

Submission from the School Community of Sydney Girls High School to the Director, Infrastructure Planning Services.

Subject of submission: Application No SSI 6042 MOD 1 - CSELR Modifications Assessment Report 3rd Dec 2014

Modifications of concern:

1. Amended design of Moore Park station

With the change in the Moore Park (MP) LR station from 2 storey to single storey, it is now unclear if there will be a direct connection with the overhead bridge crossing Anzac Pde and joining the MP LR station to Sydney Girls High School (SGHS) and Sydney Boys High School (SBHS).

This may mean school children in both the morning and afternoon peak periods may need to cross a set of tram tracks. At these times, approximately 2000 children will be accessing the LR in a very short space of time, including approx 1500 who will be going to Central Station, crossing tram tracks when multiple trams will need to be leaving the MP station. This surge of school cannot be compared to what will happen at other LR stops as suggested in the modification justification p18 3.5.2 para 3 *“Under normal operation, the MP stop would be accessed via pedestrian crossings over the LR tracks, and access ramps similar to all other stops”*. No other stops along the alignment will have at least two occasions per school day when, over a very short period of time, around 2000 children will cross tram tracks unsupervised.

As far as can be ascertained from the modifications document there will be no additional safeguards in place for school children to cross tram tracks compared to the additional safeguards dealing with crowds emerging from sporting events i.e. for these special events there will be: (1) Underground subways opened to the public to avoid the crossing of tram tracks and, (2) Additional LR staff will supervise the public's access to the MP station.

Members of the teaching staff at SBHS and SGHS presently supervise all students who are transferred by bus to Central railway station in the peak afternoon period. The staff do so on the footpath adjacent to these schools on Anzac Pde. However once the LR is operational, this will cease and the duty of care will be the sole responsibility of the LR operator. **We fear serious accidents involving school children as well as long delays for the LR vehicles if such a large volume of children are pouring across the tracks at that time.** Many of these school children live in distant parts of Sydney so failing to connect with their trains at Central station will be a strong inducement for them to take risks in catching the LR tram.

2. Service frequency and efficiency with new tram configuration

We are concerned about the ability of the reconfigured and reduced frequency service to provide a fast and efficient service for students to and from the schools at the peak periods twice each day.

Suggested changes:

1. That the new pedestrian overbridge across Anzac Parades is designed to allow students to access the LR platform directly, doing away with the need for children crossing any tracks at all. Given the considerable expense involved in the design and construction of the pedestrian bridge, it would seem sensible that it is designed with this feature in mind. **This is our preference for safety reasons.**
2. Otherwise, the track crossing will need to be staffed by the operator and the subway platform access open every morning and afternoon of the school year (similar to a large event).
3. We seek assurance on the capability of the reconfigured and less frequent service to transfer approx 1500 students efficiently to and from central station each and every morning and afternoon within 15-30 minute period.