

NOTES TO THE CASE TO PAUSE

The Case started in 2012 in the current, abridged, form. The real work started in 2007 when I was engaged by the legendary Barry Garnham to analyse the potential of land taxes to underpin the Anzac Metro. This sensational idea grew from Ron Christie's 2001 Report which Carr had unsuccessfully tried to suppress. It was the only prospectively successful transit PPP in NSW and met a real need in alignment with Ron's excellent work.

The precursors included Professor Parry's review of infrastructure funding tools which I discussed with him. My report was inclusive of world best practice including his. My project manager was Rodd Staples who I had to brief on basic economic principles. He left RailCorp, joined bumbling lemma's Office with health officers Professor David Richmond and Bob McGregor and they proceeded to create Labor's "planning stench".

Much detail has been left out of this edition, such as route and technology ideas which Berejikian pinched, without payment or acknowledgement, and for which I am pursuing her like a water dragon (my Chinese astrological symbol).

A further consideration is the subsequent failure of the Greater Sydney Commission in its core duty of ensuring "orderly development". I believe that with all its failures, it has no place in re-establishing credible planning.

Here is the cover of my RailCorp report, I am in favour of appropriate metros in line with Christie's and Greiner's reports but despise corrupt and incompetent "planning" by non-professionals and PR spinners.



SYDNEY'S NEXT TRANSIT GENERATION – FUNDING THE NEW METRO NETWORK

