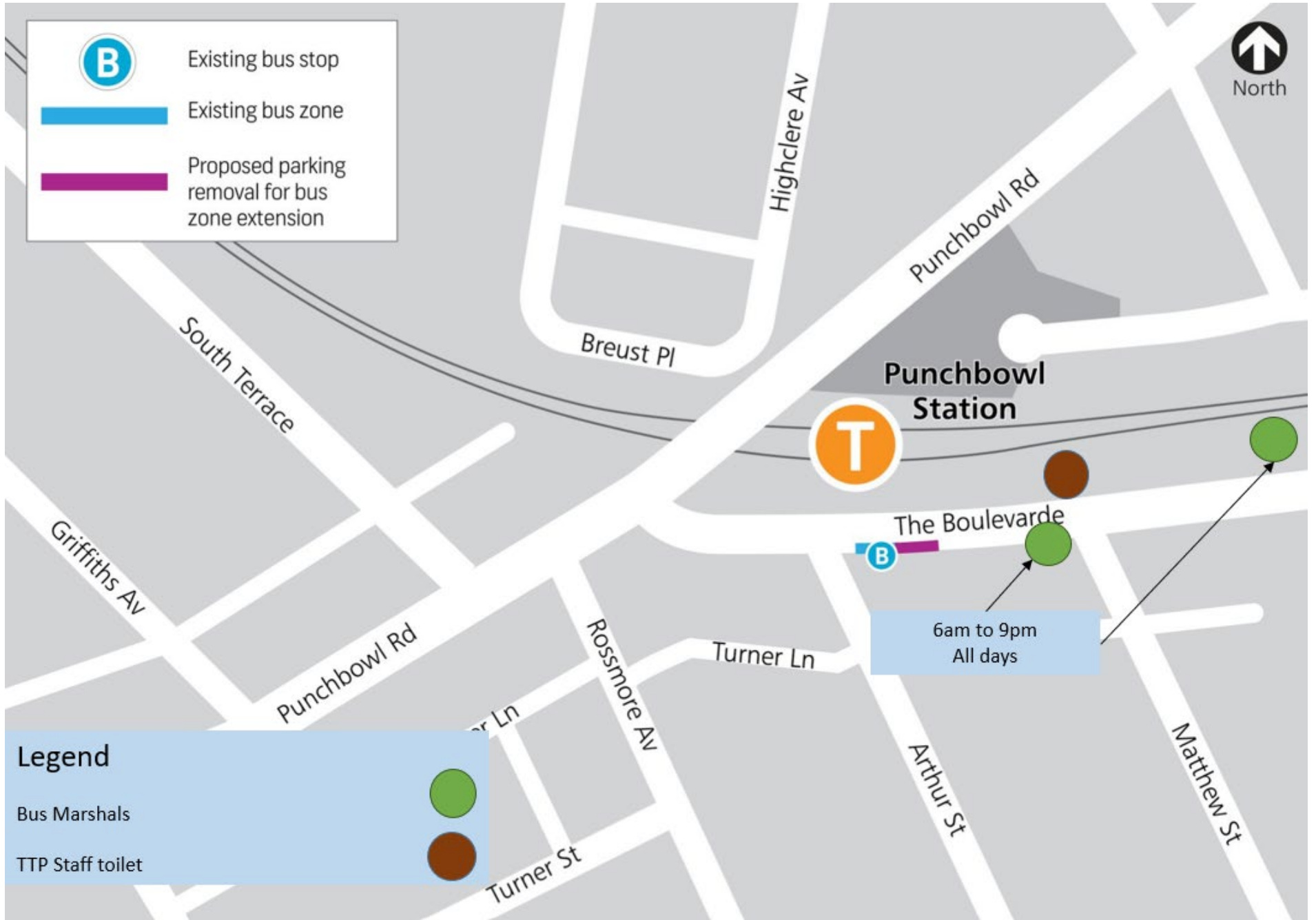
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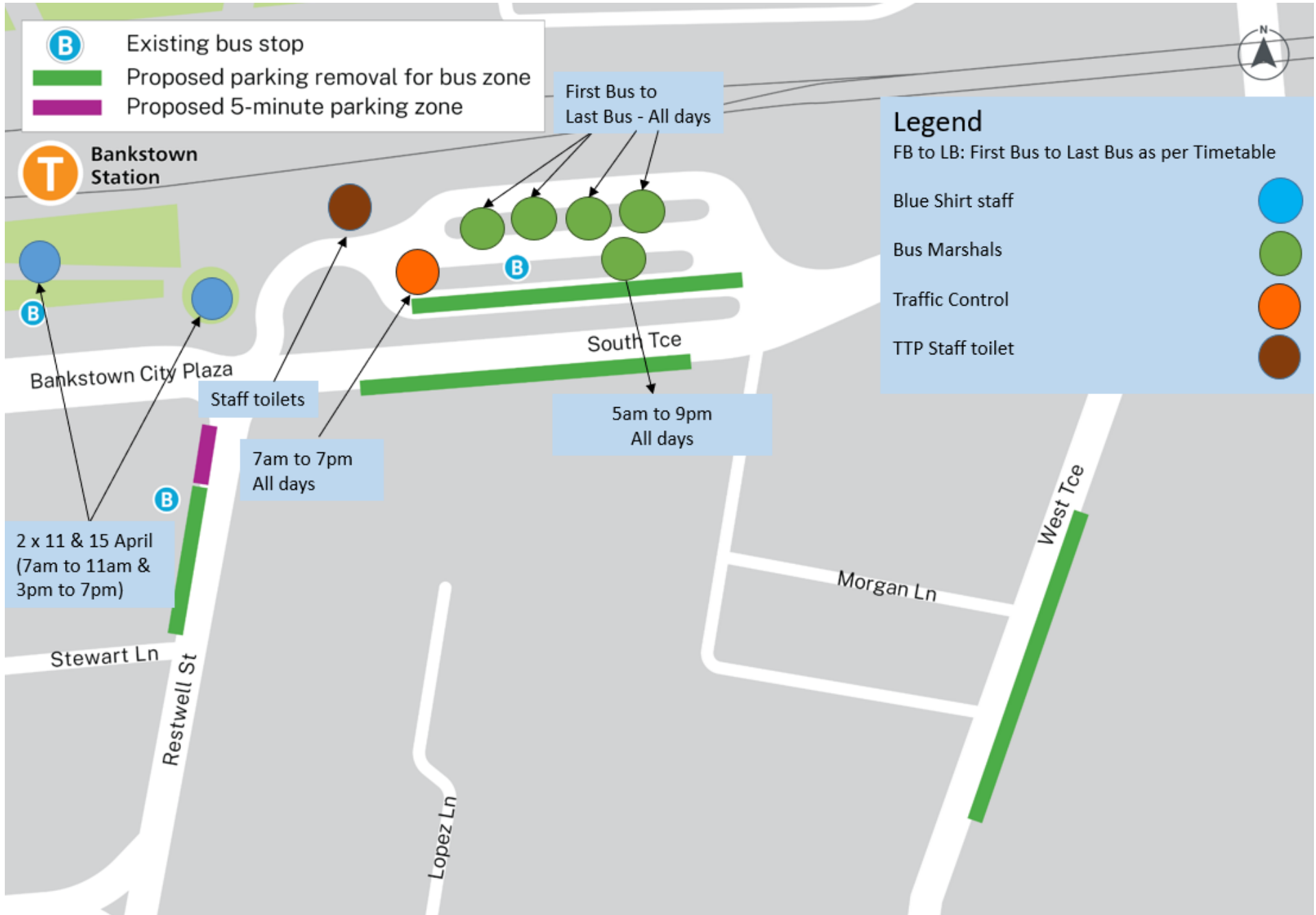


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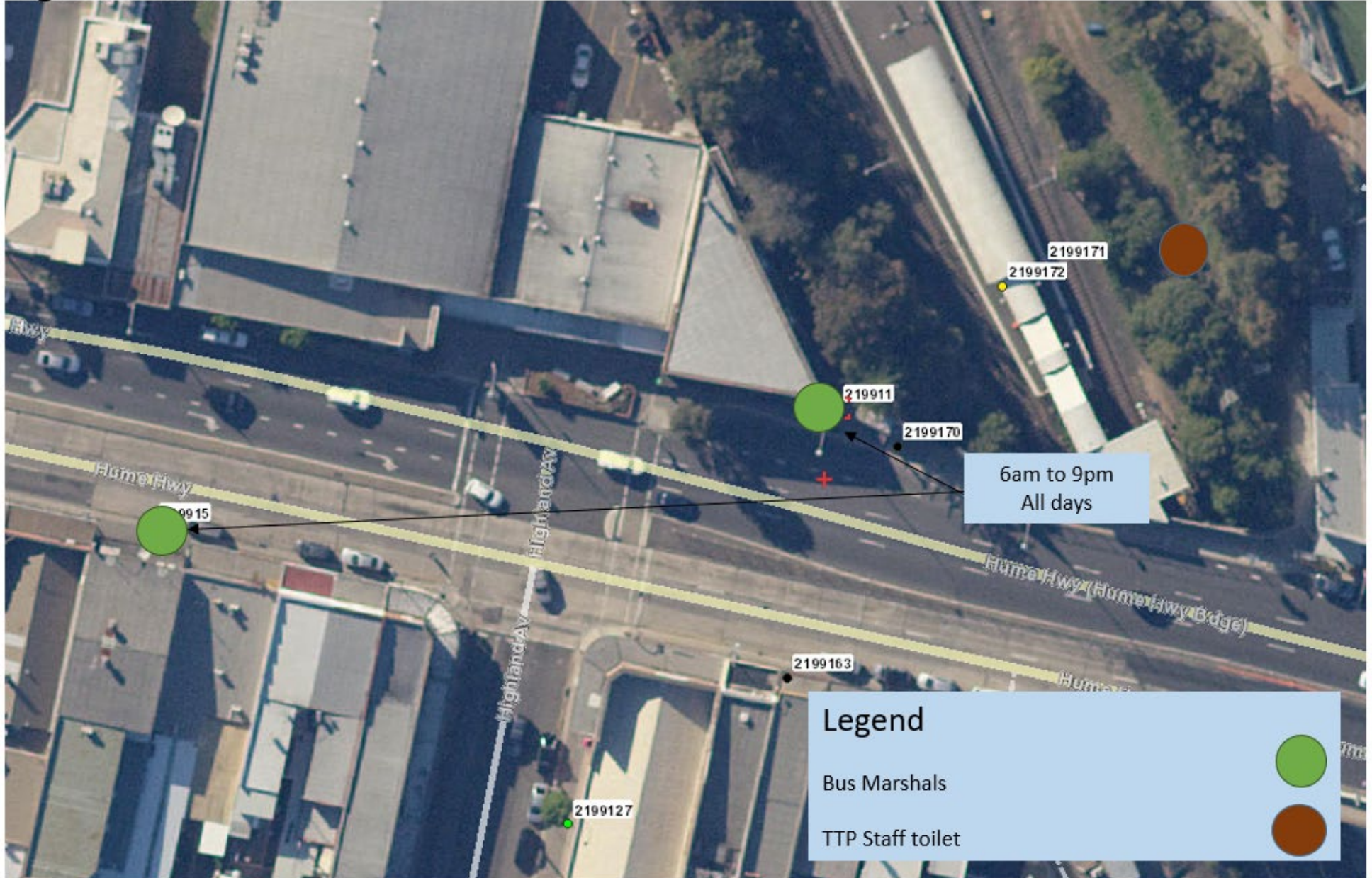
Bus Marshals

TTP Staff toilet



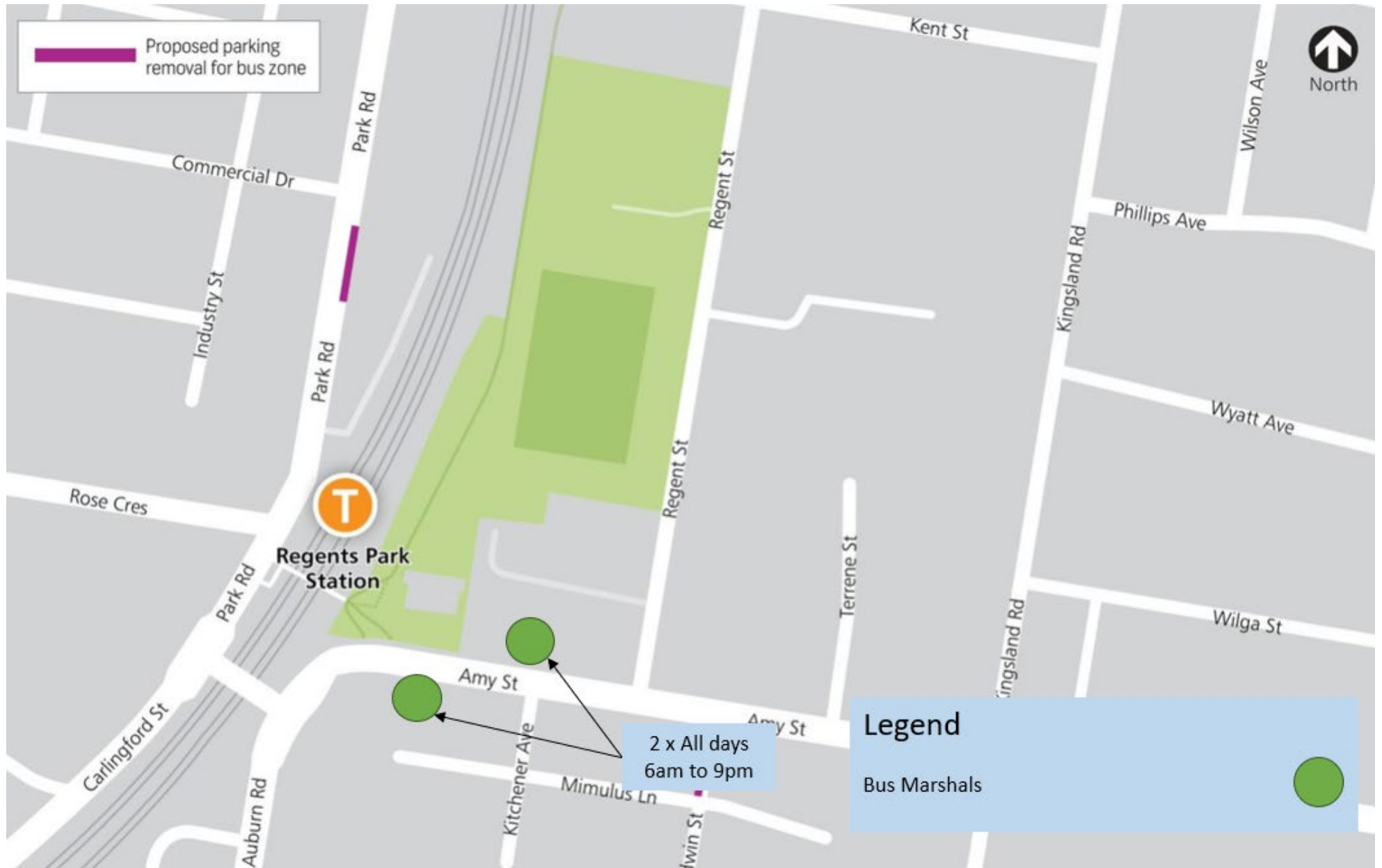


Yagoona Station



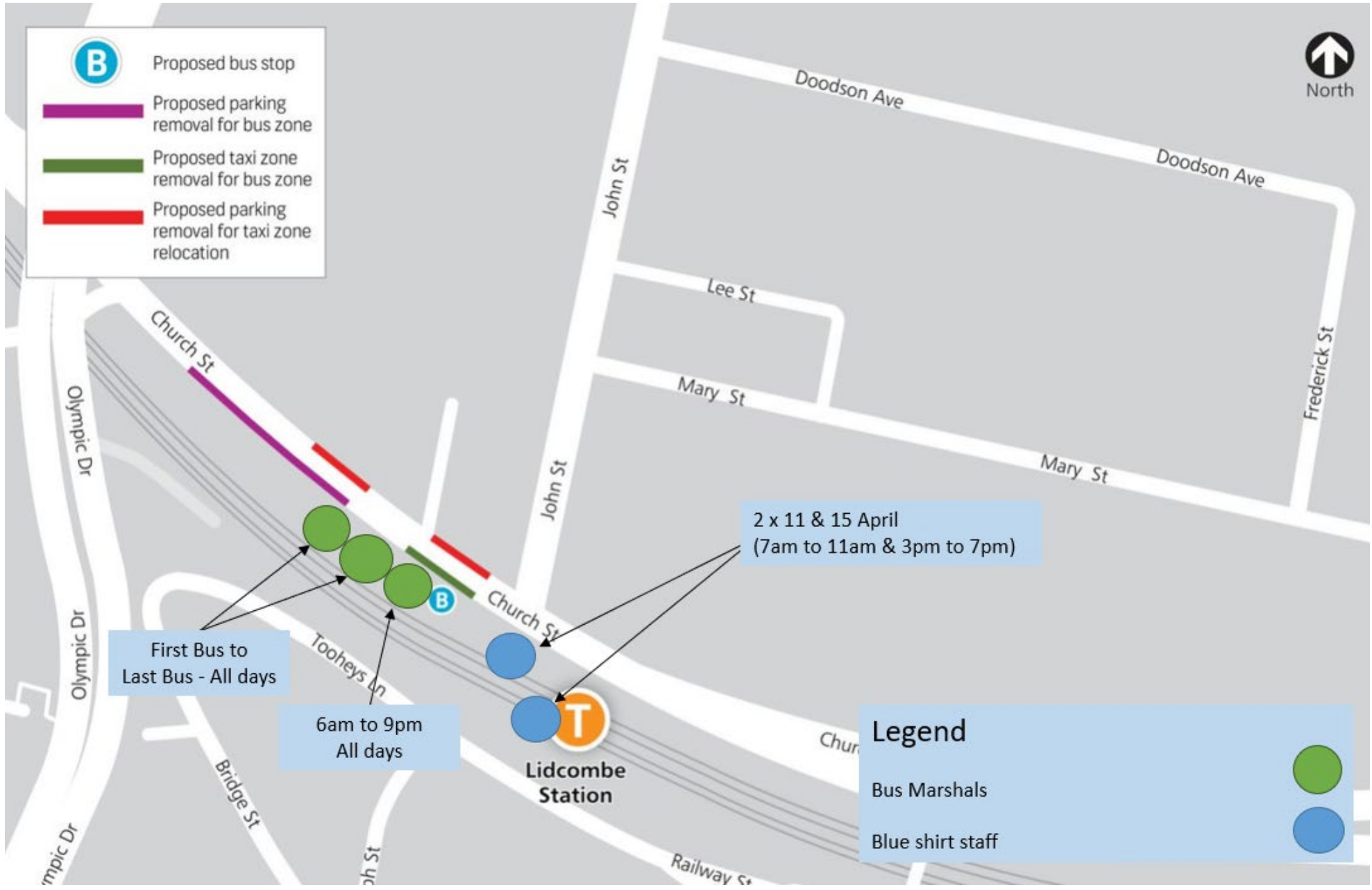
Birrong Station





Berala Station









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