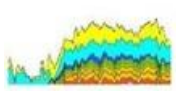


**Submission
No 64**

INQUIRY INTO SYDENHAM-BANKSTOWN LINE CONVERSION

Name: Mr Matt Mushalik

Date Received: 4 October 2019



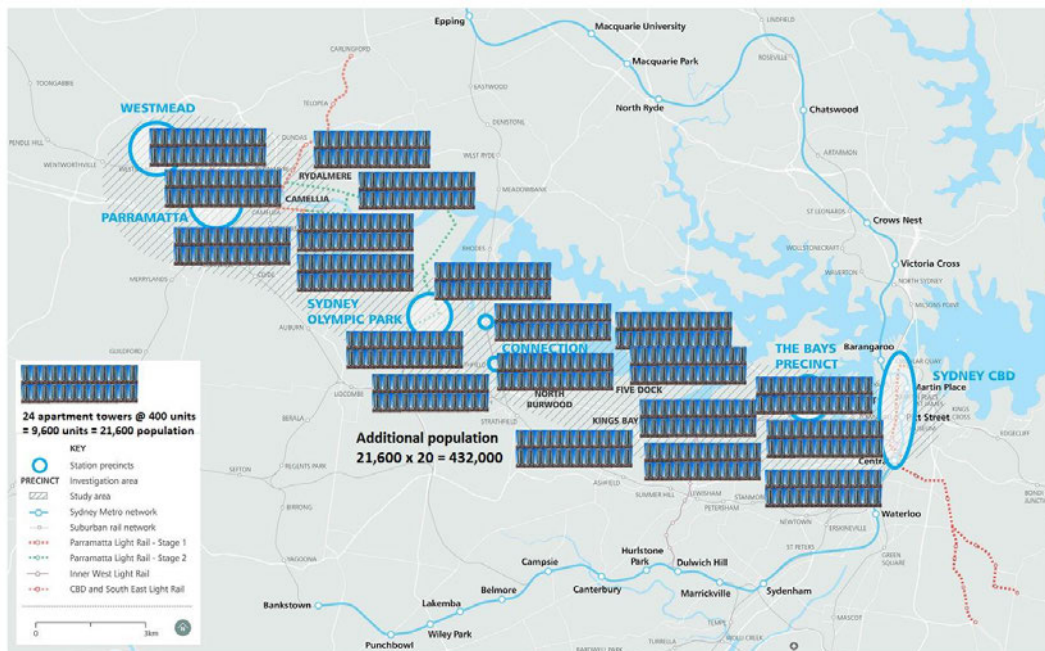
Answers to the terms of reference

<https://www.parliament.nsw.gov.au/committees/inquiries/Pages/lodge-a-submission.aspx?pk=2551>

(a) the adequacy of the business case and viability of Metro

An expensive metro is only viable in a high density area with walkable catchments, mixed land use and bi-directional traffic flows. The patronage for the metro Rouse Hill – CBD – Bankstown is based on building hundreds of new apartment towers around stations with mono-directional traffic flows from sleep cities. This requires a continuing high immigration, more debt and additional power supplies. I had done this research for the Metro West:

11/3/2019 Sydney's Immigration Metros (Part 1)



<http://crudeoilpeak.info/sydneys-immigration-metros-part-1>

4/1/2015 Sydney mismanages transition to driver-less single deck trains (part 2)

<http://crudeoilpeak.info/sydney-mismanages-transition-to-driver-less-single-deck-trains-part-2>

One of the objectives of the metro seems to be getting rid of Sydney Trains because the government is unwilling or unable to deal with Rail Unions. The approach is to let private companies deal with staff problems which of course have been minimised by driver-less technology. Another objective is to serve as a sales argument for

apartment towers promoted by developers. These are not good reasons for a sound transport policy which should be based on replacing existing car traffic, not providing public transport for immigrants – which is NOT Sydney’s job. Let Shanghai and Delhi deal with their own problems they have created for themselves.

At a Chamber of Commerce forum in Epping on 25/9/2019 I asked the Treasurer Dominic Perrottet (who mentioned an energy challenge in the budget hearings) where all the power will come from for 100s of apartment towers built and proposed all over Sydney. I referred to an analysis of the Parramatta Council that their CBD development alone would increase peak demand by 200 MW

① parramatta.nsw.gov.au/_data/assets/pdf_file/0004/179878/Appendix_13_Sustainability_and_Infrastructure_Study.pdf

IMPLICATIONS OF PARRAMATTA CBD GROWTH

PEAK DAY ELECTRICITY DEMAND (MW)

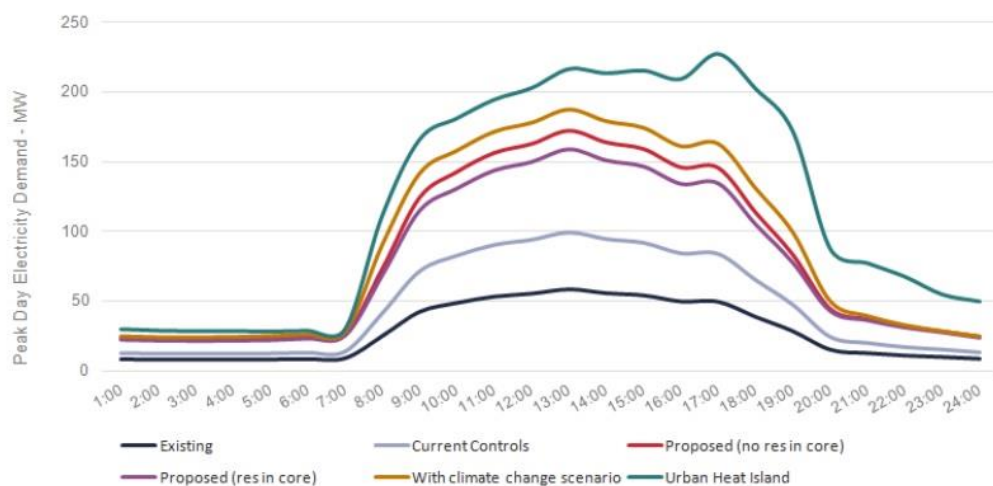
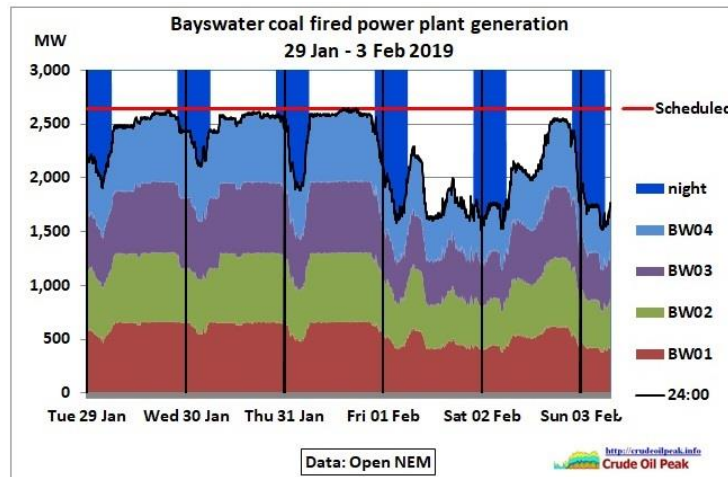


Figure 20: Expected peak day electricity demand profile under each planning scenario as well as under various climate change scenarios.

The Treasurer said he is working together with Matt Canavan meaning he wants new coal fired power plants. He also said he is pushing for a coal seam gas project in Narrabri. He gave no numbers in MW or timelines. So basically energy hungry projects are being built without safe power supplies. I had asked the energy question at 2 Greater Sydney Commission panel meetings in Rydalmere but the chair did not show any interest.

We’ll see whether we’ll have load shedding in the next hot summer like we had in 2017 (Tomago smelter turned off) . I had done this analysis, showing that coal fired power is maxed out (there are many posts on power supplies on my website):

5/2/2019 NSW coal fired power plants generation in late January 2019



<http://crudeoilpeak.info/nsw-coal-fired-power-plants-generation-in-late-january-2019>

And there is new problem popping up which will limit immigration: the next oil war in the Middle East. When that happens there will be long lines at filling stations and motorists will realise that (rich) immigrants will compete with them at the bowser. Attached is the paper I handed over to the Treasurer

(b) the consideration of alternatives for improving capacity and reducing congestion
Immigration must be reduced in order for congestion not to grow any further

Population changes in Australia's capital cities in 2016-17



Natural population growth is modest. Net overseas migration (NOM) is the driver

The Transport Plan's view of Sydney's future is naïve:

https://future.transport.nsw.gov.au/sites/default/files/media/documents/2018/Future_Transport_2056_Strat



Figure 2: NSW's growing population

This could have been taken from a picture book for children

[https://future.transport.nsw.gov.au/sites/default/files/media/documents/2018/Future Transport 2056 Strategy.pdf](https://future.transport.nsw.gov.au/sites/default/files/media/documents/2018/Future_Transport_2056_Strategy.pdf)

No proper population scenarios have been presented. No risk analysis was done. No resource analysis was done (water, fuels, gas, power etc.) not to mention limits given by global warming

(I) any related matter

Accessibility can be improved without metro conversion

31 metro stations on 66 kms (1 station per 2.1 kms) is NOT a metro which in European cities stop every km or so

First priority is investment in the existing rail system



Frankenstein switches in the CBD tunnel
<https://www.smh.com.au/national/nsw/how-archaic-technology-threw-sydney-rail-into-meltdown-20190823-p52k4h.html>