

Submission
No 63

**INQUIRY INTO DEVELOPMENT OF THE TRANSPORT
ORIENTED DEVELOPMENT PROGRAM**

Name: Name suppressed

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Partially
Confidential

I am a resident of Beaumont Hills. I use the Metro for my daily commute. I get in to the Metro at Rouse Hill, which is the 1st station after the start of the journey at Tallawong. During morning peak, the Metro is almost full when it reaches Rouse Hill and its difficult to find an empty seat, The Metro is full (both seating and standing capacity) by the time it passes Castle Hill. The current Metro will not be able to handle the demand once the extension to the City is inaugurated later this year and could create chaos.

The Transport oriented development program (TOD) is based on the underlying assumption that the transport infrastructure is sufficient or can be upscaled to cater for the existing and future demand.

The actual ground situation is the total opposite. The officials responsible for developing the TOD has failed to understand the actual situation. The TOD has identified Kellyville and Bella Vista as two of the eight suburbs which will be rezoned for allow for more new and affordable homes. This is obviously based on the incorrect assumption that The Norwest metro line has capacity to transport additional passengers.

Whilst the Norwest metro is very efficient, it has become a financial disaster for the NSW tax payer and has led to cascading impacts, which will forever limit scalability of the future transport network.

The metro was first proposed in November 1998 as the Action for Transport 2010 as the Epping to Castle Hill heavy rail link, with a cost of \$360m. It ended up as the Norwest Metro, which was scaled down to light rail and half the passenger capacity, which ended up costing \$7.3bn. Despite the massive increase in cost, the end product was suboptimal and is unable to cope with the demand.

The Norwest metro was opened 5 year ago, and today all the parking lots and the trains are full and passengers are packed like sardines during the morning peak. Given the current configuration, it is not easy to increase capacity, compared to a heavy rail, as additional carriages cannot be easily added due to design constraints.

Due to the Norwest Metro configuration, all other Metro's are likely to use the same light rail. Forever dooming the scalability of the new Metro lines that are being constructed.

We need immediate capacity expansion on the Norwest Metro line. The car park facilities need to be expanded and the peak hour passenger capacity increased. Despite providing feedback, Transport for NSW has not acted on this.

Once the new apartments that are under construction in Tallawong are completed, the Norwest Metro will likely to be a planning fiasco similar to the Rozelle interchange.

The land adjacent to the Metro station are being sold to developers without being used for capacity expansion.

Construction of more apartments in Kellyville and Bella Vista without significant capacity expansion to the Norwest Metro, will push the Norwest Metro to breaking point, as it has reached full capacity just in 5 years!. Surely the NSW taxpayer didn't invest Billions of dollars for a short term solution. The same result could have been achieved by investing the fraction of the sum in enhancing the bus network, as proposed at inception by some.

We need a Royal commission to be appointed to examine the catastrophic failures and cost blow outs in NSW Transport projects, which have impaired the financial stability of the NSW.

We need answers as to why NSW Transport is rewarded for continued failures. For example, why was the number of Senior executives in Transport increased by 14% last year (vs only 0.5% for the overall Public service), despite all the new Metro trains being automated and Transport having around 4 times more Senior executives on a proportionate basis than the NSW Public service as a whole. Transport employs 27% of senior executives although accounting for only 7% of the total FTEs of the State.

Unless the capacity and delivery problems at NSW Transport is resolved, TOD is like to result in Rozelle interchange fiascos in my area.

To support the TOD and the construction of badly needed new housing, the following actions are required:

1. Immediate increase in the peak hour passenger capacity in the Norwest Metro
2. Immediate increase in the parking capacity at Tallawong and Kellyville Metro stations
- 3, The above investments can be financed by the reduction in the wasteful expenditure at NSW Transport.