



# Action for Public Transport (N.S.W.) Inc.

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## SSI-10035 Parramatta Light Rail - Stage 2

### Submission on EIS

Action for Public Transport (NSW) is a transport advocacy group which has been active in Sydney since 1974. We promote the interests of beneficiaries of public transport - passengers and the wider community alike. We make this submission on the Environmental Impact Statement dated November 2022 for Stage 2 of the Parramatta Light Rail service.

### Discussion

References in this discussion are to sections of the EIS linked at <https://www.planningportal.nsw.gov.au/major-projects/projects/parramatta-light-rail-stage-2>. Only selected chapters have been commented on.

We are generally in support of this project which stands to become a vital link for Melrose Park and Wentworth Point residents. However, we think care should be taken to minimise nuisance during construction. Too many projects recently have barricaded large areas for months on end with no construction progress.

Of course, care must also be taken to maximise benefits for the whole of society.

### Capacity

The project is to use seven-segment sets which are about 45 metres long. Gold Coast Light Rail uses similar vehicles; their website (footnote at <https://ridetheg.com.au/stations/>) shows the capacity as 309 passengers per tramset. However, a news report on 9 December (<https://www.youtube.com/watch?v=alfbvvlcCMs&t=39s>) gives the Parramatta tramsets a capacity of 400 passengers. This discrepancy should be explained. No mention is made of the number seated, which is presumably around 80 per tramset.

For stage 1, the same news report has the Premier saying there will be a tram every 7½ minutes (i.e., 8 trams per hour each way). West of Camellia, stage 2 shares tracks with stage 1 so that sets a limit on the stage 2 service frequency that could become important eventually as patronage grows. Note that the tramsets are short enough that two of them could fit into most of the blocks between Camellia junction and Parramatta tram stop, easing recovery from any delays.

### Active Transport

The route for stage 2 crosses the Parramatta River twice at new bridges. No-one knows how popular these new ways of crossing the river might become. Therefore, both bridges should be designed to carry

pedestrians and cyclists, preferably separating pedestrians from bicycles and skateboards etc.

There are many possibilities for expansion of active transport in the area which could use part of the light rail corridor(s).

### **Walkability**

Unnecessary walking should not be foisted on passengers. Unfortunately, the Sydney Metro West station at Olympic Park which is projected to open in 2030 will apparently be about 250 metres south of the tram stop. Especially since the trams are to continue to an area with high-rise residential and a supermarket (both of which could become significant traffic generators), the Metro connection should be highly legible. From the day the Metro opens, there should be a well-marked and well-lit covered direct footpath from the tram stop to Metro platforms. There should be on-line indicators at the tram stop showing the next few trains expected at both stations. The metro station should have very clear signage for the footpath to the other stations.

Another site with walkability issues is the Camellia junction with the Carlingford leg being built as Stage 1. As approved, Camellia station is to be on the site of the former Camellia railway platform some distance (possibly 50 metres) from the junction point. Stage 2 proposes an East Camellia station further east. Interchange between Carlingford and Olympic Park branches will involve some walking and crossing tracks. It might be possible to modify Stage 1 with an island platform immediately west of the junction, obviating the other two stops. Separately, a spur line for Rosehill Racecourse's western entrance might eventually be warranted.

### **Other issues**

Chapter 6 page 6.20 **Permeable/green track** - APTNSW commends the use of this. Its use should be considered wherever possible in future light rail projects.

Chapter 6 figure 6.13 **Stop designs** - based on this artist's impression, provision of seats will be minimal. This is like many other recent projects (e.g. CSELRL lines or recently upgraded rail platforms), but better provision of seating is important in making transport more friendly to people with restricted mobility. In view of the current COVID situation, seating should be designed consistent with social distancing.

Chapter 6 page 6.33 **Turnback facilities** - only two intermediate turnback / crossover locations are proposed. For a line of this length, this may be inadequate to ensure the flexibility needed for special events or coping with accidents and disruptions.

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