

	<p>The preferred service plan is consistent with the Temporary Transport Plan (TTP) during the construction period to enable Metro operation, as well as the City Shaping network outlined in Future Transport.</p> <p>Providing the shuttle service is not an ideal solution, however, this is the best solution for day one operations. The proposed mass transit link between Kogarah and Parramatta is expected to remove the need for the shuttle service in the 10-20 year timeframe.</p> <p>The extension of Metro services further west towards Sefton or Regents Park was explored through this process. Such an extension would have removed the requirement to operate the Lidcombe to Bankstown shuttle service and result in a simpler, more efficient and customer friendly network.</p> <p>However, funding and deliverability for 2024 placed restrictions on how far the service could be extended. Sydney Metro Delivery Office has explored the options of extending the metro further to the west and will be only able to extend to Yagoona Station.</p> <p>RSP assessment does not see any major change in requirements for the heavy rail network if the terminus location is at either Bankstown or Yagoona.</p>
Links to TfNSW and Government strategies	<p>There are a number of strategies that have guided the planning of the service plan which include:</p> <ul style="list-style-type: none"> - Sydney's Rail Future (2012). - Sydney Metro City and Southwest - redacted - Medium Term Rail Development Plan - Future Transport Strategy 2056

Financial (Cost and Funding)

CAPEX Impact	N/A	OPEX Impact	N/A	TOTAL COSTS Impact	N/A
Funding available	Not required,				
Proposed funding sources (if not fully funded)	redacted				

Implementation approach

redacted

Assessments of risks

<p>There are a number of risks that require addressing as a result of the termination of Sydney Metro services at Bankstown (or Yagoona) and these risks are:</p> <ul style="list-style-type: none"> - Customer impacts with regard to transferring between services and the associated increased journey time - Customers may experience an increase in cost of travel via multi modal alternatives - PM peak journey times will be increased more than the AM peak periods due to Metro high frequency (20tph) compared to the heavy rail shuttle service frequency (4tph) - Overcrowding on the Inner-west if additional capacity is not provided - Customer confusion and dissatisfaction due to inconsistent changes to services during and after Sydney Metro City and Southwest construction.
