

**Submission  
No 43**

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

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Dear Committee, Light rail is a fabulous idea for Sydney, and construction-wise I am not at all worried about the time-frame or delays to date. Progress through Surry Hills has been effective. Yet there has certainly been much angst and disturbance caused by the governance of this Project, particularly in regards to planning: too few stops and stops at too far a distance, which negates the advantages inherent in a Light-Rail system. There should be more stops, <500m apart between Central and POW Hospital, Randwick and Kensington. This has not been planned well at all. Additional Light-Rail stops in Surry Hills (Wimbo Park) and outside the SCG precincts should be included in this initial build as a matter of urgency and can still be completed if someone with the power to do so, says so. More seriously, I have been aghast at the effrontery of the State Government calling in Police to remove normal people from protest "Nanny-State"-wise. Heavy-handed use of police powers on other similar projects (Westconnex) shows a worrying trend of a State Government too arrogant to listen to those it reports to: The People of NSW. It is hard not to believe Politicians see no other goal than economic for these projects, when they act as such. The projects, too often, fail the test of longevity in any case. Examples are plentiful: - M5 Motorway (now requiring expansion when the people protested for 3-4 lanes rather than Two lanes as constructed, and of course Filtration). - Eastern Distributor at Moore Park (Tunnel & 3 lane carriage way rather open trench and two lanes) - Lane Cover Tunnel (further filtration, requiring further work now). ... and it would seem by the Government's own admission, the Sydney Football Stadium. Truly, there are too many examples of not-aiming for long-term excellence when it comes to NSW Government projects via public/private partnerships. It might be time for someone to show a little wisdom and complete the Light-Rail properly, with the number of stops required between Central Station and Centennial Park at Kensington, increased.