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Your submission for this review:

Sydney Trains Network stations without a direct service to Central Station or Sydney CBD should have a reduced fare structure to ensure that commuters are incentivised to use public transport (and to reduce car dependency as well as traffic/parking congestion). The 3 stations that fares should be reduced are Birrong, Yagoona, and Olympic Park. Birrong and Yagoona will no longer have any direct train to Central (as the Bankstown to City Circle via Regents Park service was removed in 2013 and from mid 2024 the remaining direct service via Bankstown and Sydenham will be removed due to Sydney Metro Southwest). Transport for NSW has also ruled out restoring the Bankstown to City Circle via Regents Park service (to force an increase to patronage of Sydney Metro Southwest via Bankstown Interchange with commuters from the West of Bankstown), therefore Birrong and Yagoona commuters will increasingly drive to Lidcombe Station to catch a direct train to Central Station, or City Circle (which is not directly accessible from Sydney Metro). Olympic Park does not have any regular direct services to Central (as such were removed in 2013 despite growing population in the Greater Parramatta Olympic Peninsula). While Olympic Park will receive a Sydney Metro West Station in 2032, commuters from Sydney Olympic Park and areas north of Parramatta Road will drive to Lidcombe Station for a direct train to Central Station. Transport for NSW has ruled out restoring the regular weekday direct train between Olympic Park and Central via Strathfield. A discounted fare structure should be introduced for commuters boarding at Olympic Park, Birrong, and Yagoona stations to reduce the increased demand on Sydney Trains Network services at Lidcombe Station. Discounted fares should apply at Birrong and Yagoona until Transport for NSW restores the direct train from Bankstown to City Circle via Regents Park. Discounted fares should apply at Olympic Park until the opening of Sydney Metro West.