



Sydney's new metro train

Community feedback helps shape Sydney Metro Bankstown Line upgrade

Following community feedback, there will be reduced closures of the Bankstown Line while it is being upgraded to Sydney Metro railway standards.

The heritage character of stations along the 122-year old T3 Bankstown Line will also be retained following community feedback for the Sydenham to Bankstown section of Sydney Metro.

Customers in Sydney's south west can expect a world-class Sydney Metro service with more trains, faster travel times and easier access to stations.

The Bankstown Line currently has between four and ten trains per hour in the morning peak but, when Sydney Metro services start, there will be 15 new fully air-conditioned trains an hour in the peak and six trains per hour in the off peak.

Lifts for every station

Station	Lift access now	Lift access with upgraded station
Bankstown	✓	✓
Punchbowl	✗	✓
Wiley Park	✗	✓
Lakemba	✓	✓
Belmore	✓	✓
Campsie	✓	✓
Canterbury	✗	✓
Hurlstone Park	✗	✓
Dulwich Hill	✗	✓
Marrickville	✓	✓
Sydenham	✓	✓

New Sydney Metro services

every 4 minutes
in the peak

10 minutes
in the off peak

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

now

Sydney Metro

Sydenham to Bankstown customers will enjoy all of the features of a state-of-the-art metro service but with fewer impacts during construction upgrade works.

- ✓ Each station upgrade completed in one year instead of two years
- ✓ Heritage buildings retained and repurposed
- ✓ Less disruption with reduced closures of the Bankstown Line
- ✓ Smaller construction areas and less disruption to local businesses
- ✓ Fewer trees removed
- ✓ Fewer traffic changes and rail bridges will remain open most of the time
- ✓ Less track work by reusing rail infrastructure like overhead wiring and existing track



Artist's impression of Hurlstone Park Station

Key features of the upgraded Bankstown Line

- 00:04** An air-conditioned metro train every four minutes in the peak
- ♿** Fully accessible stations including lifts
- 📹** Improved CCTV surveillance, platform screen doors, and platforms level with train floors
- 🚆** All trains stopping at all local stations - no waiting for the right train
- 🕒** Less time spent waiting due to higher frequency services
- 🚶** Safe and efficient connections during the peak and non-peak periods between key centres along the T3 Bankstown Line
- 🕒** Reduced travel times to key employment and education precincts



Sydney Metro prototype station

Sydney Metro - the facts

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.



Now **4 to 10** per hour

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



Sydney Metro **15** per hour

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

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.

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.



Beyond Bankstown

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

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.



Time savings to Central Station

Faster and more frequent services mean Sydney Metro could save you up to 75 minutes a week.

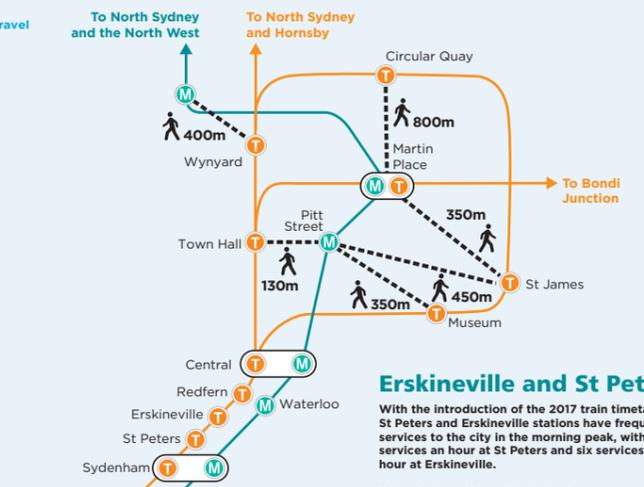
	Now (minutes)	Sydney Metro (minutes)	Savings (minutes)	Savings per week for 5 days of travel (hours:minutes)
Bankstown	Up to 35	28	Up to 7	01:15
Punchbowl	Up to 32	26	Up to 6	01:00
Wiley Park	Up to 30	24	Up to 6	01:00
Lakemba	Up to 28	22	Up to 6	01:00
Belmore	Up to 25	20	Up to 5	00:50
Campsie	Up to 23	18	Up to 5	00:50
Canterbury	Up to 20	16	Up to 4	00:40
Hurlstone Park	Up to 18	14	Up to 4	00:40
Dulwich Hill	Up to 16	12	Up to 4	00:40
Marrickville	Up to 14	10	Up to 4	00:35
Sydenham	Up to 11	7	Up to 4	00:35

More trains per hour on the Bankstown Line



Note: In the morning peak towards the city

Easy CBD connections



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.

Erskineville and St Peters

With the introduction of the 2017 train timetable, 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.



Community information sessions

Changes made to the Project will be outlined in a Submissions and Preferred Infrastructure Report. This report will go on exhibition from mid-June.

Community members can find out more by visiting sydnymetro.info or coming along to one of our community information sessions where expert members of the Project team will be available to answer questions.

There is no need to make a booking.

Heritage along the Bankstown Line

The T3 Bankstown Line has a rich heritage. Historical records show that it's between 108 and 122-years old, with stations between Sydenham and Belmore opening in 1895 and the line extended to Bankstown in 1909.

All station heritage buildings in the project area will be retained and reused. This includes all heritage listed overhead booking offices, concourses and platform buildings.

Heritage listed platforms will now be re-levelled at most stations, and minor adjustments will be made to heritage platforms at Bankstown.

Date and time	Location
Saturday 23 June 2018 10am-2pm	Canterbury Bankstown Arts Centre 5 Olympic Parade Bankstown
Tuesday 26 June 2018 3-7pm	Canterbury-Hurlstone Park RSL Club 20-26 Canterbury Road Hurlstone Park
Saturday 30 June 2018 10am-2pm	Marrickville Town Hall 303 Marrickville Road Marrickville
Wednesday 4 July 2018 3-7pm	Canterbury League Club 26 Bridge Road Belmore



Marrickville Station 1895

