

yoursay

Signaling a new

way home

IT'S great news that the replacement of the century old signaling on Sydney's railways with digital technology will mean trains arriving every 4 minutes or even less.

It will only cost \$880 million for all of Sydney.

Now there's no need to waste \$7 billion (of our money) by building the Sydenham to Bankstown Metro.

Just replace old signaling equipment, and we won't face years of disruption and inconvenience. And we'll get a seat all way to Bankstown!

Gladys can now scrap propaganda meetings planned for next few weeks.

And we won't need to straighten those railway stations.

Richard Sweeney, Lakemba

16-car trains

RE: This incumbent state government ill-conceived plan of construction of the part of the future Sydney Metro using the existing Sydenham to Bankstown existing railway line, so why shut down unnecessarily a good rail system for no reason?

Replacing standard eightcar double deck trains with six-car single deck trains does not make sense where there is a growing population in this country that seems to be concentrated in major cities in the south east corner on the coastline on the mainland of this country.

Instead of that, the current trains should be doubled to twice existing capacity, so 16 car double deck trains, by extending existing platforms and also by having additional substations for the power supply.

Also currently early double deck trains are being scrapped when they should have easily been used for my proposal.

Any suggestion of it creating jobs should be dismissed as the Sydney Metro will operate with minimal staff including driverless trains, that may be OK until something goes wrong.

Stephen Maher, Bankstown

Opposition to

metro is huge

LMS, or Locals for Metro Southwest ("Battleline", The Express, June 26) has emerged amid widespread community concern about planning and transport policy along the Sydenham-Bankstown corridor.

Planning decisions by the previous Canterbury Council are the subject of a current ICAC examination and the level of opposition to the NSW government's urban renewal plans and metro is huge and increasing; the launch of the Save T3 Bankstown Line group adds an important voice for the forgotten suburbs beyond Bankstown.

Developers, and those hoping to personally profit from Hong Kong-style development, will obviously be worried about community push-back, but it is only because of the hard work of community groups (such as the Hurlstone Park Association, of which I am a member) that the government has been forced to consider issues such as heritage, green space, and local amenity.

From my observations, LMS has simply regurgitated the tired old propaganda of the NSW government.

Their "Fast Facts" sheet, for example, states the travel time to Barangaroo will be slashed from 40 to 13 minutes > in fact travel time from Bankstown to Martin Place on the metro will be at least 32 minutes, with Barangaroo beyond that.

They also state that 54 per cent of submissions to the urban renewal strategy were supportive. Not only are we still awaiting the submissions report, the vast majority (accessed via the planning website) are scathing of the strategy, and the few that are supportive appear to be strongly skewed in the developer camp.

Marie Healy, Hurlstone Park