

**Attention:** Director, Transport Assessments

**Submission of:** Jim Morris, 4 Watkin Street Hurlstone park 2193

**Submission name:** Response to the Preferred Infrastructure Report

**Application number:** SSI 17\_8256

**I object to the preferred project for the following reasons:**

All the reasons I stated in my submission in response to the EIS in 2017.

If the Trade In Services Agreement is eventually ratified by Australia all privatised services such as Metros would permanently remain in private hands. Overseas investors, so often foreign government sovereign wealth funds, profiting instead of government consolidated revenues.

There is no coherent infrastructure plan. Only a minority of T3 passengers would be heading for far north west Sydney but this project makes that destination the default. This is totally counter to the Greater Sydney Commission's objective for 30 minute city. Keep us within the local loop with easy transfer to services for other parts of Greater Sydney.

A deep underground short CBD loop through Town Hall and Museum is a far more economical alternative to freeing up any bottleneck at Central, and to rebuilding the Bankstown line.

Page 5 of the PIR states '*... safe and efficient connections during the peak and non-peak periods between key centres along the T3 Bankstown Line*'. This is Trumpian hyperbole for passengers travelling between Lidcombe and Redfern. Whereas we currently have an uninterrupted trip, there would be two transfers at Bankstown and at Sydenham. Think of people with mobility problems and parents with infants in prams. Think of inclement weather.

Page 21 Bottom line of the table headed **Project development stages** '*Open to passengers*' ... YES! Hurray! We're called passengers and not by the neoliberal term 'customers'. It's been a long time since I last heard or read 'passengers' in regard to public transport users. And of course this is the overwhelming objection to the Sydenham-Bankstown Metro concept that the PIR cannot address. The Metro is part and parcel of the Sydenham-Bankstown Corridor proposal, which plans to buy out homeowners throughout our district. Homeowners would receive good payments for their properties and they might continue their local identities, purchasing homes in the area, or buy homes elsewhere. Bad luck for those who aren't homeowners. As is happening elsewhere in Australian cities and cities throughout the world, local populations are priced out of their local communities are displaced, either to a far off inconvenient location or homelessness.

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I have moved into an out-of-bounds area in the minds of those instigating this project, people with a neoliberal point of view, which holds that the economy is THE FINANCIAL ECONOMY. In fact the economy is society with families at its core, the government is also a central feature of the economy, regulating an ever unfree market, and too often at the behest of big business. So are the non-profit and volunteer collaborative commons, and of course the market, all making up the economy.

Page 2 '*Australia's biggest public transport project*' is too vital for plutocrats to be making this wholesale transformation. It's resulted in ten percent of properties in our area being unoccupied while homelessness is increasing because of the unnecessary precarious employment situation and impossibility of purchasing a home or even of affording a rental property. A local paper quoted Harry Triguboff, 'I'll bring in more migrants' who could afford to occupy empty apartments. Fifty years ago when you couldn't get the dole but everyone could get a full-time job, I was hearing the odd whinger going on about law of the jungle, survival of the fittest, productivity and efficiency and cutting taxes. Well hear it is and it is a terrible direction we're heading in, and the Sydnham-Bankstown Metro proposal would take us further that way.

The only practical option is for whatever metro line is established, given commitments have been made, make it a whole new rail service, connecting up with existing rail services such as the Bankstown line. The original plan had been a direct line from Rouse Hill to the CBD, not via Epping-Chatswood, and then from the CBD to Matraville. A very poor and part way alternative has been built, the light rail to Randwick. Change the direction to the metro from Waterloo to Matraville or elsewhere, such as to Miranda.

Regards,  
Jim Morris