



Planning Approval Consistency Assessment Form

SM-17-00000111

Sydney Metro – Metro Body of Knowledge (MBoK)

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Prepared by:	Sydney Metro
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

All proposed works identified in the assessment would be undertaken in accordance with the mitigation measures identified in the EIS, SPIR and SR and the Conditions of Approval.

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 west of Sydenham Station and west of Bankstown Station, including ten metro stations west of Sydenham (Marrickville to Bankstown inclusive) and associated ancillary infrastructure.

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.

The EIS identified that in some locations, there may be a need to upgrade/replace the existing track, which would involve replacing the rails, sleepers, fastenings and ballast. Changes to the track alignment would be undertaken around Bankstown Station to facilitate the separation of the metro tracks from the Sydney Trains network.

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

Some construction works would need to be undertaken during rail possession periods when trains are not operating, to ensure that works are carried out as efficiently as possible and that worker safety is maintained. Works that may need to be undertaken during possession periods include station works, track and rail system facility works and other works to support metro operations.

A final possession period is required to enable the works that can only be completed once Sydney Trains services are no longer operating and to enable the line to be converted to Sydney Metro systems. The works would include the installation of new signalling, communication systems, and platform screen doors, as well as all testing and commissioning activities.

The EIS included a Temporary Transport Strategy (TTS) which outlined the use of bus replacement services during track possession periods. The TTS provides a framework to plan and deliver an integrated, multi-modal transport network during these possession periods. The EIS and TTS identified a number of different types of rail possession periods – comprising of normal weekend maintenance possession periods with longer possession periods during school holidays. The possession periods that were assessed in the EIS and TTS 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.

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.
- No change to the final possession of up to 6 months.

No changes were made to the TTS as part of the SPIR.

It is acknowledged in the EIS and SPIR that the indicative possession program would be reviewed during tendering, detailed design and construction planning to ensure the available possessions are sufficient to complete the works and that the overall impacts to the community are reduced as far as possible. The timing and duration of the final possession was not confirmed in the EIS and SPIR and would be dependent on the system operators' testing and commissioning processes.

In line with Condition of Approval E48, a Temporary Transport Management Plan (TTMP) must be prepared in accordance with the TTS one month before the implementation of the Plan.

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.

Possessions to date

To date, in accordance with Condition of Approval E48, a TTMP has been successfully delivered across school holiday possession periods between 2019 – 2024, including an extended weekend possession during the April school holiday period in 2023, an extended December possession in 2023 and 1.5 week possession during the April school holiday period in 2024. 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

As identified in the EIS, a final possession is required to complete the remaining construction activities along the line from Sydenham to Bankstown and complete all testing and commissioning activities in accordance with the system operator's processes. The extended final possession has been assessed as part of Consistency Assessment [TfNSW72](#).

This Consistency Assessment relates to the 3-week possession between Bankstown to Lidcombe from Monday 30 September to Sunday 20 October 2024 over the September school holidays, occurring concurrently with the extended shutdown to undertake facilitating works for Southwest Link. The bus route servicing Bankstown to Lidcombe for the 3-week possession utilises almost all the same stops and associated infrastructure as the Southwest Link busing routes for the extended shutdown between Bankstown to Sydenham.

From 30 September to 20 October (inclusive), stations between Belmore and Birrong will be closed with buses replacing trains between Sydenham, Bankstown and Lidcombe. 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 rail replacement routes shown below in Figure 1 will be in operation for the 3-week possession.

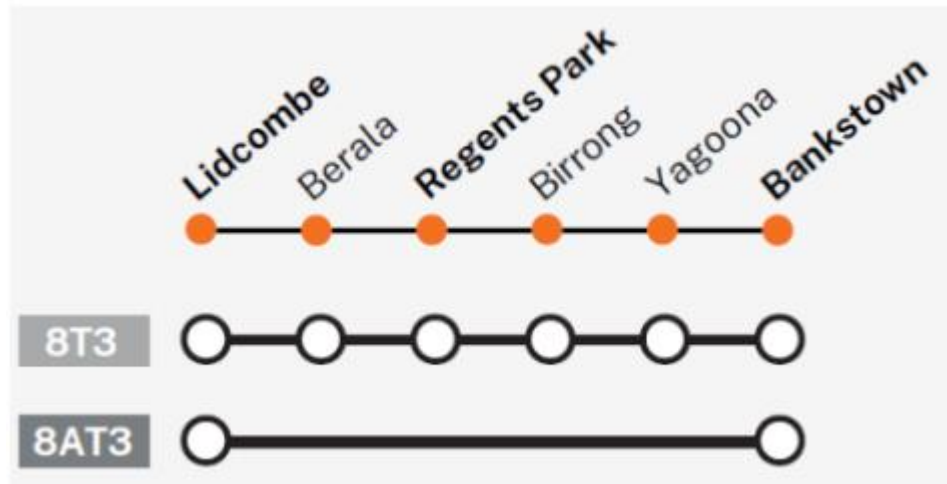


Figure 1: Replacement and alternative services west of Bankstown from 30 September-20 October

In addition to the facilitating works for Southwest Link, minor signalling work to install a blanking plate would be required at Yagoona. The works between Bankstown and Lidcombe would occur within the rail corridor, but outside the project boundary and are required to support the Bankstown Station Upgrade works as part of the final possession.

3. Timeframe

The proposed possession would occur Monday 30 September to Sunday 20 October 2024, occurring concurrently with the extended shutdown, over the September school holidays.

4. Site description

The proposed change relates to the additional 3-week possession to undertake facilitating works for Southwest Link. 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 Bankstown to Lidcombe rail corridor. The temporary bus replacement routes have been planned to allow express bus routes to use main road corridors and all station buses will predominantly use local roads to access stations. The temporary Bus Stop Infrastructure locations are available in Appendix A in the TTMP.

5. Site Environmental Characteristics

Refer to the Environmental Impact Statement for a description of the existing environment. The proposed change relates to the additional 3-week possession and no change to site environmental characteristics would occur.

6. Justification for the proposed change

The final possession period is required to complete the remaining construction activities along the T3 Bankstown Line. Work to date to upgrade the T3 Bankstown Line to metro standards has been significantly impacted by several factors outside of Sydney Metro's control, including the COVID pandemic, wet weather and industrial action at Sydney Trains from November 2021 to December 2022. Due to these unexpected challenges encountered over the last few years, additional possession periods are required to complete the approved construction activities.

The T3 Bankstown Line between Sydenham and Bankstown will be closed from 30 September 2024 for about 12 months while the line is upgraded to metro standards.

To support customers west of Bankstown Station during the 12-month conversion period, a new T6 train service will be introduced between Lidcombe and Bankstown. Regents Park will be the main interchange for passengers travelling between Bankstown and Liverpool. T3 Bankstown line will be closed between Lidcombe and Bankstown from Monday 30 September to Sunday 20 October 2024 to allow for track upgrades and maintenance activities for the new T6 Line.

The additional 3-week shutdown concurrent with the final possession is therefore needed to undertake facilitating works for Southwest Link. In order to complete these works, works must take place during the possession period 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.

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 3-week shutdown (Appendix A).

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 3-week shutdown 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.

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<p>TC6</p>	<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) <p>restricting turning movements where traffic demand is low.</p>	<p>This has been considered within the TTMP prepared for the possession period.</p>
<p>TC7</p>	<p><i>Changes to cyclist facilities during construction</i></p> <p>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>
<p>TC10</p>	<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 <p>email information bulletins</p>	<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>

Will the proposed change be consistent with the conditions of approval?	<input checked="" type="checkbox"/> Yes
	<input type="checkbox"/> No

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		
Water	No change from Approved Project.	No additional measures required	Y	N		
Soils and contamination	No change from Approved Project.	No additional measures required	Y	N		
Air quality	The TTP bus replacement services have the potential for localised air quality impacts however, this is anticipated to be balanced by the shutdown of the rail corridor between Belmore and Birrong 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		
Noise and vibration	The rail possession, replacement bus services and construction works undertaken during the possession period (including track and rail system facility works) 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 the construction works required during the possession period, and would be temporary in nature over the 3-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.	No additional measures required.	Y	N		

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
	It is considered that the additional noise impacts from the replacement bus services present a negligible change from the Approved Project.					
Aboriginal Culture and Heritage	No change from Approved Project.	No additional measures required.	Y	N		
Historic Heritage	No change from Approved Project.	No additional measures required.	Y	N		
Community and socio-economic	<p>The proposed possession would result in community impacts, by way of inconveniences and delays, as the train line would not be in operation for the entirety of the 3-week shutdown, which occurs concurrent with the final possession. These impacts would be mitigated by providing bus replacement services as provided in Section 2 of this Consistency Assessment.</p> <p>A review of the potential social impacts of the proposed extended final possession was prepared and appended to Consistency Assessment TfNSW72. It also includes consideration of customer survey data and feedback for the past rail possessions that have been completed for the project. The review concluded that the impacts associated with the final possession are likely to be consistent with the approved project.</p> <p>Any proposed economic impacts to businesses and impacts to car parking associated with cumulative impacts of back-to-back possessions, would occur for a longer duration than identified in the EIS/ SPIR but will continue to be a temporary, construction impact.</p>	<p>Community awareness activities will be undertaken prior to the possession period and included within the TTMP. The community will 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 will 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		

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 TTMP has considered customers with accessible needs through provision of bus marshals and additional customer service staff as well as using 12.5 metre (m) low-floor buses during the shutdown.</p> <p>Relevant mitigation measures and Conditions of Approval for the project would continue to apply to minimise any community and socio-economic impacts.</p>					
Traffic and transport	<p>Transport</p> <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>As part of Consistency Assessment TfNSW72 prepared for the final possession, a Traffic Assessment (June 2023) was prepared to assess the impacts of the replacement bus services on the road network during the proposed extended rail possession. The assessment identified the following as a result of the replacement bus services:</p>	<p>Sydney Metro shall consult with Transport for NSW Greater Sydney Network Operation Team to consider implementation of real-time signal and phase timing modifications, which adapt to on-site traffic volumes, at the Hume Highway / Chapel Road / Rookwood Road intersection.</p>	Y	N		

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
	<ul style="list-style-type: none"> The majority of the signalised intersections have slight increases in delays (less than 15 seconds) and the overall intersection performance is maintained (Level of service (LOS) D or better) The Hume Highway / Chapel Road / Rookwood Road intersection at Bankstown has high existing traffic volumes and is forecast to continue to operate at oversaturated conditions (LOS E or LOS F). It is proposed that real-time signal and phase timing modification could improve these existing conditions and should be considered in consultation with Transport for NSW. <p>The assessment concluded that the addition of replacement bus services to the road network would have minimal impact on the road network and intersection performance and would be consistent with the impacts assessed for the Approved Project.</p>					
Waste and resource management	No change from Approved Project.	No additional measures required.	Y	N		
Visual	Minor visual impacts would result from the temporary bus stop marquees. As a result of the 3-week shutdown occurring concurrently with the final possession, this will now occur for an extended duration. These impacts will continue to be temporary and would be consistent with the Approved Project.	No additional measures required.	Y	N		
Land use and property	No change from Approved Project.	No additional measures required.	Y	N		
Hazard and risk	No change from Approved Project.	No additional measures required.	Y	N		

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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?	Yes. The proposed 3-week shutdown would be consistent with the conditions of approval and allows for the successful completion of the Sydenham to Bankstown project.
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 3-week 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
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14. Recommendation

Based on the above impact assessment, and with reference to the *Sydney Metro Sydenham to Bankstown* Environmental Impact Statement, Submissions and Preferred Infrastructure Report, Submissions Report, 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:	30 September 2024

Assessment Supporting Signature

Application supported and submitted by

Name:	Cathy Lestrage	Date:	30/09/2024
Title:	Manager Planning Approvals	Comments:	
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:	Fil Cerone	Date:	30 September 2024
Title:	Director City & Southwest, Environment, Sustainability and Planning	Comments:	
Signature:			

Appendix A – Temporary Transport Management Plan

Temporary Transport Management Plan

Sydenham to Bankstown Line
shutdown

August 2024

transport.nsw.gov.au

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Executive Summary

The Sydney Metro City & Southwest will commence the final upgrade component of all 11 stations between Sydenham and Bankstown to convert the T3 Bankstown Line to Metro operations. This upgrade will include various construction activities that require the temporary planned shutdown of all of the rail line.

Stations between Marrickville and Bankstown, along the T3 Bankstown Line, will close by October 2024 for approximately one year in order to complete the final stage of Sydney Metro upgrade works on the T3 Bankstown Line. Southwest Link bus operations will commence operation for this period between Sydenham and Bankstown. Southwest Link is a dedicated, high frequency bus service between Sydenham and Bankstown train stations to ensure passengers can continue to travel during the final Metro conversion of the T3 Bankstown Line.

From Monday 30 September 2024 to Sunday 20 October 2024 (inclusive) buses will replace trains between Lidcombe and Bankstown. This closure is required to facilitate the work undertaken to upgrade the Sydney Trains network to the new T6 line to allow trains to operate between Bankstown to Lidcombe.

Stations between Campsie and Birrong along the T3 Bankstown Line will be closed, to facilitate the final Sydney Metro upgrade works. For the first three weeks, stations between Belmore and Birrong will be closed with buses replacing trains between Sydenham, Bankstown and Lidcombe.

It should be noted that the bus route servicing Bankstown to Lidcombe for the three week shutdown utilises almost all the same stops and associated infrastructure as the Southwest Link busing routes for the extended shutdown between Bankstown to Sydenham. Unless specified in this document, both operations will be governed by the same components of this temporary transport management plan.

Project Update

Stand-alone Rail Line

The T3 Bankstown Line is being converted to Metro standards between Sydenham and Bankstown with all stations to be fully accessible with lifts and level access between platforms and trains.

Sydney Metro City & Southwest will replace the existing Sydney Trains railway between Sydenham and Bankstown. The T3 Line to the west of Bankstown will continue to be operated by Sydney Trains, serving stations between Liverpool, Lidcombe and Bankstown.

Southwest Metro conversion

This conversion will address one of Sydney's biggest rail bottlenecks, providing more reliable journeys for customers all across Sydney, as well as increasing accessibility at all 11 stations.

The update includes:

- Air-conditioned metro trains and increased train frequency in AM and PM peak services – a train at least every four minutes at each station, improved CCTV surveillance, platform screen doors, platforms level with train floors, minimal gaps between platforms and trains.
- Improved station interchange facilities at key stations.
- All trains stopping at all local stations – no waiting for the right train.
- Safe and efficient connections during the peak and non-peak periods between key precincts along the T3 Bankstown Line.
- New, direct and fast services to Martin Place, Barangaroo, North Sydney, Chatswood and Macquarie Park.
- Interchanges to other rail services at Sydenham, Central and Martin Place.
- No need for a timetable – you'll just turn up and go.
- More job opportunities with faster, more frequent and direct access to key employment centres, including North Sydney, Chatswood, Macquarie Park and the northwest.
- Better access to education, with fast, more frequent and direct connections.
- All stations fully accessible, with lifts and level access between trains and platforms.
- Fast, safe and reliable – a new generation of 21st century Metro trains.

Transport Plan

Planned Rail Shutdown

Bankstown to Lidcombe: 30 September-20 October 2024

As part of the Sydney Metro City & Southwest project, rail upgrade work will take place at Bankstown by October 2024. During this period, **stations between Belmore and Birrong will be closed** with buses replacing trains between Sydenham, Bankstown and Lidcombe. The two rail replacement routes servicing stations west of Bankstown shown below in Figure 1.



Figure 1: Replacement and alternative services west of Bankstown from 30 September-20 October

Extended shutdown for approximately 12 months

During the extended shutdown commencing by October 2024 for approximately 12 months, **stations between Marrickville and Punchbowl will be closed**. Southwest Link services will replace trains between Sydenham and Bankstown as shown below in Figure 2. Southwest Link is a dedicated, high frequency bus service between Sydenham and Bankstown train stations to ensure passengers can continue to travel during the final metro conversion of the T3 Bankstown Line.

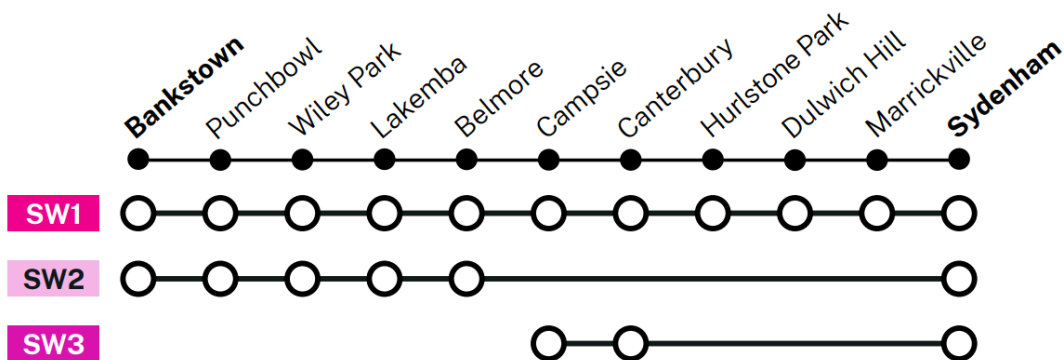


Figure 2: Replacement and alternative services for the extended shutdown

Key features of the Temporary Transport Plan

- Frequent, all stops and limited stops bus services connecting closed stations along the T3 Bankstown Line. (Further details in **Appendix A**).
- Buses utilised for both shutdowns will be 12.5 metre (m) low-floor buses. All bus stops for the Southwest Link operations will have TGSIs (Tactile Ground Surface Indicators) and B-Poles installed. Bus marshals will also be available at key locations during the busiest parts of the day to assist customers.
- Bus stop locations are included in **Appendix B** and Bus route maps included in **Appendix C**.
- Temporary network infrastructure such as shelters and lighting.

Layover and standby facilities

Bankstown to Lidcombe: 30 September-20 October 2024

Layover and Standby facilities for the 3 week shutdown has been provided at Bankstown Station southern bus interchange which includes the dedicated bus driver facilities for driver breaks. Dedicated temporary Bus Zones within the Campsie Station precinct for standby locations to be utilised through out this period.

Extended Shutdown

Dedicated layover facilities that require additional parking removal have been approved by the Local Traffic Committees within the relevant Councils for the duration of the shutdown.

- Bus interchange located to the south of Bankstown Station
- Driver facilities located at 1 Sydney Steel Road, Sydenham (No parking impacts to community)
- Standby location provided on Lower Railway Parade, Sydenham.

No formal park and ride areas have been impacted as a result of the extended shutdown, where Taxi Zones have been impacted, additional kerbside changes have been provided to relocate taxi zones.

Increase in customer volumes at other locations

Each closed station has a Local Area Map which captures transport options available within the precinct of the station. The Local Area Map includes information on Southwest Link buses, local buses, walking and cycling options. For stations that remain open, such as Sydenham and Bankstown, a Customer Management Plan will show how an increase in the number of customers at the station will be managed. The recent opening of the Metro from Sydenham to the City further alleviates the pressure on existing Sydney Trains Stations as well as Inner West Light Rail services, by being an attractive public transport option to access the city.

Special events

Special events such as the Lakemba nights and other events that directly affect Southwest Link bus route paths will have alternate bus routes arranged with clear communication to customers on temporary bus stop

changes. Additional services will also be implemented around events such as New Years Eve where timetables will be altered to meet the demands. In addition to these strategies, extra standby buses will also be utilised to meet spikes in demand during major sporting events to further bolster the bus operation.

Other events that may impact the rail shutdown arrangements

It is anticipated that Sydney Metro upgrades will require special construction activities including bridge works along the alignment. Impacts by these works to key bus stops and/or routes have been identified with alternate locations and route paths to be utilised for the duration of the works. Parking impacts as a result of the relocating of stops have also been identified and would be managed through the appropriate Council engagement process.

Other events potentially impacting bus routes and/or stops will be flagged from existing TfNSW avenues not limited to the Road Occupation Licence (ROL) process, Bus Approval process as well as frequent meetings held between Sydney Metro, TfNSW and Local Councils. These potential impacts on the bus operations will be assessed and addressed accordingly.

Network Plan

Road Network Management

Key corridors, including Illawarra Road, Canterbury Road, The Boulevard, 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.

The temporary bus replacement routes have been planned to allow 'Limited Stop' bus routes to use main road corridors (e.g. Canterbury Road). In contrast, the 'All Stops' bus route will predominantly use local roads to access stations. Refer to Appendix C for further details on the bus replacement routes. This reduces the impact on the road 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 held fortnightly and monthly, respectfully, form the collaborative approach to mitigating the impact on the community and ensuring Metro Construction works remain on track. These meetings ensure the collaboration from key representatives spanning from Metro construction teams, Local Council as well as Transport network management teams.

Road Network Performance Monitoring

During both the planned shutdowns, 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 across the area in real-time to optimise the performance of the road network.

TfNSW Transport Commanders will patrol the network, however during the initial period of the operation – an up-lift of these resources will be provided to enhance performance of the network.

Tow-trucks will be in the field to manage the road network and bus zones at critical interchanges such as Bankstown. Where applicable, tow trucks will be utilised for clearing incidents and vehicles illegally parked. Surface Transport Incident Response Service representatives (STIRs) will monitor bus zones and bus routes throughout the bussing 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 transport 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 Southwest Link Operation

Active Transport is a key component to the Southwest link Temporary Transport Plan. Transport for NSW has embedded a number of initiatives into the plan to make it easier and safer for people to walk or ride to metro stations, train stations and Southwest Link bus stops to benefit communities affected by the T3 Bankstown Line shutdown.

The initiatives to encourage walking and riding include bike routes connecting to stations on the T2 Inner West Line at Ashfield, Stanmore and Newtown, T4 Illawarra Line at Tempe and M1 Metro North West & Bankstown Line at Sydenham. The introduction of speed zone reductions will be implemented:

- along key travel routes;
- around Southwest Link bus stops;
- around the installation of additional bike parking and
- around share bike parking at selected stations.

These initiatives will be accompanied by activations to provide the community increased access to bikes, bike tune-ups which helps boost rider confidence.

For further details, please see the Active Transport - Cycling Map in **Appendix E**

Customer Engagement and Information

Timetable development

Bankstown to Lidcombe: 30 September-20 October 2024

The rail replacement bus timetables for the Bankstown to Lidcombe planned shutdown were created based on passenger demand during a similar period in the school term. Passenger tap-on and tap-off data was collected for all affected stations between Lidcombe and Campsie. After obtaining the necessary datasets, the data was cleaned and transformed to calculate bus requirements. The transformation process involves using informed assumptions and lessons learned from previous bus operations.

An origin and destination matrix was developed for the available bus routes. This matrix was combined with the transformed data to determine the number of buses needed. The bus matrix shows how likely a passenger is to use the available bus routes. The following table outlines the bus matrix.

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
Lidcombe Station	None	8T3	8T3	8T3	8T3	8AT3	8AT3,18T3	8AT3,18T3	8AT3,18T3	8AT3,18T3	8AT3,18T3
Berala Station	8T3	None	8T3	8T3	8T3	8T3	8T3,18T3	8T3,18T3	8T3,18T3	8T3,18T3	8T3
Regents Park Station	8T3	8T3	None	8T3	8T3	8T3	8T3,18T3	8T3,18T3	8T3,18T3	8T3,18T3	8T3
Birrong Station	8T3	8T3	8T3	None	8T3	8T3	8T3,18T3	8T3,18T3	8T3,18T3	8T3,18T3	8T3
Yagoona Station	8T3	8T3	8T3	8T3	None	8T3	8T3,18T3	8T3,18T3	8T3,18T3	8T3,18T3	8T3
Bankstown Station	8AT3	8T3	8T3	8T3	8T3	None	18T3	18T3	18T3	18T3	18T3
Punchbowl Station	8AT3,18T3	8T3,18T3	8T3,18T3	8T3,18T3	8T3,18T3	18T3	None	18T3	18T3	18T3	18T3
Wiley Park Station	8AT3,18T3	8T3,18T3	8T3,18T3	8T3,18T3	8T3,18T3	18T3	18T3	None	18T3	18T3	18T3
Lakemba Station	8AT3,18T3	8T3,18T3	8T3,18T3	8T3,18T3	8T3,18T3	18T3	18T3	18T3	None	18T3	18T3
Belmore Station	8AT3,18T3	8T3,18T3	8T3,18T3	8T3,18T3	8T3,18T3	18T3	18T3	18T3	18T3	None	18T3
Campsie Station	8AT3,18T3	8T3	8T3	8T3	8T3	18T3	18T3	18T3	18T3	18T3	None

Figure 3: Origin-destination matrix for the 9 day shutdown

Southwest Link (Commencing by October 2024 for approximately 12 months)

The same methodology was used to develop timetables for the Southwest Link bus operations. Three different periods were considered to meet the demands:

- School-term weekdays
- School holiday weekdays
- Weekends

Passenger tap-on and tap-off data for all affected stations between Bankstown and Sydenham were analysed. Interchange stations were assigned to Bankstown and Sydenham. Bankstown will have a shuttle train service between Lidcombe and Bankstown, while Sydenham will have Metro services traveling towards the city. A transformation process allocates the appropriate interchange station. For example, a passenger traveling from Lakemba to the city was transformed into a journey from Lakemba to Sydenham.

The below table outlines the Bus OD matrix that was used to join with the transformed data.

Destination / Origin	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
Bankstown Station	None	SW2	SW2	SW2	SW2	SW1	SW1	SW1	SW1	SW1	SW2
Punchbowl Station	SW2	None	SW2	SW2	SW2	SW1	SW1	SW1	SW1	SW1	SW2
Wiley Park Station	SW2	SW2	None	SW2	SW2	SW1	SW1	SW1	SW1	SW1	SW2
Lakemba Station	SW2	SW2	SW2	None	SW2	SW1	SW1	SW1	SW1	SW1	SW2
Belmore Station	SW2	SW2	SW2	SW2	None	SW1	SW1	SW1	SW1	SW1	SW2
Campsie Station	SW1	SW1	SW1	SW1	SW1	None	SW3	SW1	SW1	SW1	SW3
Canterbury Station	SW1	SW1	SW1	SW1	SW1	SW3	None	SW1	SW1	SW1	SW3
Hurlstone Park Station	SW1	SW1	SW1	SW1	SW1	SW1	SW1	None	SW1	SW1	SW1
Dulwich Hill Station	SW1	SW1	SW1	SW1	SW1	SW1	SW1	SW1	None	SW1	SW1
Marrickville Station	SW1	SW1	SW1	SW1	SW1	SW1	SW1	SW1	SW1	None	SW1
Sydenham Station	SW2	SW2	SW2	SW2	SW2	SW3	SW3	SW1	SW1	SW1	None

Figure 4: Origin-destination matrix for the extended shutdown

Stakeholder Engagement

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

Community consultation on the proposed temporary parking changes was undertaken for a month from Monday 10 June to Wednesday 10 July 2024.

Local businesses and residents were asked to provide their feedback to help the project team refine bus operations in and around station precincts.

The consultation program consisted of the following activities:

- Letterbox drop of notifications to businesses and residents close to the three station locations:
- A 24/7 phone number 1800 131 786 to receive feedback, answer any questions and provide the community with more information.
- A dedicated ‘Have your say’ webpage was created to give the community more options to provide feedback: [Southwest Link | Have Your Say \(nsw.gov.au\)](https://www.nsw.gov.au/southwest-link)

Customer Information

A mix of channels is being 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 drop in sessions
- Community notifications
- Extensive engagement with schools, universities, ATAC and other key groups.
- Stakeholder emails, meetings, briefings, local business doorknocks
- Dedicated email address
- 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 initial stages of the planned shutdown, bus marshals, station staff, and additional customer service staff to assist customers with accessible needs.
- Pink shirt customer service street teams will also inform customers about the planned shutdown prior to the shutdown and assist commuters with information on the location of bus stops.

Appendices

Appendix A – Sydenham to Bankstown – Southwest Link – Train replacement buses

Appendix B – Temporary Bus Stop Infrastructure Assessment

Appendix C – Temporary Transport Plan Bus Routes

Appendix D – Community Consultation Notifications

Appendix E – Active Transport – Cycling Map

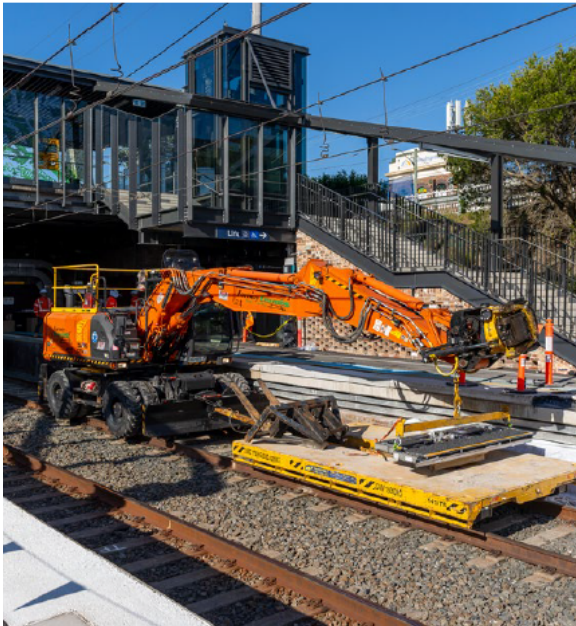
Appendix A – Sydenham to Bankstown – Southwest Link – Train replacement buses

Why is the T3 Bankstown Line between Sydenham to Bankstown being upgraded?

We are converting the T3 Bankstown Line to enable rapid metro passenger services from 2025.

Final upgrade work can only begin once Sydney Trains services stop running. This includes works to separate Sydney Trains and metro services at Bankstown Station, complete station upgrades, install platform screen doors, overhead wiring, final track alignment work, train testing and commissioning activities.

Sydney Metro will operate as a turn-up-and-go service, with trains running every four minutes during peak hours – that’s 15 trains per hour. Over the three-hour morning peak, Sydney Metro will be able to move 51,000 people in each direction between Bankstown to the Sydney CBD - an extra 15,000 people more than now.



Above: Sydney Metro conversion works at Hurlstone Park

What are the changes for train stations west of Bankstown?

A new timetable will be introduced that will ensure passengers west of Bankstown continue to have access to train services.

T3 Liverpool & Inner West Line

Train services currently operating between Liverpool and the City Circle via Bankstown will instead run to the Sydney CBD via Regents Park and Lidcombe on the new T3 Liverpool & Inner West Line. This maintains a direct service to the Sydney CBD from Berala, Regents Park, Carramar, Villawood, Leightonfield, Chester Hill and Sefton.

New T6 Lidcombe & Bankstown Line

A new train service will be introduced between Lidcombe and Bankstown. Passengers will be able to interchange between the new T6 Lidcombe & Bankstown Line and T3 Liverpool & Inner West Line at Regents Park to access services to the Sydney CBD, Liverpool or Bankstown.

Train replacement buses

At times during the final conversion period, buses will replace trains on the T6 Line between Lidcombe & Bankstown to allow for track upgrades and maintenance activities.

What are the changes for Erskineville and St Peters passengers?

Erskineville and St Peters passengers will continue to receive direct services to and from the Sydney CBD on the T8 Airport & South Line.

Tickets on train replacement buses



Passengers will need a valid Opal card, American Express, Mastercard or Visa card to pay for travel on the train replacement buses by tapping on and tapping off at the Opal readers.



Plan ahead and purchase an Opal card online or from an Opal retailer.

How can I stay informed?

Stay informed and receive timely updates on transport options at transportnsw.info/southwestlink



Sydenham to Bankstown

Making way for Sydney Metro



Southwest Link Train replacement buses



Frequently Asked Questions

What is Southwest Link?

Southwest Link is a dedicated, high-frequency bus service between Sydenham and Bankstown train stations to ensure passengers can continue to travel during the final conversion period of the T3 Bankstown Line.

Key features of Southwest Link include:

- three dedicated bus routes
- frequent services every day from early in the morning until late at night, with a bus every two to four minutes in peak periods across some routes
- a mix of all stops and limited stops services.

Southwest Link forms part of an integrated transport plan.

What is the integrated transport plan?

The integrated transport plan is all the alternate transport options available to passengers to help get where they need to go during the T3 Bankstown Line conversion works. Passengers can choose from:

- Southwest Link buses
- turn-up-and-go metro services at Sydenham
- local buses
- trains
- light rail
- cycling and walking routes.

When does Southwest Link start and how long will it operate?

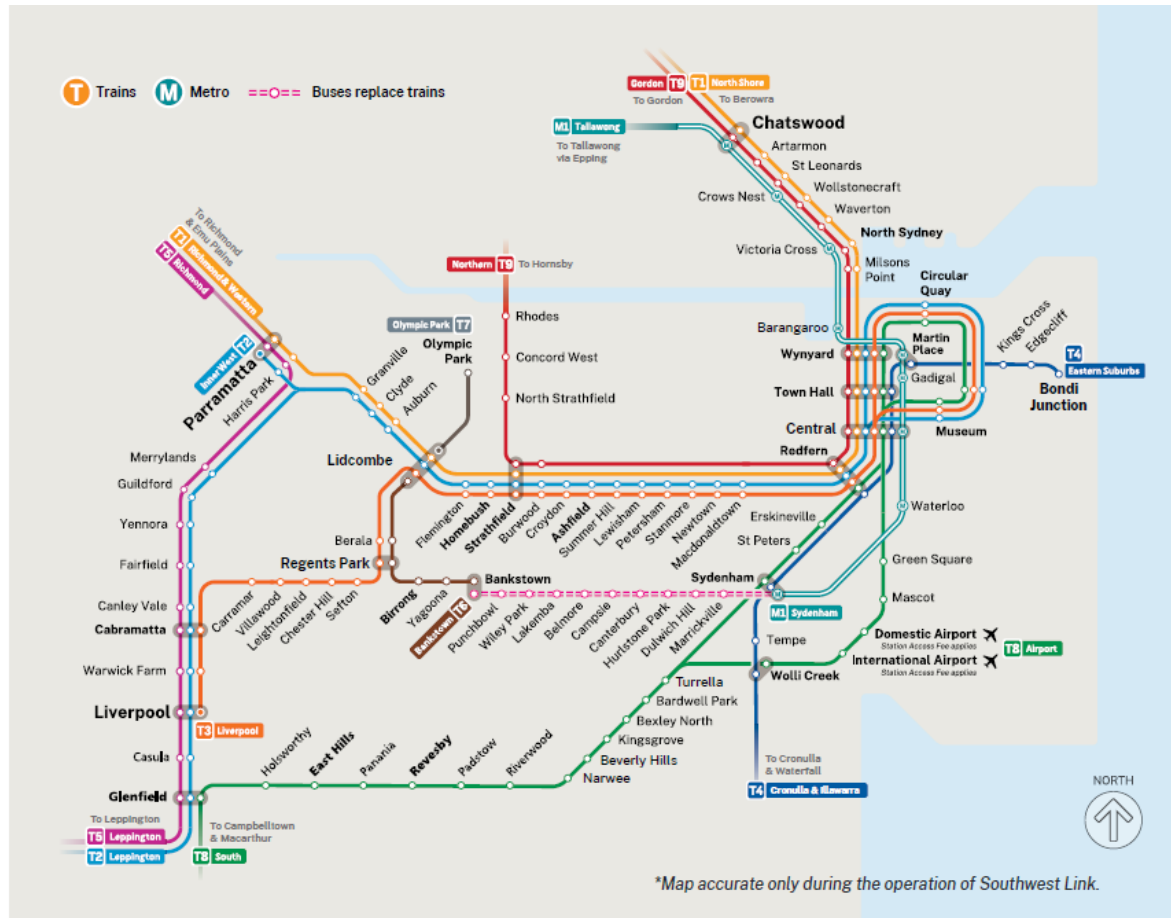
Southwest Link buses will start between July and October 2024 and will operate for up to 12 months.

Will Southwest Link services be accessible?

Yes. Accessible, low-floor buses will be used across Southwest Link bus routes.

Will my journey time increase during the upgrade?

Yes. Allow extra travel time to complete your journey between Sydenham and Bankstown during the upgrade. You'll be able to plan Southwest Link bus trips, as well as explore alternate transport options, ahead of services starting.



*Map accurate only during the operation of Southwest Link.

Southwest Link bus services



Southwest Link bus service frequency

- Every 2 to 4 minutes during peak periods
- At least every 10 minutes across most of the day
- At least every 15 minutes late at night

Appendix B - Temporary Bus Stop Infrastructure Assessment

18T3-Bankstown to Campsie Route-Inbound

Stop ID (TSN)	STATION- Transit Stop Name	Stop order
220080	BANKSTOWN STATION Stand J	1 (pick up only)
2196295	PUNCHBOWL STATION – The Boulevarde opp Broadway	2
2195110	WILEY PARK STATION - Wiley Park Station, The Boulevarde	3
2195118	LAKEMBA STATION – Lakemba Station, The Boulevarde	4
219226	BELMORE STATION – Bridge Rd opp Canterbury League Club	5
219413	CAMPSIE STATION – ANZAC Mall, Beamish St	6 (set down only)

18T3-Bankstown to Campsie Route-Outbound

Stop ID (TSN)	STATION- Transit Stop Name	Stop order
219411 AND 219481	CAMPSIE STATION Campsie Station, Beamish St, Stand B AND Campsie Station, North Pde, Stand A	1 (pick up only)
219227	BELMORE STATION – Canterbury League Club, Bridge Rd	2
2195109	WILEY PARK STATION – The Boulevarde opp Wiley Park Station	3
219527	LAKEMBA STATION – Lakemba Station, The Boulevarde, Stand E	4
2196242	PUNCHBOWL STATION – The Boulevarde opp Punchbowl Station	5
220018	BANKSTOWN STATION - Restwell St at Stewart Lane	6 (set down only)

8T3-Bankstown to Lidcombe-Inbound

Stop ID (TSN)	STATION- Transit Stop Name	Stop order
2200343	BANKSTOWN STATION Stand G	1 (pick up only)
219915	YAGOONA STATION-Hume Hwy opp Yagoona Station	2
214376	BIRRONG STATION-Birrong Station, Hudson Pde	3
214341	REGENTS PARK STATION- Regents Park Station, Amy St	4
2141276	BERELA STATION -Berala Station, Campbell St	5
214197	LIDCOMBE STATION -Lidcombe Station, Railway St, Stand C	6 (set down only)

8T3-Bankstown to Lidcombe Route-Outbound

Stop ID (TSN)	STATION- Transit Stop Name	Stop order
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TRANSPORT

2141286	LIDCOMBE STATION -Lidcombe Station, Church St	1 (pick up only)
2141275	BERELA STATION -Campbell St opp Berala Station	2
214321	REGENTS PARK STATION -Amy St opp Regents Park Station	3
214376	BIRRONG STATION -Birrong Station, Hudson Pde	4
219911	YAGOONA STATION -Yagoona Station, Hume Hwy	5
2200373	BANKSTOWN STATION-Bankstown Station, Stand C	6 (set down only)

8AT3-Bankstown Express to Lidcombe-Inbound

Stop ID (TSN)	STATION- Transit Stop Name	Stop order
2200343	BANKSTOWN STATION Stand G	1 (pick up only)
214197	LIDCOMBE STATION -Lidcombe Station, Railway St, Stand C	2 (set down only)

8AT3-Bankstown Express to Lidcombe-Inbound

Stop ID (TSN)	STATION- Transit Stop Name	Stop order
2141286	LIDCOMBE STATION -Lidcombe Station, Church St	1 (pick up only)
2200373	BANKSTOWN STATION-Bankstown Station, Stand C	2 (set down only)

SW1-Inbound

Stop ID (TSN)	STATION- Transit Stop Name	Stop order
220080	BANKSTOWN STATION Stand J	1 (pick up only)
2196295	PUNCHBOWL STATION – The Boulevarde opp Broadway	2
2195110	WILEY PARK STATION - Wiley Park Station, The Boulevarde	3
2195118	LAKEMBA STATION – Lakemba Station, The Boulevarde	4
219226	BELMORE STATION – Bridge Rd opp Canterbury League Club	5
219414	CAMPSIE STATION – Beamish St opp ANZAC Mall	6
219321	CANTERBURY STATION – Canterbury Station, Canterbury Rd, Stand E	7
219312	HURLSTONE PARK STATION – Floss St opp Hurlstone Park Station	8
2204118	DULWICH HILL STATION – Ewart St at Murray Lane	9
2204102	MARRICKVILLE STATION – Illawarra Rd opp Marrickville Station	10
220450	SYDENHAM STATION -Sydenham Station, Railway Pde	11 (set down only)

TRANSPORT

SW1-Outbound

Stop ID (TSN)	Transit Stop Name	Stop order
220439	SYDENHAM STATION -Sydenham Station, Railway Pde, Stand D	1 (pick up only)
2204101	MARRICKVILLE STATION – Marrickville Station, Illawarra Rd	2
220488	DULWICH HILL STATION – Ewart St at Wardell Rd	3
219311	HURLSTONE PARK STATION – Hurlstone Park Station, Floss St	4
2193105	CANTERBURY STATION – Canterbury Station, Canterbury Rd, Stand F	5
219461	CAMPSIE STATION – Campsie Station	6
219227	BELMORE STATION – Canterbury League Club, Bridge Rd	7
219527	LAKEMBA STATION – Lakemba Station, The Boulevarde, Stand E	8
2195109	WILEY PARK STATION – The Boulevarde opp Wiley Park Station	9
2196242	PUNCHBOWL STATION – The Boulevarde opp Punchbowl Station	10
220018	BANKSTOWN STATION - Restwell St at Stewart Lane	11 (set down only)

SW2-Inbound

Stop ID (TSN)	Transit Stop Name	Stop order
220080	BANKSTOWN STATION Stand J	1 (pick up only)
2196295	PUNCHBOWL STATION – The Boulevarde opp Broadway	2
2195110	WILEY PARK STATION - Wiley Park Station, The Boulevarde	3
2195118	LAKEMBA STATION – Lakemba Station, The Boulevarde	4
219226	BELMORE STATION – Bridge Rd opp Canterbury League Club	5
220450	SYDENHAM STATION -Sydenham Station, Railway Pde	6 (set down only)

SW2-Outbound

Stop ID (TSN)	Transit Stop Name	Stop order
2204125	SYDENHAM STATION -Sydenham Station, Railway Pde, Stand C	1 (pick up only)
219227	BELMORE STATION – Canterbury League Club, Bridge Rd	2
219527	LAKEMBA STATION – Lakemba Station, The Boulevarde, Stand E	3

TRANSPORT

2195109	WILEY PARK STATION – The Boulevarde opp Wiley Park Station	4
2196242	PUNCHBOWL STATION – The Boulevarde opp Punchbowl Station	5
220018	BANKSTOWN STATION - Restwell St at Stewart Lane	6 (set down only)

SW3-Inbound

Stop ID (TSN)	Transit Stop Name	Stop order
219416	CAMPSIE STATION- Campsie Station, South Pde, Stand D	1 (pick up only)
219321	CANTERBURY STATION – Canterbury Station, Canterbury Rd, Stand E	2
220450	SYDENHAM STATION -Sydenham Station, Railway Pde	3 (set down only)

SW3-Outbound

Stop ID (TSN)	Transit Stop Name	Stop order
220421	SYDENHAM STATION -Sydenham Station, Railway Pde, Stand B	1 (pick up only)
2193105	CANTERBURY STATION – Canterbury Rd	2
219413	Campsie Station	3 (set down only)

TRANSPORT

Train Station	Bus stop TSN	Bus Stop Location	Shelter Required	Awning	Existing Bus Stop Shelter	Marquee Provided	Additional Lighting Required	CCTV Required
Bankstown	220080	Bankstown Station, Stand J	Yes	No	Yes	Yes 3 x (6m x 2m)	Lighting Required	No
Bankstown	220080	Bankstown Station, Stand G	No	Yes	Yes	No	Lighting Required	
Belmore	219226	Bridge Rd before Belmore Rd	Yes	No	No	Yes x 1 (4m x 3m)	Lighting Required	No
Belmore	219227	Bridge Rd after Belmore Rd	Yes	No	No	Yes 1 x (4m x 2.5m)	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	219414	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 (8m 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 2.5m)	No	No
Canterbury	2193105	Opp Canterbury Station, Canterbury Rd	Yes	No	No	Yes 1 x (6m x 2.5m)	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	Floss Street at Hurlstone Park Station	No	No	No	Yes 1 x (4m x 3m)	No	No

TRANSPORT

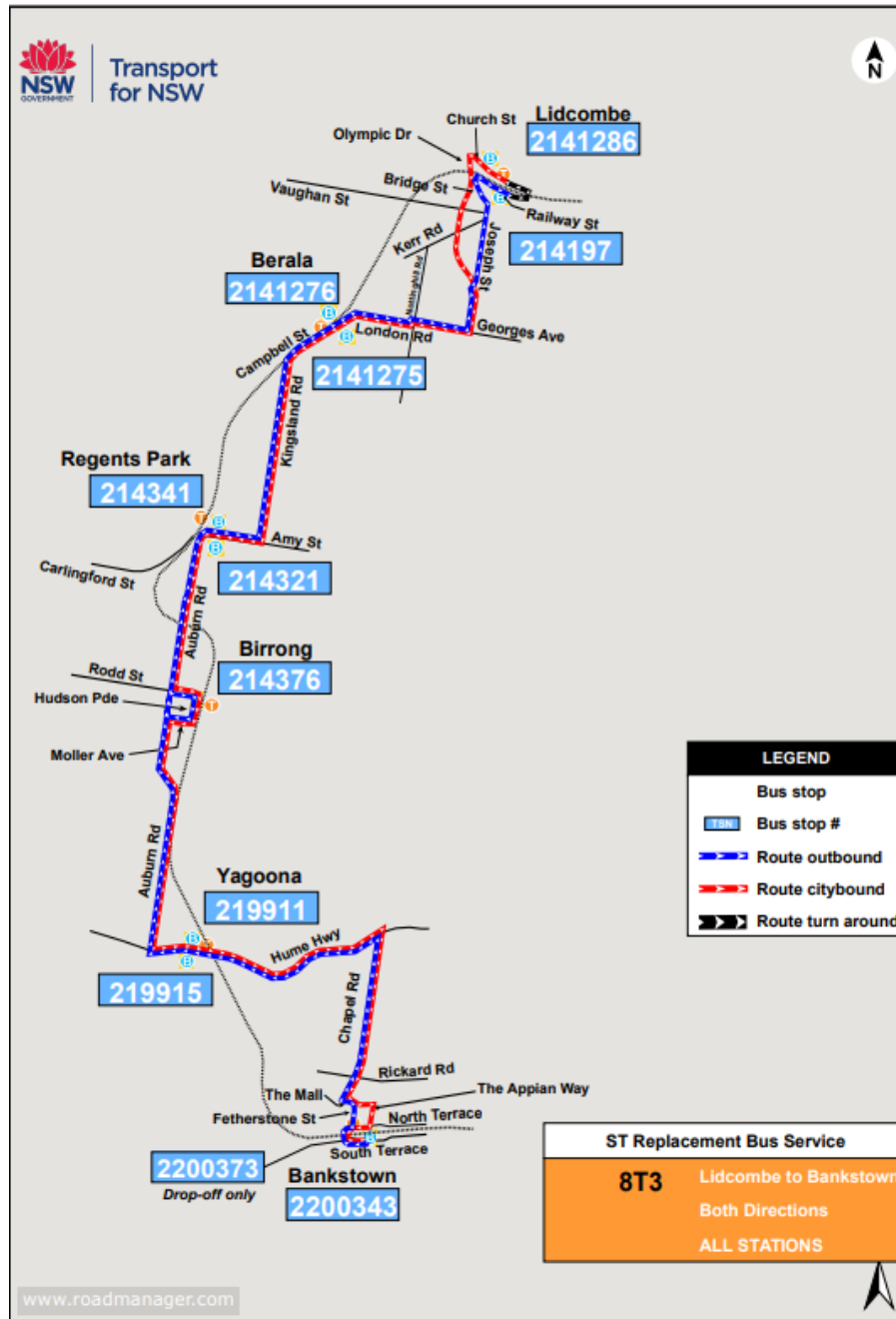
Train Station	Bus stop TSN	Bus Stop Location	Shelter Required	Awning	Existing Bus Stop Shelter	Marquee Provided	Additional Lighting Required	CCTV Required
Hurlstone Park	219311	Opp Hurlstone Park Station, Floss Street	Yes	No	Yes	Yes 1 x (2.5m x 4m)	No	No
Lakemba	2195118	Lakemba Station, The Boulevarde	Yes	No	Yes x 1	Yes 1 x (6m x 2.5m)	No	No
Lakemba	219527	The Boulevarde 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	2196295	The Boulevarde opp Broadway	No	No	Yes	Yes 1 x (6m x 2.5m)	No	No
Punchbowl	2196242	Punchbowl Station, The Boulevarde	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	No	No	No	No	No	No
Sydenham	220439	Sydenham Station, Railway Pde, Stand D	Yes	No	Yes	Yes 1 x (4mx3m)	Lighting Required	
Sydenham	2204125	Sydenham Station, Railway Pde, Stand C	Yes	No	No	Yes 5 x (6mx3m)	Lighting Required	
Sydenham	220421	Sydenham Station, Railway Pde, Stand B	Yes	No	No			Lower Railway Pde - Yes
Wiley Park	2195110	The Boulevarde, station side, before	Yes	No	No	Yes 1 x (6m x 3m)	No	No

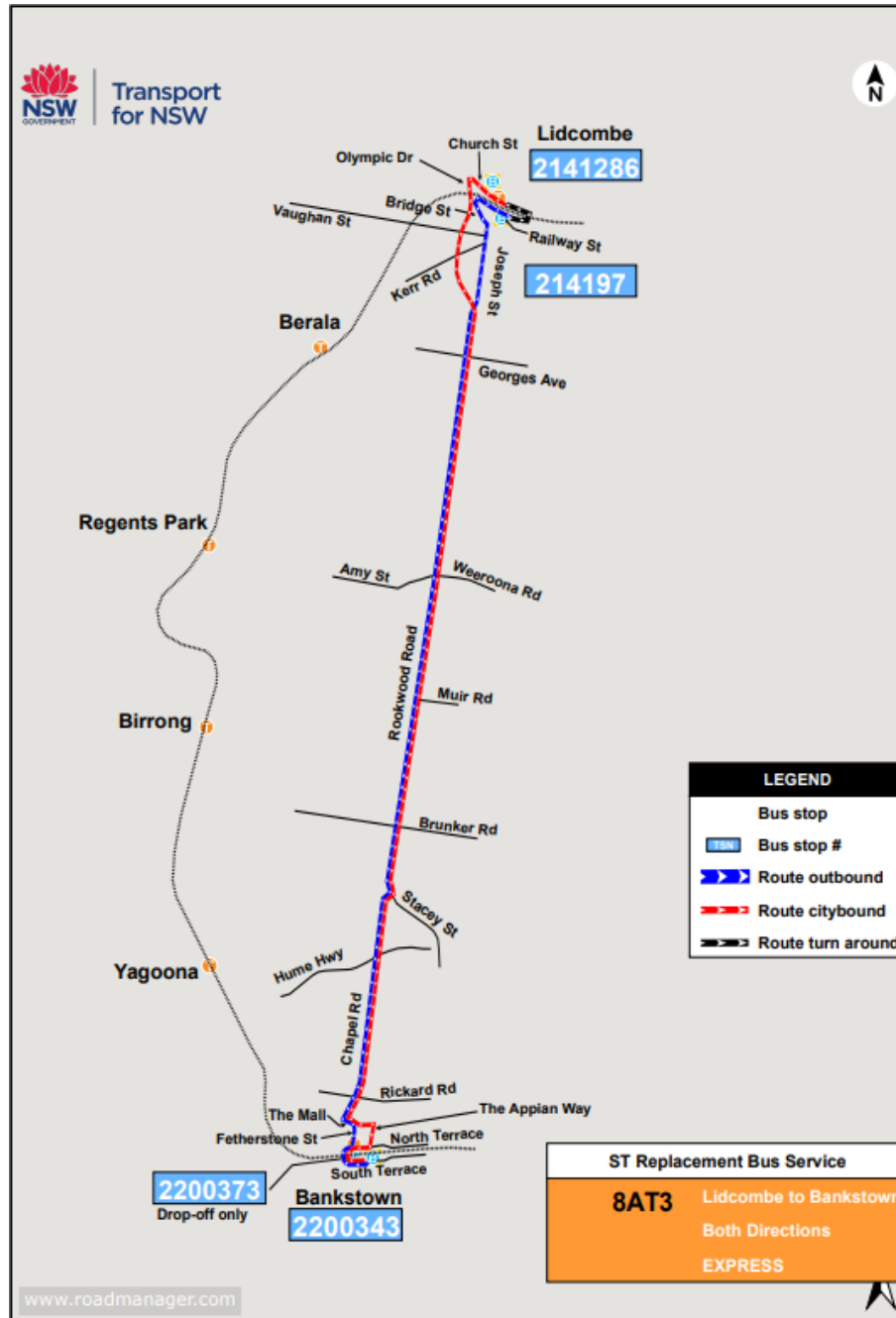
OFFICIAL

TRANSPORT

Train Station	Bus stop TSN	Bus Stop Location	Shelter Required	Awning	Existing Bus Stop Shelter	Marquee Provided	Additional Lighting Required	CCTV Required
		King Georges Rd						
Wiley Park	2195109	The Boulevarde opp Wiley Park Station	Yes	No	Yes	Yes 1 x (4m 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





Southwest Link Bus Service

SW1

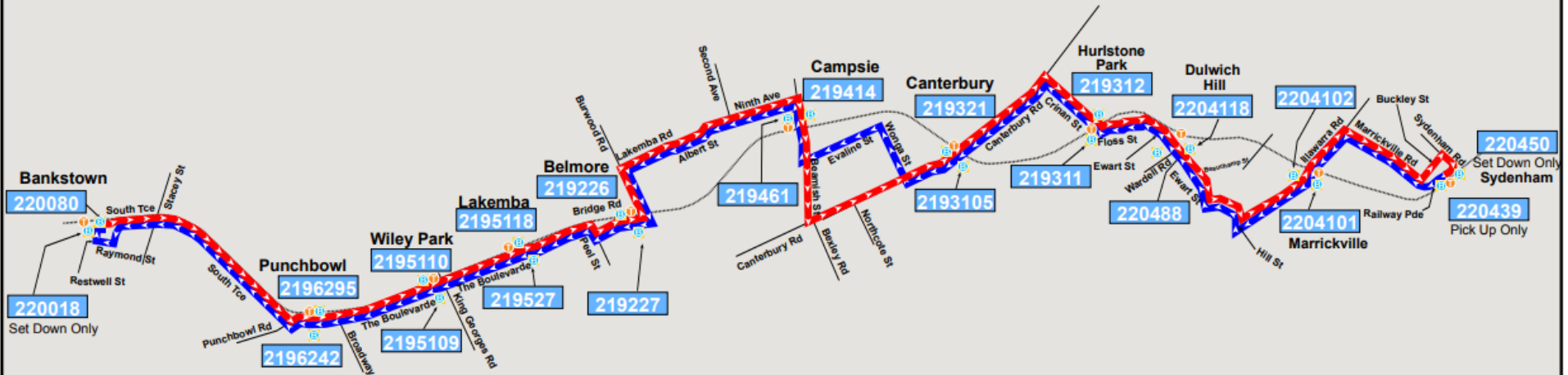
Bankstown to Sydenham

Both Directions

ALL STATIONS



Transport for NSW



www.roadmanager.com

LEGEND

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



B SW2

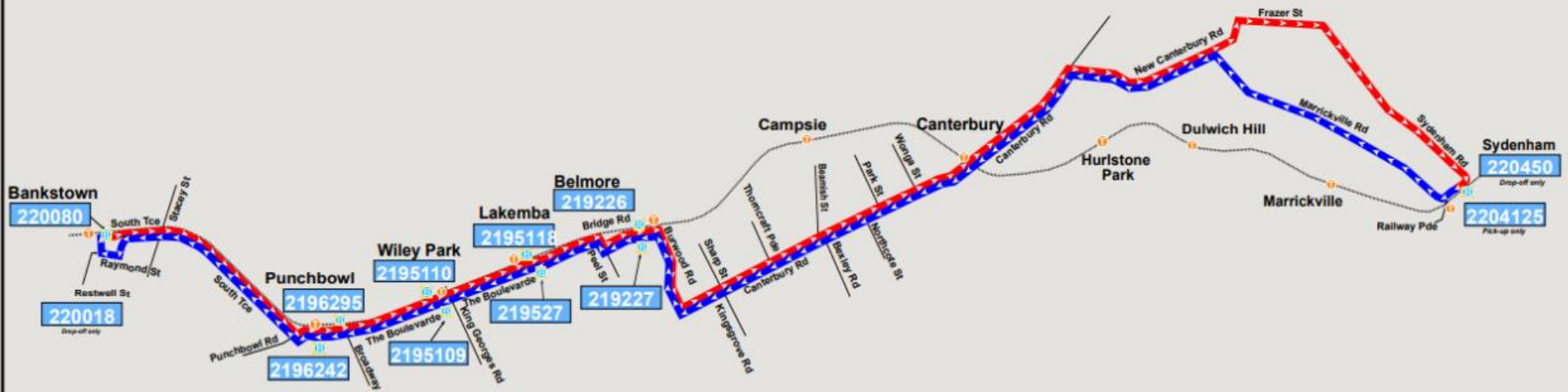
Bankstown to Sydenham

Both Directions

LIMITED STOPS



Transport
for NSW



LEGEND

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



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Southwest Link Bus Service

SW3

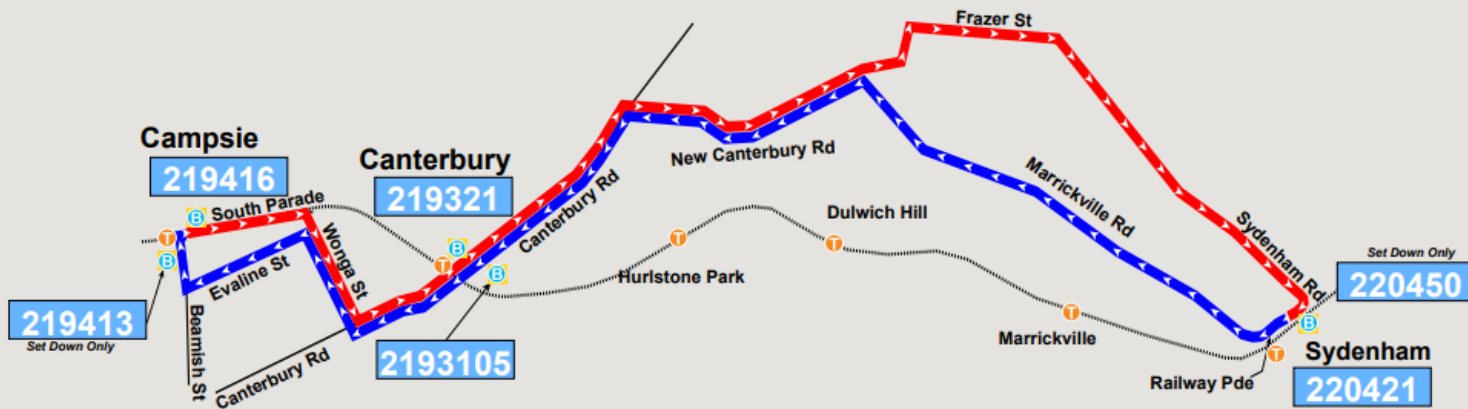
Campsie to Sydenham

Both Directions

EXPRESS



Transport for NSW

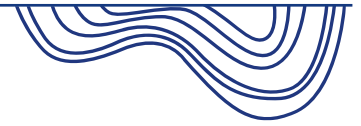


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LEGEND	
	Bus stop
	Bus stop #
	Route outbound
	Route citybound
	Route turn around



Appendix D – Community Consultation Flyers



Proposed temporary parking changes

T3 Bankstown Line upgrade work – Sydenham Station

June 2024



Transport for NSW acknowledges the Gadigal people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, final upgrade work will take place on the T3 Bankstown Line between Sydenham and Bankstown for approximately 12 months starting no later than October 2024.

Have your say

During this time, Southwest Link buses will replace trains. Temporary parking changes are needed around Sydenham Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on these proposed parking changes by Wednesday 10 July 2024.

Proposed temporary changes

The following temporary changes are needed **no later than October 2024**.

- Remove 29 parking spaces (82 metres) on the southern side of Lower Railway Parade to create a new bus zone. Currently, a total 19 spaces are unrestricted parking and 10 spaces are sign posted four-hour parking between 8.30am and 6.00pm, Monday to Friday.
- Remove 14 parking spaces (50 metres) on the western side of Burrows Avenue to extend the existing bus zone. The spaces are currently all-day unrestricted parking.
- Remove two parking spaces (12 metres) on the eastern side of Gleeson Avenue to extend the current bus zone. The spaces are currently sign posted one-hour parking between 9.00am

and 3.30pm, Monday to Friday and no parking between 6.00am and 9.00am, and 3.30pm and 6.30pm, Monday to Friday.

- Remove nine parking spaces (58 metres) on the eastern side of Burrows Avenue to create a new bus zone. The spaces are currently all-day unrestricted parking.
- Remove three parking spaces (18 metres) on the northern side of Railway Road to create a new bus zone. The parking spaces are currently sign posted two-hour parking between 8.00am and 10.00pm, Monday to Friday.

These proposed parking changes are separate to those outlined as a part of the Sydenham Bus Layover proposal. Information about this proposal can be found at

<https://www.transport.nsw.gov.au/projects/current-projects/sydenham-bus-layover>

For more information on the changes, please see the map on the back page of this notification.

We want your feedback

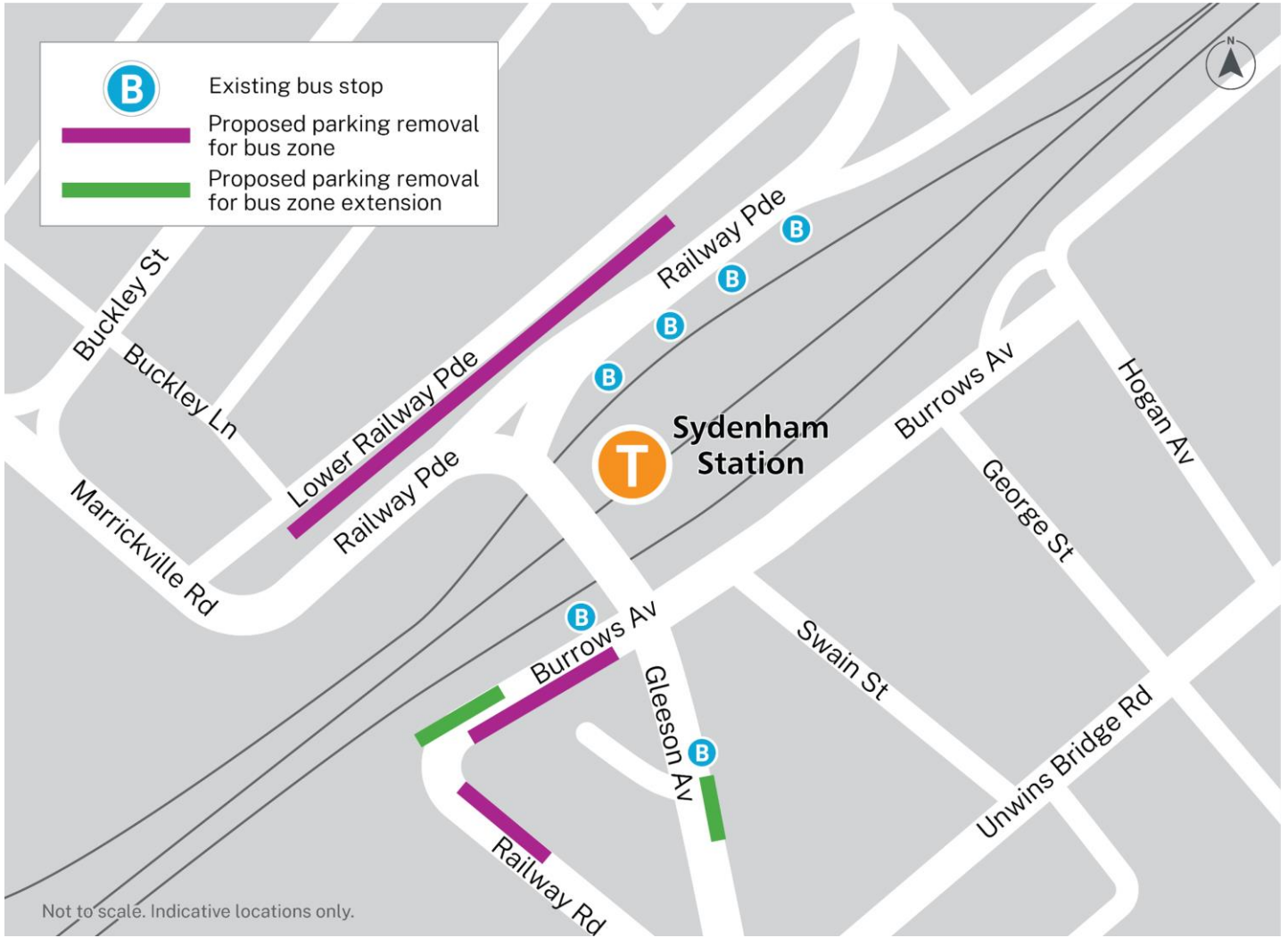
Transport welcomes feedback from the community on the proposed changes. We will consider all feedback before we make the changes.

Please send us your feedback by **5pm Wednesday 10 July 2024**.

Email: kerbsidefeedback@transport.nsw.gov.au

Transport for NSW will inform the community later this year, on the outcome of the consultation and the confirmed date for the temporary parking changes.

Map of the proposed temporary parking changes



Contact us



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kerbsidefeedback@transport.nsw.gov.au



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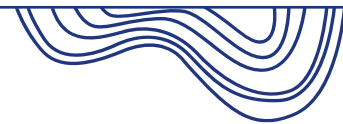
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Proposed temporary parking changes

T3 Bankstown Line upgrade work – Marrickville

June 2024



Transport for NSW acknowledges the Darug and Eora People as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, final upgrade work will take place on the T3 Bankstown Line between Sydenham and Bankstown for approximately 12 months starting no later than October 2024.

Have your say

During this time, Southwest Link buses will replace trains. Temporary parking changes are needed around Marrickville Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on these proposed parking changes by Wednesday 10 July.

Proposed temporary changes

The following temporary changes are starting **no later than October 2024**.

- Remove one parking space (7 metres) on the western side of Illawarra Road to extend the existing bus zone. The space is currently sign posted one-hour parking between 8.30am and 6.00pm, Monday to Sunday. The bus zone will be required between 6.30am and 9.30am, Monday to Friday.

For more information on the changes, please see the map on the back page of this notification.

We want your feedback

Transport welcomes feedback from the community on the proposed changes. We will consider all feedback before we make the changes.

Please send us your feedback by **5pm Wednesday 10 July 2024**.

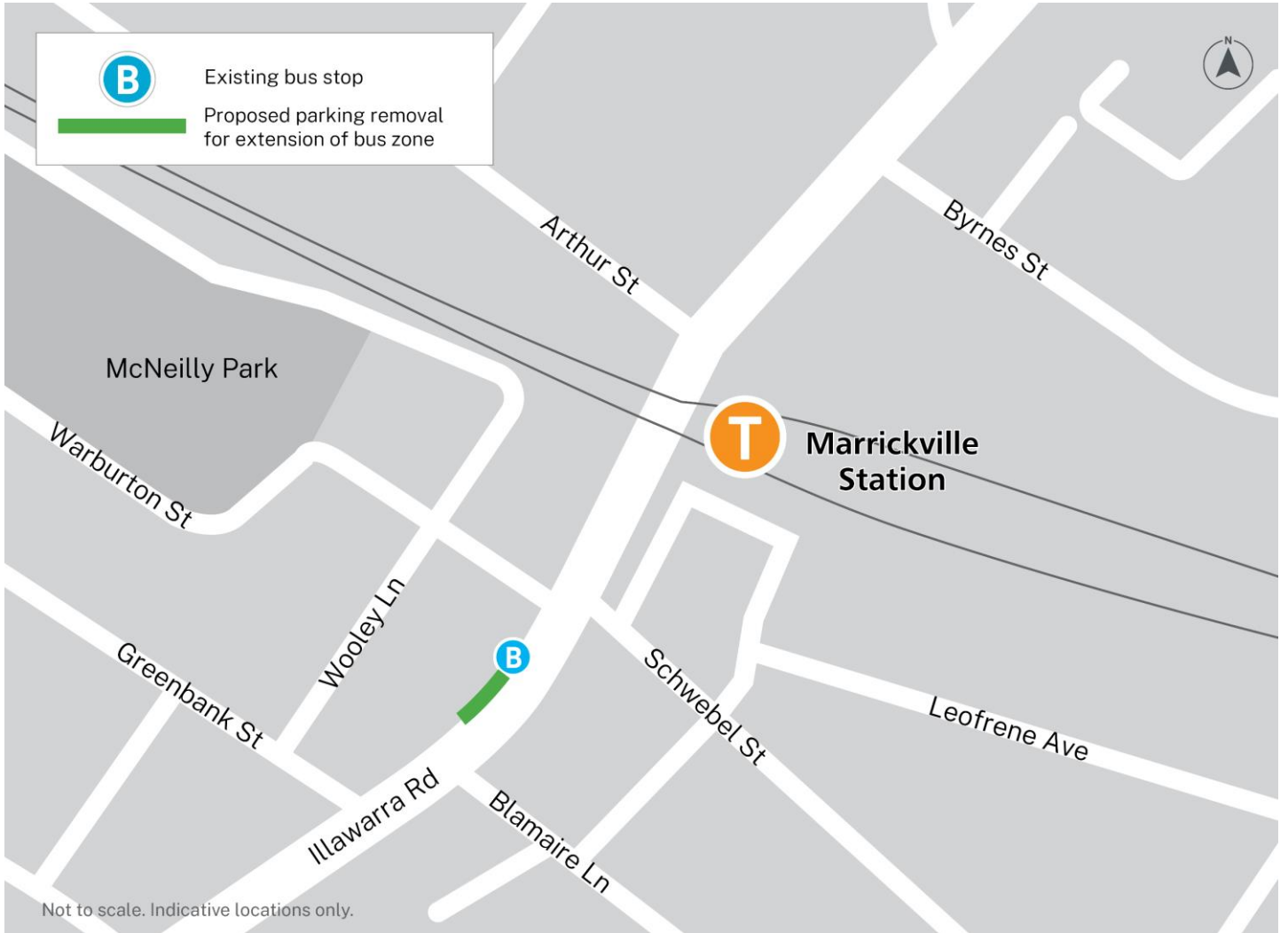
Email: kerbsidefeedback@transport.nsw.gov.au

Phone: 1800 171 386

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Map of the proposed temporary parking changes



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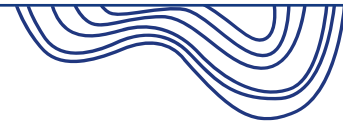
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Proposed temporary parking changes

T3 Bankstown Line upgrade work – Dulwich Hill Station

June 2024



Transport for NSW acknowledges the Darug and Eora People as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, final upgrade work will take place on the T3 Bankstown Line between Sydenham and Bankstown for approximately 12 months starting no later than October 2024.

Have your say

During this time, Southwest Link buses will replace trains. Temporary parking changes are needed around Dulwich Hill Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on these proposed parking changes by Wednesday 10 July.

Proposed temporary changes

The following temporary changes are starting **no later than October 2024**.

- Remove three parking spaces (20 metres) on Ewart Street between Wardell Road and Murray Lane to create a bus zone. The parking spaces are currently sign posted 2-hour parking between 8.30am and 6.00pm, Monday to Friday with parking permit holders being exempted.
- Create a (20 metre) bus zone between Ewart Street and Ewart Lane. The space is currently sign posted as no parking.

For more information on the changes, please see the map on the back page of this notification.

We want your feedback

Transport welcomes feedback from the community on the proposed changes. We will consider all feedback before we make the changes.

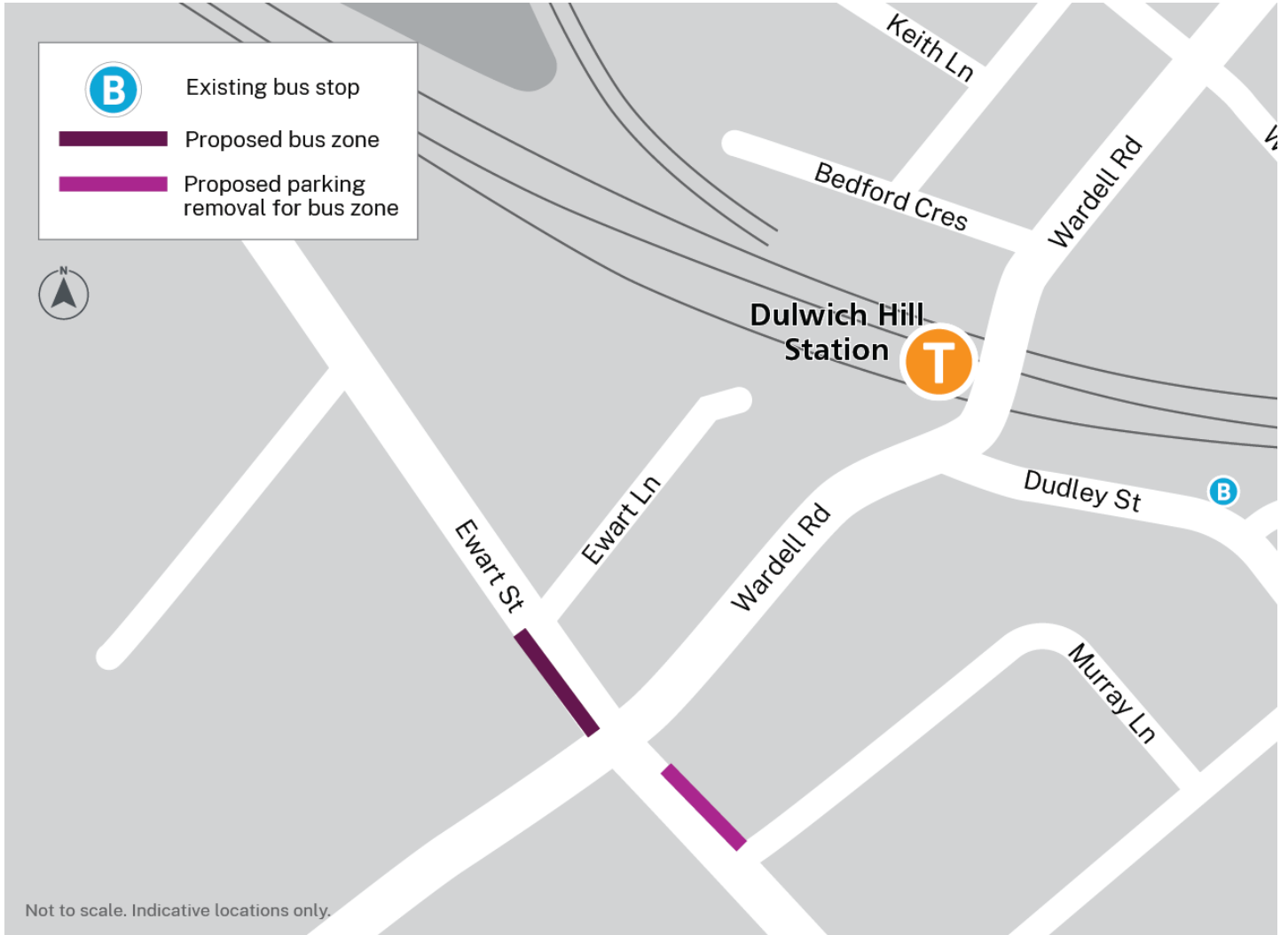
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Email: kerbsidefeedback@transport.nsw.gov.au

Phone: 1800 171 386

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Map of the proposed temporary parking changes



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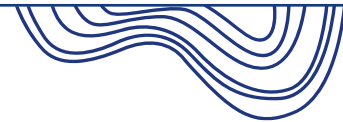
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Proposed temporary parking changes

T3 Bankstown Line upgrade work – Hurlstone Park Station

June 2024



Transport for NSW acknowledges the Darug people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, final upgrade work will take place on the T3 Bankstown Line between Sydenham and Bankstown for approximately 12 months starting no later than October 2024.

Have your say

During this time Southwest Link buses, will replace trains. Temporary parking changes are needed around Hurlstone Park Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on the proposed parking changes by Wednesday 10 July 2024.

Proposed temporary changes

The following temporary changes are starting **no later than October 2024**.

- Remove three No parking spaces (8 metres) on the north side of Floss Street to create an extended no stopping zone. The spaces are currently marked No parking.

Southwest Link bus stops will generally be located outside Hurlstone Park Station. Due to the need for Sydney Metro to undertake construction activities at the station, there will be times where the Southwest Link eastbound bus stop will be relocated to Hurlstone Park Town Centre.

When this occurs, the following temporary parking location will be required:

- Remove five parking spaces (30 metres) on the eastern side of Crinan Street to create a new bus zone. Two of the spaces are currently unrestricted parking. Three of the spaces are currently sign posted one-hour parking between 8.30am and 6.00pm Monday to Friday and between 8.30am and 12.30pm on Saturday.

The alternate location for westbound Southwest Link buses will be the existing school services stop on the southern side of Floss Street near Duntroon Street, and does not require parking changes.

For more information on the changes, please see the map on the back page of this notification.

We want your feedback

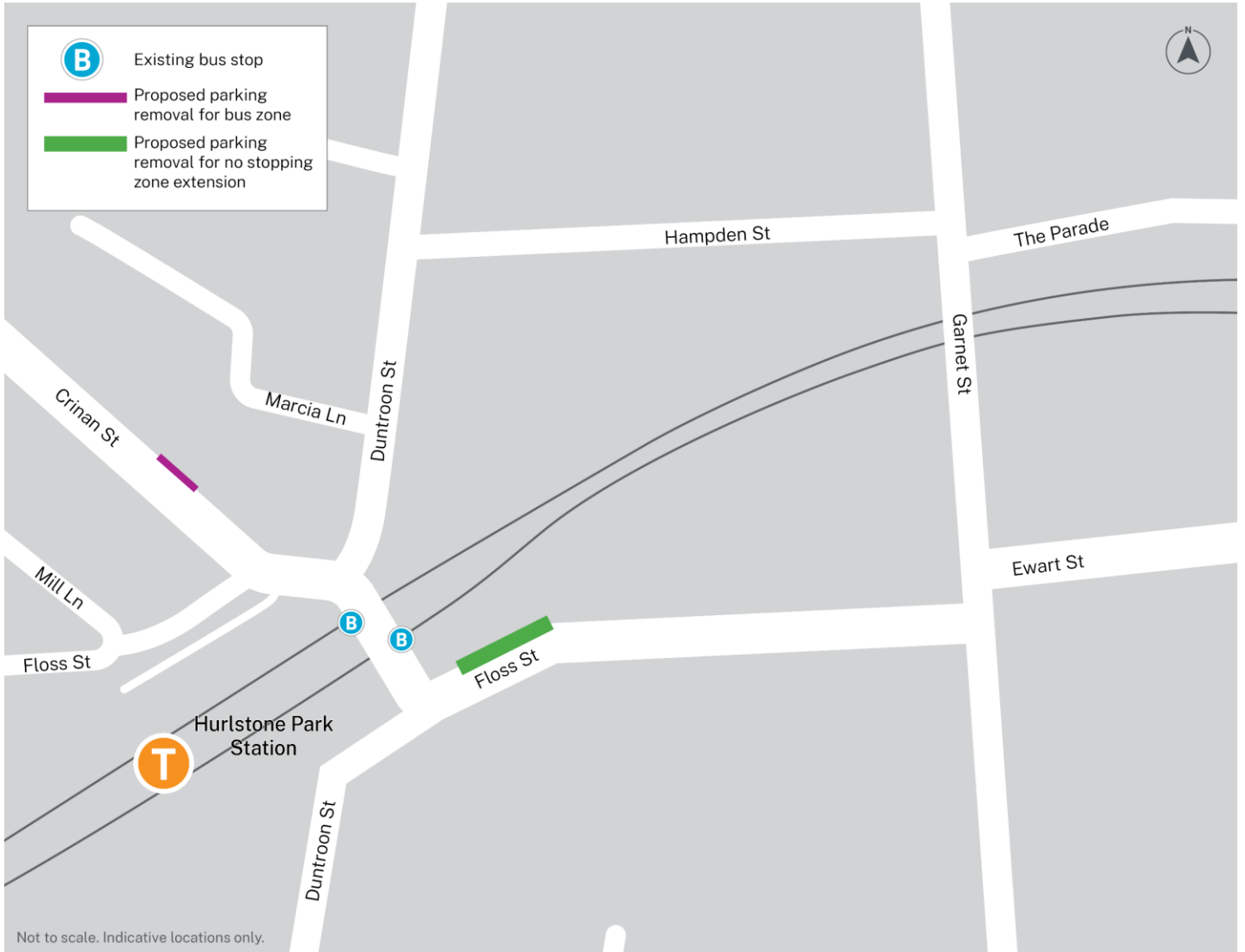
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Please send us your feedback by **5pm Wednesday 10 July 2024**.

Email: kerbsidefeedback@transport.nsw.gov.au

Transport for NSW will inform the community later this year, on the outcome of the consultation and the confirmed date for the temporary parking changes.

Map of the proposed temporary parking changes



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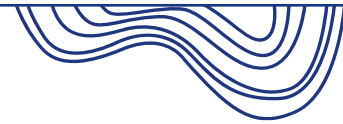
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Proposed temporary parking changes

T3 Bankstown Line upgrade work – Campsie Station

June 2024



Transport for NSW acknowledges the Darug people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, final upgrade work will take place on the T3 Bankstown Line between Sydenham and Bankstown for approximately 12 months starting no later than October 2024.

Have your say

During this time, Southwest Link buses will replace trains. Temporary parking changes are needed around Campsie Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on these proposed parking changes by Wednesday 10 July 2024.

Proposed temporary changes

The following temporary changes are starting **no later than October 2024**.

- Remove two parking spaces (13.5 metres) on the northern side of South Parade to extend the current bus zone. The spaces are currently sign posted 5-minute parking between 7.00am and 9.00am, and 4.00pm and 6.00pm, Monday to Friday.
- Remove three parking spaces (17 metres) on the western side of Beamish Street to extend the current bus zone. The spaces are currently sign posted 30-minute parking between 8.30am and 9.30pm, Monday to Sunday and loading zone between 6.30am and 8.30am, Monday to Sunday.
- Remove three parking spaces (16 metres) on the north side of Beamish Street between

North Parade and Campsie Street to create a bus zone. The spaces are currently sign posted 30-minute parking between 8.30am and 6.00pm, Monday to Friday and 8.30am and 12.30pm Saturday.

- Remove fourteen parking spaces (88 metres) on the northern side of South Parade between Park Street and Gould Street to extend the current bus zone. The spaces are currently sign posted as unrestricted parking.
- Remove two parking spaces (12 metres) on the western side of Duke Street to create a standby bus zone. The spaces are currently unrestricted parking.
- Remove two parking spaces (12 metres) on the southern side of South Parade to create a standby bus zone. The spaces are currently sign posted as 1-hour parking between 8.30am and 6.00pm Monday to Friday and 8.30am and 12.30pm Saturday.

For more information on the changes, please see the map on the back page of this notification.

We want your feedback

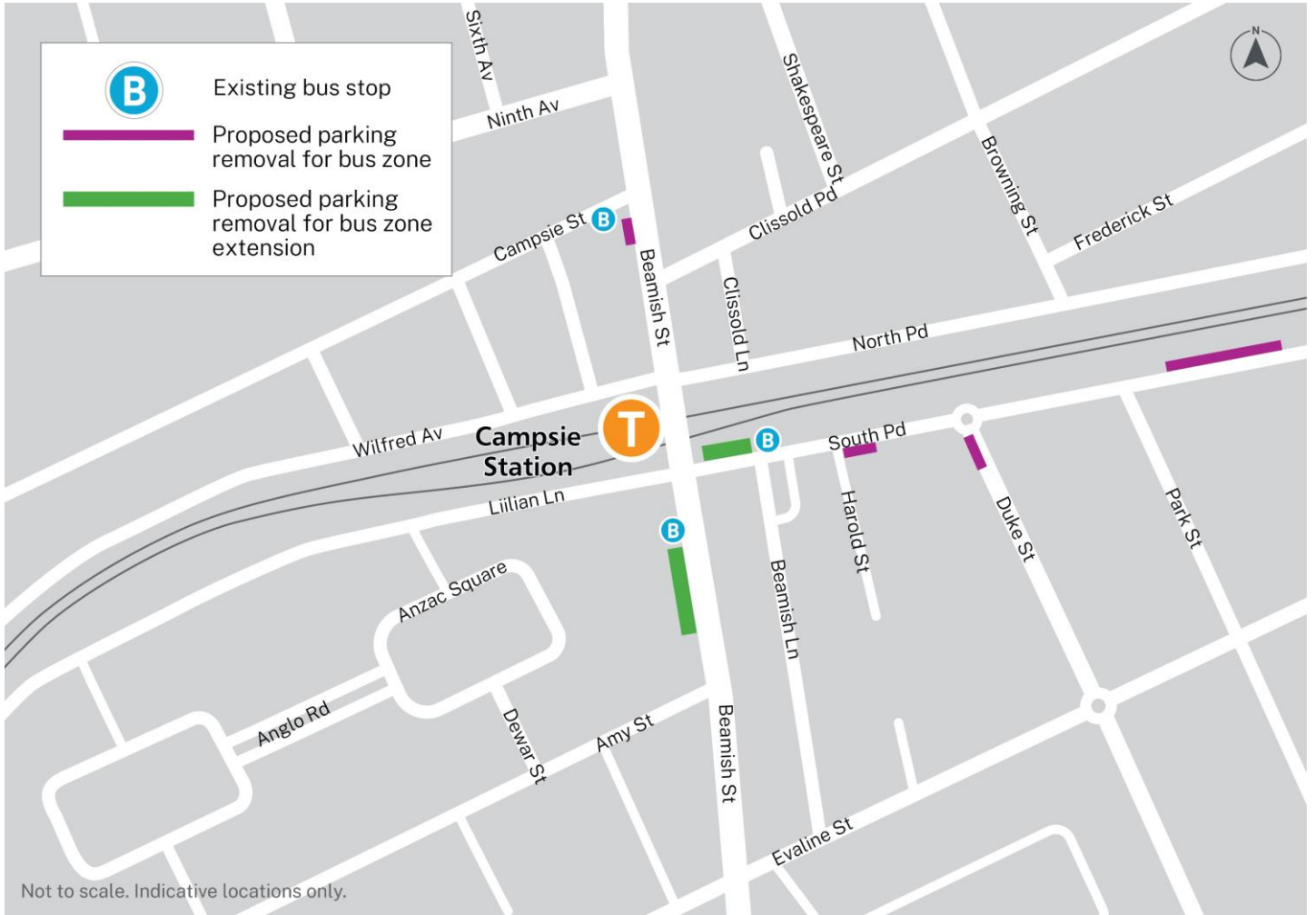
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Map of the proposed temporary parking changes



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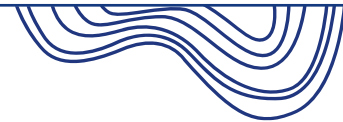
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Proposed temporary parking changes

T3 Bankstown Line upgrade work – Belmore Station

June 2024



Transport for NSW acknowledges the Darug people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, final upgrade work will take place on the T3 Line between Sydenham and Bankstown for approximately 12 months starting no later than October 2024.

Have your say

During this time, Southwest Link buses will replace trains. Temporary parking changes are needed around Belmore Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on these proposed parking changes by Wednesday 10 July 2024.

Proposed temporary changes

The following temporary changes are starting **no later than October 2024**.

On the Northern side of Bridge Rd

- Remove four taxi spaces (27 metres) on the northern side of Bridge Road to create a bus zone.
- Remove three parking spaces (20 metres) to extend current bus zone. The spaces are currently all day unrestricted parking.

On the southern side of Bridge Road:

- Remove four parking spaces (26 metres) and one loading zone (7 metres) to create a new bus zone. The parking spaces are currently sign posted two-hour parking between 8.30am and 6.00pm, Monday to Friday and 8.30am and

12:30pm on Saturday. The loading zone is sign posted between 8.30am and 6.00pm, Monday to Friday and between 8.30am and 12.30pm on Saturday.

- Remove one parking space (7 metres) between Paragon Lane and Burwood Road to create a new loading zone. The space is currently sign posted two-hour parking between 8.30am and 6.00pm, Monday to Friday and between 8.30am and 12.30pm on Saturday.

On the northern side of Tobruk St

- Remove four parking spaces (26 metres) on the northern side of Tobruk St to create a new taxi zone. The parking spaces are currently sign posted two-hour parking between 8.30am and 6.00pm, Monday to Friday and between 8.30am and 12.30pm on Saturday.

For more information on the changes, please see the map on the back page of this notification.

We want your feedback

Transport welcomes feedback from the community on the proposed changes. We will consider all feedback before we make the changes.

Please send us your feedback by **5pm Wednesday 10 July 2024**.

Email: kerbsidefeedback@transport.nsw.gov.au

Transport for NSW will inform the community later this year, on the outcome of the consultation and the confirmed date for the temporary parking changes.

Map of the proposed temporary parking changes



Contact us



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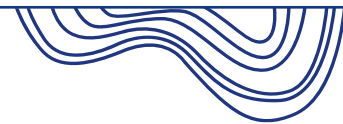
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Proposed temporary parking changes

T3 Bankstown Line upgrade work – Lakemba Station

June 2024



Transport for NSW acknowledges the Darug people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, rail upgrade work will take place between Sydenham and Bankstown for approximately 12 months starting no later than October 2024.

Have your say

During this time, Southwest Link buses will replace trains. Temporary parking changes are needed around Lakemba Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on these proposed parking changes by Wednesday 10 July 2024.

Proposed temporary changes

The following temporary changes are starting **no later than October 2024**.

- Remove one parking space (7 metres) on the southern side of The Boulevarde to extend the existing bus zone. The space is currently sign posted five-minute parking.
- Remove two taxi zone spaces of 16 metres on the northern side of The Boulevarde to create a new bus zone.

- Remove two parking spaces (14 metres) on the southern side of Railway Parade to create a taxi zone. The spaces are currently sign posted 30-minute parking between 8.30am and 6.00pm, Monday to Friday and 8.30am and 12.30pm, Saturday.

For more information on the changes, please see the map on the back page of this notification.

We want your feedback

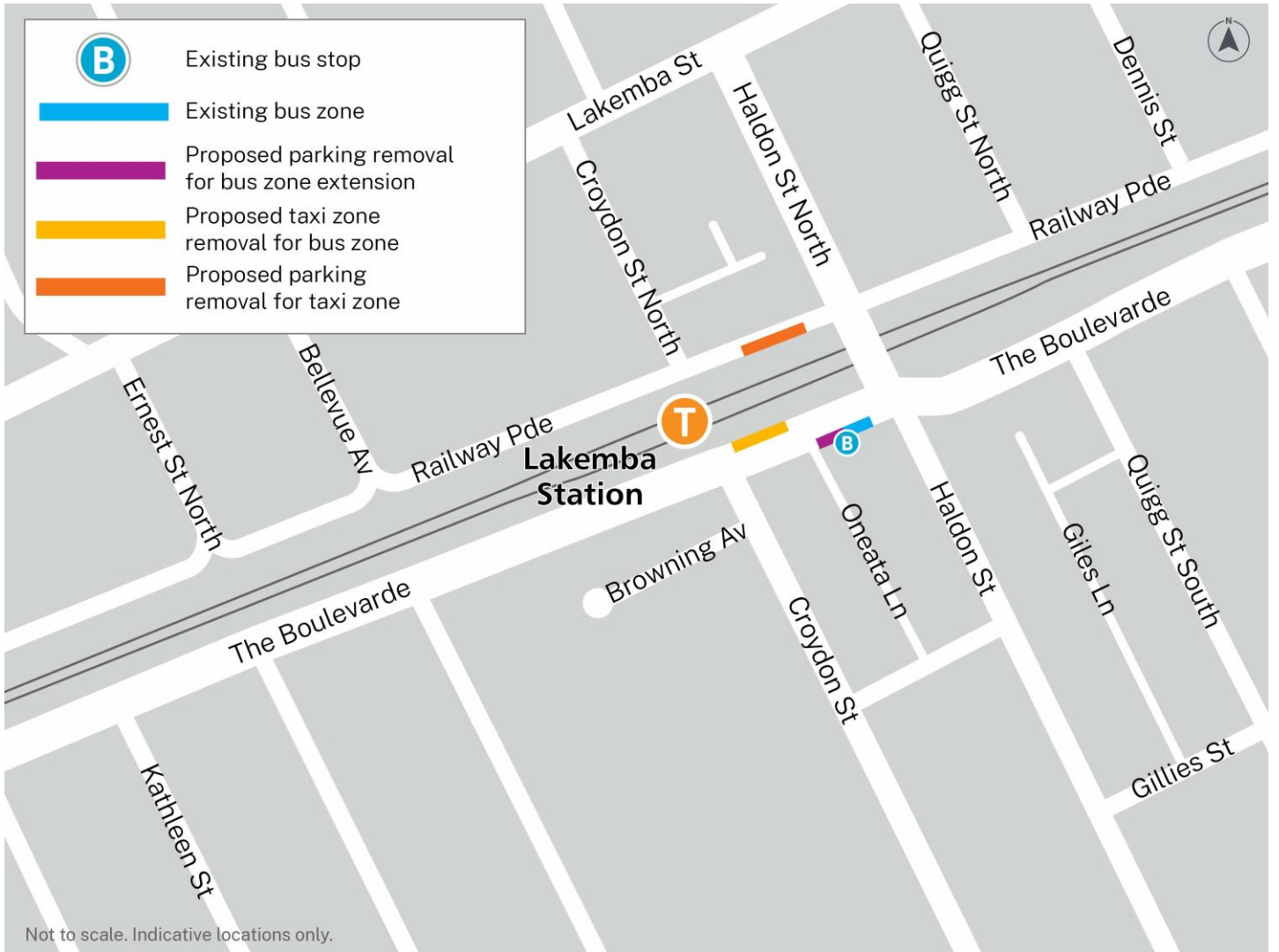
Transport welcomes feedback from the community on the proposed changes. We will consider all feedback before we make the changes.

Please send us your feedback by **5pm Wednesday 10 July 2024**.

Email: kerbsidefeedback@transport.nsw.gov.au

Transport for NSW will inform the community later this year, on the outcome of the consultation and the confirmed date for the temporary parking changes.

Map of the proposed temporary parking changes



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Proposed temporary parking changes

T3 Bankstown Line upgrade work – Wiley Park Station

June 2024



Transport for NSW acknowledges the Darug people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, final upgrade work will take place on the T3 Bankstown Line between Sydenham and Bankstown for approximately 12 months starting no later than October 2024.

Have your say

During this time, Southwest Link buses will replace trains. Temporary parking changes are needed around Wiley Park Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on these proposed parking changes by Wednesday 10 July 2024.

Proposed temporary changes

The following temporary changes are starting **no later than October 2024**.

- Remove five parking spaces (28 metres) on the western side of The Boulevard to extend the existing bus zone. The spaces are currently all day unrestricted parking.

For more information on the changes, please see the map on the back page of this notification.

We want your feedback

Transport welcomes feedback from the community on the proposed changes. We will consider all feedback before we make the changes.

Please send us your feedback by **5pm Wednesday 10 July 2024**.

Email: kerbsidefeedback@transport.nsw.gov.au

Transport for NSW will inform the community later this year, on the outcome of the consultation and the confirmed date for the temporary parking changes.

Map of the proposed temporary parking changes



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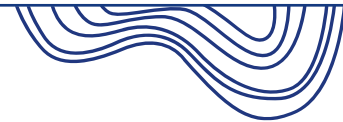
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Proposed temporary parking changes

T3 Bankstown Line upgrade work – Punchbowl Station

June 2024



Transport for NSW acknowledges the Darug people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, final upgrade work will take place on the T3 Bankstown Line between Sydenham and Bankstown for approximately 12 months starting no later than October 2024.

Have your say

During this time Southwest Link buses will replace trains. Temporary parking changes are needed around Punchbowl Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on the proposed parking changes by Wednesday 10 July.

Proposed temporary changes

The following temporary changes are starting **no later than October 2024**.

- Remove two parking spaces (11 metres) on the southern side of The Boulevard, between Matthew and Arthur Streets, to extend the current bus zone. The spaces are currently sign posted 30-minute parking between 8.30am and 6pm, Monday to Friday and between 8.30am and 12.30pm, Saturday.

For more information on the changes, please see the map on the back page of this notification.

We want your feedback

Transport welcomes feedback from the community on the proposed changes. We will consider all feedback before we make the changes.

Please send us your feedback by **5pm Wednesday 10 July 2024**.

Email: kerbsidefeedback@transport.nsw.gov.au

Transport for NSW will inform the community later this year, on the outcome of the consultation and the confirmed date for the temporary parking changes.

Map of the proposed temporary parking changes



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Proposed temporary parking changes

T3 Bankstown Line upgrade work – Bankstown Station

June 2024



Transport for NSW acknowledges the Darug people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, final upgrade work will take place on the T3 Bankstown Line between Sydenham and Bankstown for approximately 12 months starting no later than October 2024.

Have your say

During this time, Southwest Link buses will replace trains. Temporary parking changes are needed around Bankstown Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on these proposed parking changes by Wednesday 10 July 2024.

Proposed temporary changes

The following temporary changes are starting **no later than October 2024**.

- Remove 11 parking spaces (60 metres) within the existing bus interchange to create a new bus zone. The spaces are currently sign posted one-hour parking between 8.30am and 6.30pm, Monday to Friday and between 8.30am and 12.30pm on Saturday.
- Remove 13 parking spaces (80 metres) on West Terrace to create a new bus zone to allow Southwest Link buses to layover before starting a service. The spaces are currently sign posted two-hour parking between 8.30am and 6.30pm, Monday to Friday and between 8.30am and 12.30pm on Saturday.

- Remove 13 parking spaces (78 metres) on the south side of South Terrace to create a new bus zone to allow Southwest Link buses to layover before starting a service. The spaces are currently sign posted two-hour parking between 8.30am and 6.00pm, Monday to Friday and between 8.30am and 12.30pm on Saturday.

On the western side of Restwell Street:

- Remove two parking spaces (11 metres) and nine metres of the no parking zone to create a new bus zone. The spaces are currently sign posted five-minute parking between 8am and 6.30pm, Monday to Saturday on Restwell Street, western side.
- Create two five-minute parking spaces in the remaining 9.7 metres of the no parking zone.

For more information on the changes, please see the map on the back page of this notification.

We want your feedback

Transport welcomes feedback from the community on the proposed changes. We will consider all feedback before we make the changes.

Please send us your feedback by **5pm Wednesday 10 July 2024**.

Email: kerbsidefeedback@transport.nsw.gov.au

Transport for NSW will inform the community later this year, on the outcome of the consultation and the confirmed date for the temporary parking changes.

Map of the proposed temporary parking changes



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Proposed temporary parking changes

T3 Bankstown Line upgrade work – Lidcombe Station

August 2024



Transport for NSW acknowledges the Darug people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, rail upgrade work will take place at Bankstown from Saturday 21 September to Sunday 29 September 2024.

Have your say

During this time, buses will replace trains between Campsie and Lidcombe via Bankstown. Temporary parking changes are needed around Lidcombe Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on the proposed parking changes by Tuesday 20 August.

Proposed temporary changes

The following temporary changes are needed for **9 days between 2am Saturday 21 September and 2am Monday 30 September 2024.**

- Remove existing 6 spaces of Taxi Zone (45 m) on the on southern side of Church Street to create a Bus Zone.
- Remove 14 parking spaces (50 m) on the on southern side of Church Street to create a Bus Zone. The parking spaces are currently 45-

degree angled parking and sign posted two-hour parking from 8.30am to 6.00pm, Monday to Friday and 8.30am to 12.30pm, Saturday.

- Remove 3 parking spaces (22m) on the northern side of Church Street to create a Taxi Zone. The parking spaces are currently sign posted 30-minute parking from 8.30am to 6.00pm, Monday to Friday and 8.30am to 12.30pm, Saturday.
- Remove 4 parking spaces (24 metres) on the northern side of Church Street to create a Taxi Zone. They are unrestricted and one space is sign posted two-hour parking from 8.30am to 6.00pm, Monday to Friday and 8.30am to 12.30pm, Saturday.

For more information on the changes, please see the map on the back page of this notification.

We want your feedback

Transport welcomes feedback from the community on the proposed changes. We will consider all feedback before we make the changes.

Please send us your feedback by **5pm Tuesday 20 August 2024.**

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Map of the proposed temporary parking changes



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Appendix E – Active Transport – Cycling Map





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