

**Submission
No 159**

THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR

Name: Mr Peter Waite OAM

Date received: 17/10/2008

Transport needs of Sydney's North-West Sector

OVERVIEW

The Committee is thanked for taking the initiative to give the community the opportunity to comment on this critical matter. My major concern relates to the **Terms of Reference 4. Any other related matters**. Will the outcome become a 'paper of public interest', or practical solutions that the Legislature has the resources and the will to implement?

This submission is to draw attention to the enormity of the problem, and proposed second Hawkesbury River crossing, to be finished by 2021, that could be financed by borrowed 'superannuation' funds, debentures and repaid by tolls. John Chippendale SMH Oct 2, 2008

State Constitution: *"The Legislature shall, subject to the provisions of the Commonwealth of Australia Constitution Act, have powers to make laws for the peace, welfare, and good government of New South Wales in all cases whatsoever"*.

"In all cases whatsoever" has not happened for many years. This must change — **no government has more knowledge than the community it represents.**

NSW Government's Metropolitan Strategy – North West Sub Region December 2007. These studies have been developed by flawed administrative decisions to use Council boundaries and data as a basis of comparison. For instance Hornsby and Ku-ring-gai are linked. This ignores the reality that, apart from the F3 most of Hornsby's traffic is to and from the South West, West Central and North West sectors. LG boundaries are irrelevant.

Most recent problems in governments and agencies is that some *'financiers'* use commercial construction businesses as a means of 'legally' diverting public resources for their own personal greed at the expense of governments and the wider community.

A critical problem is that highly competent technical advisers who were previously government advisers have been *'head hunted'* by the commercial sector and replaced with less competent technical advisers and *'spin doctors'* to justify adoption of politically motivated arrangements. John Chippendale SMH Oct 2, 2008

The Committee should inform itself of all relevant problems and factors to be addressed, and overcome. Be it in the Pacific Islands, Africa, or first world nations, the increasing malaise and decline in ethics in many areas of politics, and also corporate governance by many business interests is being justifiably questioned and challenged by the community. Exploitation of global and local environments is unsustainable. EG: ENRON, HIH and Sub Prime Markets.

This 'Legislature' cannot be blamed for the NW sector problems. These problems commenced in the 1960's and have since spiraled out of control.

It is too simplistic to believe informed outcomes on the NW Sectors problems can be made in isolation. This, and many other major problems in the Sydney region have been created by successive governments entering into '*controversial*', and illogical '*confidential arrangements*' such as has been done with the M2, airport rail link and Tcard.

Before his resignation from Cabinet The Honourable Michael Costa MLC '*exposed*' the perilous state of the State finances. One example of how this happened is explained in the April 2005 Auditor General's Report – Performance Audit – Managing Air Quality Department of Environment and Conservation page 31. This details how the costs of the Cross City and Lane Cove tunnels increased by over 100% in a few years. '*The RTA advised that the final cost estimate of the Cross City Tunnel increased due to a revision of the project scope by the Premier. Also following an EIS in 2000, proposals were invited for a privately funded tunnel. . . .*'

EVIDENCE

An Epping to North Shore rail link was proposed as part of Dr Bradfield's Sydney rail network. Instead Epping Road (Spooner Highway) was built as part of a WW2 defense decision, as was the Hawkesbury River rail bridge in 1944 to replace the dangerous 1890's bridge. The Parramatta, Epping to Chatswood rail link was emasculated and costs substantially increased by political deals to tunnel under the Lane Cove River instead of using a viaduct. Because most of the existing, and yet to be delivered rolling stock cannot climb the resultant steeper grades to Chatswood, another strategy to take pressure off the 'city rail' network has been lost. Gross irresponsible governance ignored technical advice.

F3 – M2 LINK Sinclair Knight Mertz (SKM) 2004 Study. I organised and paid for three well attended public meetings where credible and expert evidence showed that the recommended tunnel was an illogical short term solution driven by vested interests. SKM's final recommendation was that a second Hawkesbury River crossing would be required to link the F3 and M7 by 2021. The community was first alerted to this compromise in 2002 when a consultative meeting was told the Premier's office '*did not support the western option*'. This is despite this was announced by Roads Minister Laurie Brereton and again in his role as the Federal Roads Minister. Have road reserves for the new Hawkesbury River crossing recommended in the 2004 SKM and 2007 Pearlman reports been set aside?

Under FOI the RTA advised '*There were never any written instructions from DOTARS in relation to objectives.*' for the SKM Study. The rest of the FOI advice relies on unreliable 'hearsay' comments from RTA staff. There is compelling evidence showing SKM was directed by DOTARS and the RTA to recommend a tunnel linking the F3 and M2.

Recent coronial findings about five needless deaths at Somersby, when the Pacific Highway collapsed, illustrates *'blame denial'* by the State to ensure its Council's (Section 51) Constitutional obligations are upheld. The Department of Local Government does not have the funding, knowledge and resources to ensure all Council's comply with the Local Government Act and over 100 other delegated duties. Unless Councillors and MPs are properly advised, they are at the mercy of Council staff and those with vested interests.

Findings: *"Put shortly it is clear that GCC (Gosford City Council) did not understand the significance of what it was observing at Piles Creek. This approach of GCC thus appears to be similar to that of Sergeant Schultz in Hogan's Heroes whose defense to everything was 'I know nothing' "* page 20

"GCC cannot have it both ways. It is either a roads authority or it is not. As a roads authority it is expected to conduct itself in a competent manner. The investigation of the collapse of the culvert and road above Piles Creek shows that it did not do so. P21

The problem in this case appears to be that those responsible for engineering services simply did not understand the limitations of their competence and senior management of GCC had not developed systems that would identify such limitations".

The community cannot resolve these problems, this is up to the Legislature.

MISSINFORMATION, MISREPRESENTATION OF FACT, and FLAWED PLANNING

Government agencies produce volumes of statistics and reports that are selectively used in an attempt to prevent the best solution to a problem being carried out. Equally so, governments and lobbyists often use goal driven consultants to create an aura of credibility to justify predetermined outcomes. ***Bang The Table*** is one example. Two former State planning officer's from the DUAP and Premier's offices publicly claim credit for being able to help obtain Ministerial approval for contentious developments. This is outrageous.

Sydney's demographic centre is near Rydalmere. As a working port, the Sydney and Darling Harbours, and the Parramatta and Lane Cove River catchments gradually developed from 1788 as waterways being the only means of communication, movement of people, produce and timber etc until roads were built and planning controls were introduced in the 1950s. Similar developments still exist in New York, London and other cities.

When the decision was made to rezone these areas for housing and use Port Botany as the shipping terminal for Sydney, a fatal decision was later made to shift warehousing to western Sydney and rezone manufacturing areas such as Waterloo to increase high density upmarket housing. I estimate, about 30% of imports freighted to distributions centres in containers from Port Botany to around Wallgrove is repacked and distribution back to the eastern and southern suburbs. Apart from computer malfunctions, I believe this is the major cause of daily traffic congestion, pollution and unnecessary accidents on the M5.

The rail tunnel under Lane Cove River and failure to extend the F3 down the Lane Cove Valley escarpment road reserve that was created before most of the objectors moved into the area are two more examples. Road operators would rush to build this connection that would dramatically improve traffic flows on the Pacific Highway and Pennant Hills Road.

Moving most goods by rail instead of roads is impractical. *Freight movements within Australia (tonnes per km) are almost equally divided by road, rail and sea, although there is a considerable market stratification in the type of goods carried. However, road carries 74% of the total freight tonnage because of shorter haul distances in this mode, some 92 km on average in 1990.* ^{Austroads p15 1997} The practicality and cost of freighting goods say from Port Botany to Wallgrove, repackaging, then by rail to Bombaderry, and then by truck to Nowra or further south would be inefficient, cost prohibitive and illogical.

Deregulation of freight in 1974 led to a substantial reduction in road freight rates and this ensured that the road freight task increased at 3-4 times the GDP economic growth rate between 1976 and 1986. ^{Austroads p 19} Governments have not addressed this issue.

Sand, gravel and cement. The above statistics indicate for a 3% increase in GDP, road freight increases by 10% pa. Apart from minor local supplies, most of these materials are now being trucked into the Sydney basin along the F3, Hume, Princes and Western Highways. Also, the lack of rail track capacity to increase freight movement by rail, most facilities to freight these materials by rail and unload them onto trucks have been sold.

Bicycles V cars. How many residents in the NW sector would there be that are able to cycle from say Windsor or Kurrajong to the City and back each day? Exemplifying bicycle use in Holland or Canberra to justify widespread cycle use in Sydney is irrelevant. ^{Austlink p 10}

"It is important to build the "right" projects rather than "bad" projects. Road and traffic authorities should make decisions using improved, more rigorous analysis techniques in their attempts to meet community goals in the most economically efficient and businesslike manner". ^{Austroads p62.} Informed planning strategies for the NW sector have never been made.

CONSUMERISM

Globally governments have lost control of their nation's fiscal obligations. In the Sydney region, apart from the construction and maintenance industry, and a few 'niche' operators, there is very little manufacturing that produces export income to help the national 'balance of payments'. Put simply, **the community is living beyond 'its' means.**

The Auditor General reported on 24 September 2008 that *New South Wales would require the equivalent of a new 'Hornsby Hospital' every three years.* As chairman of the successful 'Save Hornsby Hospital committee' in 1988 research found that the NW and NE demographic sectors of Sydney already required nearly four new hospitals to bring bed numbers up to the equivalent of the State average. **As yet nothing has changed.**

The State has few rights to restrict imports or increase exports. Practical strategies must be developed, not just in the NW sector, but particularly across the Sydney Region to create or move local employment opportunities, such as hospitals and service industries to meet the local demand thereby reducing long distance commuter demand.

Proposals to increase tourism and 'events' to solve economic, employment and social problems are ill conceived and unsustainable 'pipe dreams'.

GEOGRAPHIC CONSTRAINTS

Governments, financial and tourism lobbyists are constantly attempting to outdo other cities in their attempts to gain extra funding and or income at the expense of others. Each city has its own strengths and weaknesses. Whilst Sydney's topography and harbor are scenic assets, they are major obstacles to providing a cost effective transport and freight system. This cannot be changed. What can be changed is demand factors and constraints.

Governments have increasingly created obstacles, such as National Parks, preventing infrastructure being built to reduce travel times, fuel consumption, and shift pollution away from heavily populated areas. The alternative to such logic is equally illogical legislation for zero increase in carbon emissions, zero immigration and zero population growth. There is an urgent need to address this issue. Self regulation has failed.

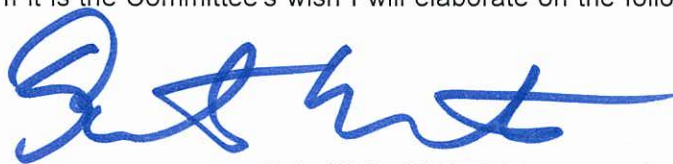
The third and only option available for the Legislature is to make open and transparent decisions that comply with the State Constitution. Green house emissions must be reduced. Carbon trading credits must be abolished, They are the next 'paper tigers' that will be misused and traded by '*wicked*' governments and industry as has the financial markets that resulted in the recent collapse of global financial and trade market collapse.

CONCLUSION

To assist the Committee make an informed report, I recommend impartial expert advice be sought from magnanimous persons with a proven history of positive outcomes to cover the multitude of challenges posed by the Terms of Reference against untried academic theorists.

I suggest the committee views my map, it will put into perspective some of the many ***Transport needs*** to be overcome in the ***North West Sector*** and also interdependent adjacent Sectors.

If it is the Committee's wish I will elaborate on the following attachments:



Peter Waite OAM, JP

ATTACHMENTS TO:

Submission: **LEGISLATIVE COUNCIL General Purpose Standing Committee No. 4**

- **Map and assessment of preferable link road from the F3 to M7 as one of the many issues to be addressed by the Committee.**
- 1968 Sydney Region Outline Plan – M2, F3 and Lane Cove Valley connection.
- WHERE THE EXPRESSWAYS ARE GOING – The SUN May 31, 1971 to June 7, 1971
- 12 year timetable to widen Pennant Hills Road. 1984 – 1994. It took 15 years.
- 1993 announcement for best option from Liverpool to Hornsby
- August 2, 2005 Public meeting at Pennant Hills (10 extra color copies included)
- March 12, 2006 Public meeting at Pennant Hills (10 extra color copies included)
- November 29, 2006 Public meeting at Epping
- Assoc. Professor Mark Curran's DIESEL EXHAUST DANGER paper
- RTA FOI 13 September 2007 determination re Terms of reference for the F3 M2 link
- February 19, 2007, Shadow Roads Minister: F3 orbital link would be a Rudd priority
- September 18; State Coroner's Report on Kulnura road collapse
- October 2, 2008 – SMH; John Chippendale's letter re public infrastructure

NOT INCLUDED

- Australia at the Crossroads – AUSTROADS 1977
- SKM Report F3 – M2 link
- Auditor General's Report – Performance Audit Managing Air Quality April 2005
- Cross City Tunnel – Joint Select Committee February 2006
- NSW Government's Metropolitan Strategy – North West Sub Region December 2007
- NSW Government's Metropolitan Strategy – West Central Sub Region December 2007