

# **Draft Greater Sydney Region Plan**

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# Response to NSW Future Plan & Transport 2017-56

(informed by Committee for Sydney workshop 17/11/17)

## 1. The vision is good but how to achieve it in practice is not so clear.

- a. It needs stronger, more explicit & prioritised links between the different plans (metro & regional plans & transport).
- b. Strategies are broadly in the right direction but the critical step now is to determine the indicative timing of highest priority projects (given limited funds).

## 2. Needs clearer links between economic drivers, housing affordability, the planning vision and transport solutions.

- a. Population & housing growth projections appear to be largely an extrapolation of recent activity, but extending this over 40 years is highly uncertain. In reality economic & population growth could stall (as it is currently doing) without clear & strong actions to address housing affordability. e.g. connecting to new greenfields supply. See: <http://davidthorp.net/transport-plan-sydney-metro-hst>
- b. Job projections seem to largely follow housing projections in desired locations, without a clear basis for achieving this. i.e. possible wishful but unrealistic thinking.
- c. The key economic driver is the need to facilitate the knowledge economy through *comprehensive connectivity to major centres* (with agglomeration benefits) *but also more broadly by supporting dispersed activity* - people working & interacting metro-wide, “anytime, anywhere” (including for flexible working & non-work patterns in off-peak periods & weekends). Connections only to the nearest regional centre are not enough, given modern realities of dual-income households, constantly changing careers and the dominant importance of the existing “global arc”.
  - This means we need very fast links between the 3 key cities of CBD, Parramatta & the SW airport, as well as to the nearby regions of Wollongong & Gosford/Newcastle, otherwise the “30 minute” city may actually be a 90+ minute city.

## 3. Priorities (from above):

- a. *Fast West Metro*: 10-20 minutes from Parramatta to the CBD or SW airport.  
(this is top priority - higher even than some existing commitments such as WestConnex & CBD Metro, e.g. if there were an economic/funding crunch)
- b. *Fast regional trains*: initially to Wollongong (e.g. with Thirroul tunnel) & Newcastle, then Goulburn, Canberra and ultimately Melbourne & Brisbane (possibly with new technologies).
- c. Support dispersed activity & connections with new technology & shared vehicle options and re-optimize traditional bus networks to support “anytime, anywhere” travel, particularly by focussing resources onto a less dense but more frequent interconnected network of routes.  
See: <http://davidthorp.net/transport-plan/overground>
- d. Develop an affordable, prioritised (but flexible) project list for at least the first 20 years, with more indicative priorities for the subsequent 20 years, supported by value capture mechanisms such as land tax and auctioning of re-zoning permits for higher densities around locations with improved transport.