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20 June 2016

## **METRO EIS OBJECTION**

This objection relates to the EIS SSI 7400 (Sydney Metro City & Southwest Chatswood to Sydenham)

I object to this proposal on the grounds that the project should provide additional Metro stations at Alexandria and St Peters. The objection is based on the project's flawed and inadequate traffic and transport capacity modelling as well as an inadequate public consultation process.

Further detail supporting this objection and the demand for immediate reconsideration and provision of additional Metro stations for Alexandria and St Peters follows.

### **1. Inadequate transport capacity modelling**

The current Metro station selection process was undertaken before several recent infrastructure decisions and therefore requires immediate revision. These decisions significantly bear on the transport requirements of the inner-city. They include the ATP Commonwealth Bank project (11,000 workers, 1,600 cars), the Waterloo Public Housing redevelopment (20,000 residents), the Alexandria Super School (2,200 students), the Ashmore Estate development (6,000 additional residents) and Green Square as a high-job-growth area. Collectively these developments will swamp local road networks, limiting the ability of bus services to scale up to service growing transport needs.

### **2. Inadequate traffic modelling**

The Metro EIS does not model any relationship between the Metro (Waterloo to Sydenham) and Westconnex traffic, despite the Metro line running under McEvoy / Euston Road and St Peters. The EIS has no modelling of additional Metro stations (Alexandria and St Peters) ability to reduce cross-town car use or offset the impact of Westconnex traffic spilling onto the inner-city road network.

### **3. Inadequate public consultation**

Inadequate public consultation has been undertaken with residents of Alexandria, St Peters and Erskineville now that the Metro route from Central to Sydenham has been finalised.

The finalised Metro route (passing under Alexandria and St Peters), announced in February 2016, is still poorly understood by the communities being bypassed. Now that the route is finalised a further meaningful and substantial community consultation process should be undertaken to truly gauge the transport needs of these communities.

#### 4. Additional (Alexandria and St Peters) Metro stations

In light of the flawed and inadequate traffic and transport capacity modelling and inadequate public consultation process I urge an immediate reconsideration of the provision of additional Metro stations for Alexandria and St Peters. I petition that adding these Metro stations would provide a mass-transit inner-city transport system and cross-town interconnectivity to and from the high jobs growth corridor (Green Square / Airport). It provides mass-transit systems for the areas' doubled population, reduces chronic over-crowding on Erskineville station and reduces inner-city car congestion.

Declaration:

I have made no reportable political donations made in the previous two years.

