

I am a CBD resident. I appreciate the wire-free technology, the World Square change, and the George/Grosvenor change. However, I have concerns about the change in LRV size.

## Nature of the project

The change in LRV make the proposal more like a train. It is not appropriate to have LRV-sets of this size on CBD streets. Sure, comparable LRV-sets operate elsewhere, but do they with a traffic environment, intersection frequency, and stop intervals comparable to Sydney CBD?

## Impact on journey times

Even without this modification, CLESR will be very slow. According to the EIS, the run time from Circular Quay to Randwick is 34 minutes. According to the TfNSW's trip planner, the current run time by bus is only 26 minutes in the peak hour.

When you factor in the additional waiting time (lower frequency), longer walking time (fewer stops), and no limited stop services, total travel times will be longer than with buses for the great majority of users. Moreover, a much higher proportion of passengers will have to stand.

The modifications would increase waiting times. They will also increase journey times because of the impact of greater LRV length on the SCATS calculations.

No doubt RMS will say the changes in journey time are "not significant". However, what matters is the cumulative or final outcome as compared with existing journey times.

## Need for an increase in CLESR capacity

The Modifications Report presumes that an increase in capacity is a good thing. To the extent that fewer passengers have to stand in peak hours, it certainly is.

However, there are other ways of providing additional public transport capacity for the CBD and for the eastern suburbs, notably extending the Eastern Suburbs Railway. The EIS states that existing levels of demand do not support a heavy rail extension, but says that the CLESR does not preclude extending the Eastern Suburbs Railway. If the Government thinks that additional capacity is necessary for the CLESR now, then the question arises as to whether it should be moving on the extension to the Eastern Suburbs Railway rather than throwing more money at the CLESR (the Government has stated that the modified CLESR will cost more, but has not provided figures). The Government appears to be staking everything on the CLESR, a very risky strategy. The comments of the EIS on the Eastern Suburbs Railway (and heavy rail in general) overlook the fact that unlike light rail it does not have any conflicts with traffic; it is completely separate from the road system.

## Impacts on CBD traffic

The Government is allowing substantial increases in CBD off-street parking to take place. Mainly this is happening by virtue of the additional car parking for new residential and visitor accommodation buildings. It is neither inevitable nor necessary that this increase should continue. People who choose to live in the CBD or CBD fringe do not need their own cars.

Nevertheless, if the Government continues to allow off-street parking to increase congestion will worsen. The CLESR will increasingly become an impediment to traffic flow. The proposed increase in the length of the LRV-sets will mean that they occupy intersections for longer, and therefore will have a bigger impact on traffic flows, especially in the maximum-capacity scenario of 2.5 minute

headways. Of particular concern is the George/Grosvenor intersection, because of the length of the intersection and the traffic volumes.