

Supplementary  
Submission  
No 81a

## THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR

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***Supplementary Submission to the General Purpose Standing  
Committee No. 4 of the New South Wales Legislative Council  
re the Transport needs of Sydney's North-West Sector***

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**1 Introduction**

As per the main submission, the present submission will draw on research conducted at the University of Wollongong. However, it does not necessarily reflect the views the University.

Following the public hearing held on Friday 7 November 2008 in Sydney, some additional points are made.

A. From a presentation at the Future City Transport Summit held 29 October in Sydney by Professor John Stanley from Melbourne, quoting Professor Peter Newman from Perth, the following figures covering the ten year period 1997 to 2007 are of interest. They are taken from a graph.

Major City	Population Growth	Public transport patronage Growth
Sydney	10	12
Melbourne	15	40
Brisbane	22	50
Adelaide	6	18
Perth	17	31
<b>Australia</b>	<b>14</b>	<b>25</b>

Figures by this writer were given in his October 2008 submission to the Committee in its current inquiry showing similar trends in rail patronage growth for the five year period to 2006-07. Both sets of data clearly shows that **the services offered by RailCorp are not being taken up to the same extent in Sydney as they are in Australia's four other major cities.**

Professor Stanley also addressed the need for government at all levels to ensure that Australia's major cities improved their urban public transport to reduce road congestion, improve their competitiveness, address climate change with less vehicle kilometres, and to cope with population growth. He also made the point that it

is time to reform road pricing and this should extend to congestion pricing in major cities. This includes Sydney.

B. The delays to date on the North West railway are matched by delays in track improvements from Hornsby to Warnervale, plus Waterfall to Thirroul. As submitted at the public hearing on 7 November 2008, there is a need to resume advanced planning (and preconstruction) for the North West rail link, but other rail upgrades on RailCorp track, and for the NSW Government to work with the Australian Rail Track Corporation to upgrade mainline interstate track. The NSW Government should be doing a lot more to secure the completion of the Maldon Port Kembla railway. Completion of this railway would get some freight trains out of the inner west and off the Hurstville - Sutherland track (a congested double track section with steep grades) and assist in the expansion of Port Kembla without undue road haulage of coal and cars.

C. In respect of 'oil vulnerability', no less than the Prime Minister, the Hon Kevin Rudd MP in his World Environment Day speech of 5 June 2008 observed that *"More and more people are chasing less and less oil."* It appears that the issue that 'peak oil' will have to be eventually addressed by NSW Government.

Compare the NSW Government approach with the approach adopted by the then Western Australian Government in extending Perth's urban rail system. This includes the Perth to Mandurah which was opened on 23 December 2007. As seen by Minister for Planning and Infrastructure, the Hon. Allanah MacTiernan MLA, in addressing the AusRail conference held in late 2005 at Sydney: *"The big picture plan is designed to future-proof Perth delivering a sustainable and exciting city for the 21st Century. We need to build resilience into our city if we are to manage growth and deal with the global challenges of climate change and oil depletion... While buses will always be an important part of our public transport system, the evidence is that rail services have the greatest ability to attract commuters who have a choice. If we are to get people out of their cars and onto public transport, rail is a much better bet."*

It is a matter of "not if but when" oil prices will resume the peak 2008 level of about \$US140 per barrel and continue to trend upwards. When this happens, and without a railway, people living in North West Sydney will be disadvantaged.