

M.Flood Submission to Sydney Metro City EIS

Marie Flood, Alexandria 2015

My submissions in relation to the Sydney Metro City EIS are as follows:

1. Public consultation about this project has been inadequate. It is only a few months since revelation that the line would go under the area I live in, Alexandria, and that there would be only one underground station nearby in Waterloo. Residents seem to be unaware of how the project will impact on them in both the short term and long term. The community needs to be consulted and listen to. This has not happened. If it were not for the work of community organisations in analysing and publicising the project then community information would be almost non-existent.

The impacts of other projects and a population explosion in the Alexandria, Waterloo and Green Square areas need to properly factored into planning for this area. We are only just coming to terms with the implications for us of the Westconnex project, which is acknowledged even in its own EIS as being detrimental to our health and the liveability of our suburbs. We are only just learning about the proposed Central to Everleigh Project, which will bring about massive changes, including towering buildings, and huge population growth on the city side of our suburbs.

These developments need to be planned together and the implications for all sections of the community considered through careful consultation with all sections of the community.

2. 'Metro' is a total misnomer for this project. It is dishonest to use the name of a popular transport concept to disguise the fact that the project does not meet any of the usual advantages of a metro system. Metro systems are used to transport people short distances, with stations every 400 to 800 metres. This proposal is to bypass inner south Sydney, with stops as far apart as 5 kilometres.

What is being envisioned – a crowded long haul train service designed for people who can stand safely for long periods - does not resemble a Metro. This is not the transport the community deserves – we need a system that is safe and accessible to anyone including people with impaired mobility and parents travelling with children.

3. I find it difficult to believe that what is being proposed is a system being deliberately planned not to integrate with the heavy rail system. The billions of dollars proposed to be spent on this system would solve many of Sydney's existing transport problems and provide adequate capacity for the future. Our heavy rail system needs fixing and developing – integration should be a given in all transport planning. The system could be linked to existing rail services by providing interchanges with our local stations. But no, the only station planned for this area is at Waterloo and not close to either Green Square or Redfern stations.

If privatisation is the motivation for separating this expensive development of new transport capacity from our publicly owned rail system surely the evidence that privatisation of public transport does not work is overwhelming in Sydney, even without projecting into our future transport needs. I refer in particular here to the public/private projects - the airport line and the cross city and Lane Cove tunnels.

4. I would prefer to see this project taken back to the drawing board, and compared with alternatives that have been proposed over recent years and likely to be much more effective and less costly – alternatives which analyse how the heavy rail system with double deck trains can be developed in a way that fixes existing problems.

However, if this proposal goes ahead it is important that more stations be considered in the inner southern suburbs. The heavy rail system is nowhere near adequate for our needs in the inner southern suburbs, and things will only get worse as populations increase. The existing plan does not address our transport needs, not even now let alone into the future.