

## Submission on the CSELR Proposal

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I would like to make the following points regarding the economic assessment of the CSELR proposal:

- The economic assessment does not provide a convincing case that there are sufficient actual benefits from the project to justify the \$1.6 billion investment to replace part of the CBD and South East bus network by a light rail.
- For the South East commuters affected by the changes, it is obviously difficult to determine the relative improvement or deterioration in door-to-door commuting times with a lot of different situations to be considered. For example, as a North Kensington resident, I expect that the light rail trip to the City will take a lot more time in the morning than by the early Express buses but the light rail return trip will be faster (Note: express bus trip in the morning from Kingsford to Bent Street, CBD takes 18 minutes, light rail trip from Kingsford to Wynyard will take 29 minutes). Overall, taking into account that many commuters will have to transfer between bus and light rail, the overall reduction in commuting times may only be marginal.
- I do not expect the CSELR to induce a significant shift to public transport as it runs over corridors already extremely well served by the bus network. Hence, for the South East road users, the impact will be mostly the reduction in traffic capacity along Anzac Parade and the reduction in parking spaces in various locations.
- The notable increase in transport capacity mentioned in the Executive Summary is not quantified. The extent of the increase is one of the key criteria in assessing the value of the investment, assuming new capacity is needed.
- Macro-economic benefits from the construction project are not relevant to the assessment of the CSELR proposal in comparison to other transport infrastructure projects as those benefits apply to every project.
- Local socio-economic negatives and positives listed in the Executive summary are likely to have overall a neutral effect on the CBD and South-East with the CSELR only generating possible shifts in the location of some social or business activities rather than generating a net increase in activities.
- Overall, the CSELR proposal does not appear to deliver **major** improvements to Sydney transport infrastructure which would justify the investment and the negative impacts of the construction phase; I have decided to object to the proposal on the basis that the \$1.6 billion could be spent more effectively on other transport infrastructure projects and initiatives in New South Wales.