



MEDIA RELEASE

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LESS CROWDING AND SHORTER TRIPS FOR WESTERN SYDNEY TRAIN CUSTOMERS

Just a month since it opened, the Sydney Metro has delivered flow-on benefits for Western Sydney train customers, Member for Hawkesbury Robyn Preston MP said.

Analysis by Transport for NSW shows a decline in the number of people coming through the gates at key stations closest to the Metro of up to 20 per cent.

“The figures are in, and they prove what we always knew anecdotally to be true,” Ms Preston said.

“Thousands of customers who once had to fight peak hour traffic to park at a train station far from home are now hopping on at a nearby Metro stop.

“Their journey is shorter, their fuel bill is cheaper, and no doubt their stress levels are lower, too. Plus, fewer cars on the road are better for everyone.”

Opal data drawn from the morning peak show that, at many stations from Seven Hills through to Richmond in particular, customers are hopping on the new Metro trains instead of the Sydney Trains network. This has led to crowding reductions on Western Line morning peak hour trains originating from Richmond and Schofields of seven percent and about five percent across the Western Line overall.

Schofields has seen a 20% drop in peak hour travelers. Other stations recording fewer customers through the gates include Riverstone (-17%), Quakers Hill (-13%), Seven Hills (-10%), Windsor (-9%) and Blacktown (-7%).

Patronage on buses travelling to destinations like Macquarie Park, Chatswood, North Sydney and the Sydney CBD via the M2 has dropped by around 21 per cent in the morning peak.

There are also 20,000 fewer cars using the M2 compared to the same to last year.

“This is a great start, and things are only going to get better,” Ms Preston said.

“There will be even more relief for customers once the Sydney Metro is extended into the CBD and beyond in 2024.”