

## **INQUIRY INTO IMPACT OF THE CBD AND SOUTH EAST LIGHT RAIL PROJECT**

**Name:** Mr John Bellamy

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## **THE FOLLOWING IS MY BELIEF**

### **Submission to Sydney Light Rail inquiry.**

1. Citizens of Australia and the Commonwealth were not informed by the NSW State and the Federal Liberal Party of the desecration to the NSW War Memorial, in particular the 150 year old Moreton Bay Fig Trees, and The Port Jackson Fig trees that were planted in 1917 when the road was widened and renamed ANZAC parade, which is a war memorial. LINK:

<http://www.warmemorialsregister.nsw.gov.au/content/anzac-parade-obelisk>

I also believe that people in the government have tried to deny that these trees are not memorial trees. All work should be stopped immediately, and compensation and rectification of our war memorial, and the entire length of ANZAC Parade, should be undertaken.

2. I believe that the modification that was to kill all of the trees on the Northern Side of Alison Rd was only on display for 2 weeks and signed off on the evening the consultation ended, in December 2014, not allowing the community time to submit proper feedback. I believe this is an insult to the process of consultation, especially when I believe that the transport minister and transport for NSW issued false and misleading information in press releases about the project at the same time. All of the information relating to the costs and benefits of the project should be released immediately, which I believe the auditor general recommended should happen by 2016. (Auditor General Report attached.)

3. This modification also saw the introduction of larger light rail vehicles, longer journey times and a reduction in capacity per hour. Again the community did not have enough time to respond. Again, false and misleading information was provided. All the correct information needs to be disclosed now.

4. At the same time the project blew out by half a billion dollars, with the government and Berejiklian claiming major wins including an increased capacity which was incorrect. The correct

information must be disclosed now.

5. Amount and quantity of Aboriginal artifacts not disclosed. When the 20,000 – 50,000 Aboriginal Artefacts were discovered, the project should have been terminated. The project should be terminated now, and the area restored and compensation given to the Bijugal people.

6. Costs and benefits claimed by the Cost/Benefit analysis have never been released publicly, but they should be – see attached.

7. I believe that even today, marketing claims on the light rail benefits fact sheet TfNSW have not been substantiated publicly. These need to be substantiated. (Light Rail benefits sheet attached.) Particularly in relation to the capacity information.

8. I believe that the rapid economic assessment was never publicly release, or a summary presented to taxpayers. This should be released immediately.

9. Modifications were substantially different to agreements signed by stakeholders. (Were all the stakeholders advised of the significant changes to the project and if not why not?)

10. Liberal party ignored own advice against light rail, by Infrastructure NSW in the “First Things First” report (Chair Nick Greiner) (attached)

11. Who approved the project and why? All of the people who supported and approved this project and their reasons for doing so, should be publicly listed, and published.

12. Who agreed to proceed with the project and why? Who continues to support the project and why?

13. Who are all the stakeholders who agreed to the project and why?

16. Which people, group, council, politician or other supported the Sydney Light Rail Project and why?

## Recommendations:

- 1) The NSW government and Transport for NSW immediately publicly release the estimated journey time of the light rail from Randwick and Kingsford to Circular Quay in the morning peak hour. (Given that the benefits of the project decreased by \$1 Billion, after it was revealed that the journey time estimate had increased from 34 to 38 minutes, and the patronage decreased, this is crucial to the economic benefits for the people of NSW – especially since the project was given **state** significant infrastructure status, and advise specifically **why** the project was given state significant infrastructure, despite the destructive nature of the project.
- 2) Immediately release the inbound total peak hour capacity of the light rail, compared to capacity of buses to be removed by the light rail, and the methodology used to arrive at this conclusion.
- 3) Substantiate capacity claims in facts benefit sheet attached.

John Bellamy

## Attachments:

1. Business case summary, economic benefits.
2. Auditor General Report attached.
3. Light Rail Benefits Fact Sheet
4. State Infrastructure Strategy Report advising against light rail, and all the reasons why.