



Installation of the new pedestrian concourse at Dulwich Hill Station.

Southwest Metro project update

August 2023

Sydney Metro is Australia's biggest public transport project. Services began in 2019 in the city's North West. Metro services between Chatswood and Sydenham will begin in 2024, then onto Bankstown in 2025.

Key features of the new metro

-  Faster travel times, with some customers saving at least one hour per week travelling into the city
-  An air-conditioned metro train every four minutes in the peak in each direction
-  Lifts at every station
-  Level access between platforms and trains – no more gaps or step up into the train
-  Improved CCTV security monitoring and platform screen doors
-  All trains stopping at all stations – no waiting for the right train
-  Safe and easy interchanges between metro and Sydney Trains services
-  New and improved east-west pedestrian and cycling links between Sydenham and Bankstown

Government commitment to Southwest Metro

In April 2023, the NSW Government announced an independent review into Sydney Metro.

As recommended by the interim review findings, the NSW Government has announced its commitment to convert the T3 Bankstown Line to metro standards.

Completing the conversion ensures passengers on the Southwest receive the benefits offered by metro services, including a fast metro train every four minutes in the peak and fully accessible stations and services.

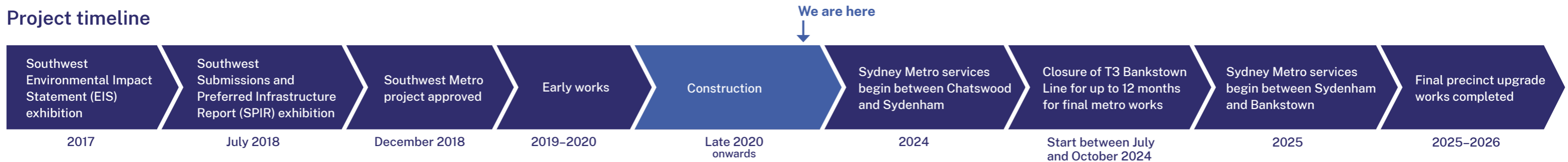
The conversion also delivers significant benefits across the broader transport network, reducing the rail bottleneck closer to the CBD, increasing reliability, and freeing up trains to use on other lines.

Upcoming disruption and final conversion

There will be significant disruption before metro services to Bankstown begin in 2025.

A series of weekend and school-holiday shutdowns will take place until mid-2024, followed by a final conversion requiring a shutdown of up to 12 months. This final conversion will start between July and October 2024.

Project timeline



Review into Sydney Metro

In April 2023, the NSW Government announced an independent review into Sydney Metro. The interim findings of the independent review have been delivered to the NSW Government, largely focused on the City & Southwest project due to its critical stage of delivery.

The interim findings include:

- The conversion of the T3 Bankstown Line to metro standards should continue as it delivers significant benefits across the transport network

- The final conversion of the T3 Bankstown Line is likely to require a shutdown of up to 12 months, commencing between July and October 2024
- Sydney Metro and Transport for NSW to develop a comprehensive temporary transport plan to support the final conversion, which includes extensive communication with affected communities.

The Sydney Metro Independent Review interim report summary can be found on the Sydney Metro website.

Frequently asked questions

Who is delivering the remaining construction works?

The existing station contractors have completed the majority of their station upgrade works and are now demobilising.

Other contractors will continue their work in the corridor, including bridge upgrades, corridor fencing and power, utilities and signalling works. New contracts are likely to be awarded for remaining works to be completed before the testing and commissioning process begins.

Why is construction still underway?

Southwest Metro works have been significantly impacted in recent years by a range of well-documented external factors that have affected infrastructure projects across the world. These include the COVID-19 pandemic, poor weather, supply chain and materials issues, and reduced contractor availability in a busy construction market.

Sydney Metro works were also impacted by ongoing industrial action at Sydney Trains between November 2021 and December 2022, which resulted in 22 cancelled rail possessions required for metro upgrade works.

Why does the final conversion shutdown need to be up to 12 months long?

The final shutdown will now be up to 12 months, down from the initial estimate of 15 months, to minimise impacts on customers as much as possible.

A final conversion shutdown is required for work that can only be done once Sydney Trains services have stopped operating, such as installing platform screen doors and completing train testing and commissioning activities.

The final shutdown length has increased since initial forecasts made earlier in the project due to an increase in train testing activities that can only take place during the final conversion.

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

Work during the final conversion shutdown will be focused on scope required to run metro services. This is because the priority is to reduce passenger impacts and begin operating metro services as soon as possible.

Some works not required for operations, such as precinct works, upgrades outside the rail corridor, fencing works and access improvements, may continue being delivered after the metro becomes operational.

Southwest Metro completed work

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

- ✓ **Upgrade of Sydenham Station** – new pedestrian concourse and Burrows Avenue station entrance now open. Lifts opening soon
- ✓ **New lifts** at Wiley Park Station now open
- ✓ **New lifts** installed at Dulwich Hill, Hurlstone Park, Punchbowl and Canterbury – opening soon
- ✓ **New pedestrian footbridge** installed at Dulwich Hill Station to connect to light rail station – opening soon
- ✓ **Public art** and glazing work at stations complete
- ✓ **Renewed pedestrian concourse** and shopfronts at Campsie – opening soon
- ✓ **New kiss & ride zones** at Dulwich Hill, Punchbowl, Hurlstone Park and Belmore now open
- ✓ **New public plaza** next to Belmore Station now open

Disruption and rail shutdowns

There will be significant disruption before metro services to Bankstown begin in 2025.

A series of weekend and school-holiday shutdowns will take place until mid-2024. These rail shutdowns are required for works in the rail corridor that can only be safely completed when the power is isolated and trains are not running.

Comprehensive bus plans will be in place to minimise impacts for passengers across these shutdown periods.

The final conversion will require a shutdown of the T3 Bankstown Line for up to 12 months, starting between July and October 2024. The final conversion shutdown is required to complete works that can only begin once Sydney Trains services stop running. This includes installation of platform screen doors, and metro train testing and commissioning activities.

Temporary transport, including frequent bus services, will be in place during the final shutdown to ensure passengers can get where they need to go. Extensive communication will take place with the community in the lead up to the final conversion shutdown.

T3 Bankstown Line shutdowns until mid-2024

Jul 2023	Aug 2023	Sep 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	Jul + 2024
		2 week school holiday closure (23 September – 5 October 2023)			4 week school holiday closure (27 December 2023 – 25 January 2024)				2 week school holiday closure (13–28 April 2024)			12 month final closure begins (start between July and October 2024)
	Saturday 26 – Sunday 27 August 2023		Saturday 21 – Sunday 22 October 2023	Saturday 11 – Sunday 12 November 2023			Saturday 17 – Sunday 18 February 2024	Saturday 23 – Sunday 24 March 2024		Saturday 4 – Sunday 5 May 2024		
						Saturday 3 – Sunday 4 February 2024						

Dates are subject to change and further updates will be provided to the community.



New lifts at Wiley Park Station are now in operation.

Construction look-ahead

Activities	Q3 2023	Q4 2023	Q1 2024	Q2 2024	Q3 2024	Q4 2024	Q1 2025	Q2 2025	Q3 2025	Q4 2025
Commissioning of substations and power cables	●	●								
Installation of critical trackside, signalling and communications equipment	●	●	●	●						
Complete remaining station upgrade works			●	●						
Installation of mechanical gap fillers at stations			●	●						
Final conversion shutdown, immediately before passenger services begin					Up to 12 months (starting between July and October 2024)					

Testing and commissioning

A rigorous testing and commissioning program will take place before first passenger services commence between Sydenham and Bankstown. This will follow a similar process to the trains currently being tested between Chatswood and Sydenham. The staged program will include:

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



Metro trains filled up with over 100,000 litres of water for loaded testing.

Contact us

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

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