

Diane Sarkies - SUBMISSION ON NWRL FROM HEAVY RAIL TO METRO - Due 3 Dec 12

From: "Malcolm Powell" <powellsyd@ozemail.com.au>
To: "Director Infrastructure Assessments" <plan_comment@planning.nsw.gov.au>
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Subject: SUBMISSION ON NWRL FROM HEAVY RAIL TO METRO - Due 3 Dec 12
CC: "Greg Smith" <epping@parliament.nsw.gov.au>
Attachments: SUBMISSION ON NWRL FROM HEAVY RAIL TO METRO - 30 Nov 12.doc

Director - Infrastructure Projects
Sydney North West Rail Link Project - SSI 5414
NSW Department of Planning and Infrastructure
GPO Box 39 Sydney NSW 2001
Email plan_comment@planning.nsw.gov.au

Attached please find my submission on the proposed Sydney North West Rail Link Project originally planned as an integrated Heavy Rail project which has recently been changed to a Metro proposal for reasons not properly presented. For NW Sydney Metro style trains are unsuitable for the long travel distances to the Sydney CBD & other commuter & rail travel requirements.

The Metro proposal should therefore be abandoned in favour of Heavy Rail alternative which can be integrated into the existing Heavy Rail system to continue to deliver required efficiency & productivity outcomes. A reply dealing with the issues raised in my submission would be greatly appreciated.

A copy of the cost benefit analysis (CBA) used to justify the Metro proposal, which should be available under GIPA rules for community research, would be also greatly appreciated.

Finally, complete information on the methodology used to assess submissions made would also be greatly appreciated to ensure full transparency for assessment of submissions. We would also like to know the number of submissions made.

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SUBMISSION ON
PROPOSED CHANGE OF NORTH WEST RAIL LINK FROM HEAVY RAIL TO METRO

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This submission is made from analysis of detailed research undertaken by Transport Planners who have ‘real’ understanding of requirements to deal with transport and land use interaction in NW Sydney. Prior to a landslide election victory at the NSW Mar 2011 Elections the Liberal Party Coalition promised that the NWRL would be built as a Heavy Rail Project. With the cancellation of the Sydney CBD Metro it was thought that the highly efficient City Rail Network would be protected with vital corridors preserved for expansion of City Rail services into the CBD. Unfortunately, the same ‘planning crazies’ that were behind the CBD Metro which the Keneally Labor Government wisely abandoned have apparently emerged to wreck the long established City Rail Heavy Rail System. This System efficiently carries over 1million commuter passengers per week to protect the productivity of Sydney as a sustainable city.

I strongly oppose the change for the NWRL from Heavy Rail to Metro for the following reasons

Efficiency - Productivity – Sustainability

- The productivity issue for major Australian cities was recently raised by former Victoria Premier Brumby at a Directions for the Future Conference dealing with land use planning problems in major Australian cities. It would be an act of planning vandalism to attempt to replace the Heavy Rail System in Sydney which has evolved since the 1920’s to efficiency service commuter requirements.
- The Sydney airshed is unable to sustain a continued development focus using road based transport methodologies. This was clearly illustrated in the April 2005 NSW Auditor-General’s Performance Audit Report ‘Managing Air Quality’. This publication thoroughly exposes the myth that Sydney can continue to grow and maintain productivity and sustainability. The air current system in Sydney will not remove the pollution generated by increasing volume of road based transport arrangements.

Funding of Heavy Rail versus Metro

- Through forces that have emerged from Infrastructure NSW it appears that ministerial planning powers have been wrongly usurped to attempt a rebirth of metro arrangements from the NWRL.
- No doubt funding for continuation of high quality double deck heavy rail arrangements has allowed metro interests to present solution opportunities. Commencing with the NWRL as a privatised metro line with highly adverse efficiency outcomes are intended to replace long established heavy rail arrangements. The commuter transport efficiencies currently being harvested from long established efficient heavy rail arrangements will be destroyed by metro alternatives. Following the metro ‘privatisation’ experiment efficient heavy rail arrangements will be difficult to revive.
- It seems that metro interests may present some enticing funding arrangements for metro alternatives which may be ‘sorted out’ without parliamentary scrutiny to delivery full transparency to protect public interests. The established ‘commercial in confidence’ excuse will be used. **This may also provide a cover for real agendas associated with land use changes to deliver development opportunities along metro routes.** A NSW Government facing funding restrictions will be attracted to ‘funding incentives’.

Optimum Future Development of Sydney

- Development interests only motivated by profit outcomes fail to accept the basic truth that Sydney is already beyond its optimum size having regard to air quality and surface terrain difficulties which require main roads to be build along sandstone ridges which have become clogged with high density development.
- To understand the issues presented in this Submission requires a strong focus on visionary leadership which unfortunately is very scarce at a political level in NSW. Fortunately, past visionary leadership created the Heavy Rail System which efficiency services Sydney commuter and other transport requirements and should not be replaced in any location by metro proposals.