

From: KWK Precinct <kwkp1465@gmail.com>
Sent: Wednesday, 17 December 2014 6:05 PM
To: information-Planning
Subject: Objection to CSELR modifications - TfNSW report December 2014

KENSINGTON & WEST KINGSFORD PRECINCT

A community advisory group of Randwick City Council

We write, on behalf of 150 residents of Kensington and Kingsford, to **OBJECT** in the strongest terms, to the CSELR modifications proposed by TfNSW in its December 2014 CSELR Modified EIS.

The justifications are not well-founded and ought to be rejected. In particular, the justification for encroachment into Centennial Park, is an unacceptable expropriation of public land for private profit. We doubt the legality, and environmental appropriateness of the proposed appropriation of significant slabs of environmentally sensitive land for a noisy, highly intensive surface transport project in proximity to a fresh water catchment. The CSELR project is a "PPP" project and expected to result in windfall profits for overseas corporations with all profits re-patriated. We have been reliably informed the NSW is proposing to sell-off the CSELR to private operators on completion, with significant taxpayer-funded continuing payments to augment investment returns, while the transport system proposed, is sub-standard.

We object to the amended route and the **extraordinarily large size of the Light Rail Vehicles (LRVs) proposed**, just short of the length of a Boeing jumbo jet.

The CSELR proposed amendments will:

- Increase the length of light rail vehicles from 45m to the longest light rail vehicles in the western world, 67m in length. This will increase noise impacts by more than 5dB for surrounding residential areas in Anzac Parade, Martin Road and High street,
- Increase the time taken to negotiate intersections thus creating a risk to human life; many drivers are aged, or mothers with young children – these people are going to be confused by new traffic rules. There are over 1,400 children in Kensington private schools, who have NEVER been considered when this light rail project was initiated.
- Increase previous peak capacity; ;however there is now a significant reduction in operational capacity of each vehicle since the frequency of LR trains are to be reduced to 15 per hour, that is, 7.5 per hour on the Kingsford line and 7.5 on the Randwick line.
- The actual operational capacity of each vehicle is NOT 460 as claimed by TfNSW; 466 is simply the "nominal capacity" touted by the manufacturer; the 33.5 m LR Trains utilized by Yarra Trams, Melbourne were touted 284 capacity, that is to carry 220 standing and 64 seated; but the May 2014 report records new nominal capacity figures, - the claimed nominal capacity is now 180 standing and 64 seats. No doubt these latest figures will be revised down further. The May 2014 loading capacity report indicates that these E-Class low floor trains operate at maximum loads of 100 in AM peak – which is a far cry from the figure of 284.
- Reduce peak public transport capacity to and from the South East compared to the existing bus services; It is proposed to remove 21 bus routes including dedicated UNSW bus services - 17,000 students each way or 34 000 trips according to Mr Jason Coombs' letter of October 2014 addressed to our resident group CESRAG and dedicated Sydney boys and girls high buses carrying 2000 students each way daily (4000 trips). TfNSW has NEVER correctly determined the (1) the number of UNSW students travelling on dedicated buses and (2) travelling on all-stop buses

of which there are a significant number from Town Hall station. Instead TfNSW has disregarded UNSW travel surveys.

- Remove 50 more historic trees from Centennial Park. The trees are irreplaceable; they act as a carbon sink for surrounding carbon emissions, keeping both the park and urban areas 2 degrees cooler and are pivotal to the environmental health of the park in terms of underground water and habitat for fauna.
- Result in a private transport project encroaching into historic Centennial Parklands reserved for public recreation contrary to the purposes of the CP statute. It is proposed to raise the existing retaining wall by a further 300mm taking the total height of the wall to 3metres and 200 metres long adjacent to Kensington Ponds along Alison Road.;
- Removes the historic cycling track and makes no provision for substitute track; cycling has been part of the Centennial Park "CP" since inception. The Park was created by the *Centenary Celebration Act of 1887*. Section 9 provided that no monies shall be demanded for entry and that same shall be deemed to be public places and that the public right of using such place will be subject to regulations as the Governo may think proper to adopt. It was always contemplated that cyclists would ride on the drives laid out in the park. The CSELR amendments disrupt, for no worthwhile purpose, the existing cycle ways connecting Randwick, POW Hospital and UNSW to Centennial Parklands, the CBD and greater metropolitan Sydney;
- increase risk of subsidence in CP as a result of augmenting the levee bank of Kensington ponds. We have not been provided with any detailed professional analysis of one in 100 storm events. The last such event was in May 2003 when persistent rainfall recorded over a 3 day period resulted in the levee bursting and the entire park going under water for 7 days; but for 7 fire engines pumping out water continuously,
- further encroach on land in High Cross Park park since the cross over rail is to be located within the park
- close off Darley road, a public road traversed intensively by local residents and apartment dwellers, using Centennial park for daily exercise; cut off access to Centennial Park /Darley road gates from Alison Rd
- further lock in local residents in Kensington and Kingsford localities making daily routine life unworkable when local access roads are to be cut off permanently;
- cuts off access to Bondi Junction via Darley Road;
- increases traffic in York road for residents there none of whom have been advised they are to be impacted
- removes access roads for users of sports ovals on Darley road.
- Fails to address many of the critical concerns the stakeholders and community have documented to TfNSW in relation to design and impact of this project.

We object to this project in the strongest possible way. There is no doubt now that it is an entirely political project which fails to provide increased transport capacity for local residents and is entirely devoted to a "shiny good look" for tourists and sporting institutions.

We question why the government has failed to publish the **cost benefit analysis**. We question whether any "costs" have been attributed to the resumption of large slabs of land from Centennial park, as well as Barker street, the closure of many right turns to convert Anzac Parade into a rail track.

Anzac parade is the ONLY arterial road connecting 6 SE suburbs directly to the CBD. This project will cause heavy congestion.

No traffic counts or modeling has been published or undertaken on Fridays, weekends and public holidays. At Todman Avenue/ Anzac Parade intersection, on Saturday mornings at least 70 cars are left behind at each traffic light change. Worse still, no traffic management has been instituted across Southern Cross Drive in Victoria park. High rise apartments are constructed with no on-site parking resulting in parked cars from that area overflowing into Kensington.

This is a gross planning flaw – resulting in disorderly development contrary to the objects of the planning act.

The “tramways” of the 1960s frequently resulted in large potholes in Anzac Parade due to the aquifer flowing directly below exerting uplift pressure. No doubt the same impact will occur with these heavier light rail trains.

We are concerned that no independent transport capacity analysis has been provided to the taxpayer in relation to actual peak capacity of the CBD and South East Light Rail.

The CSELR operational capacity is significantly below the existing capacity of Sydney buses. There is no reserve capacity for population growth. The smart throwaway remarks about “future proofing” remain simply marketing spin.

We express dismay at the advertised cost blowouts from \$1.6 billion to \$2.2 billion.

We doubt this project will be completed at less than \$3.5 billion and believe that costs will rack up rapidly from commencement. Evans and Peak have given fair warning of what is to come.

No western nation operates 67-metre trains on public roads. Such trains are usually relegated to segregated train tracks. The CSELR is NOT a segregated track. It is proposed to share the track with buses, thus slowing the speed of LRTs and share intersections with the public and motorists.

We object to the loss of trees. None of these trees can be replaced. 3 bushes for one tree is not an appropriate substitute. Environmentally, this project is a dismal failure.

The social impact on local business which will become non-viable is too heavy a price to pay.

To demand that very sick patients walk 200 metres on High street to High Cross park is unworkable. To remove pick up and drop off for patients in High street itself indicates this project is doomed.

Buses: we object to the reduction in peak hour capacity of all-stop buses and capacity provided by dedicated student buses. The shortfall, on 2010 bus capacity numbers, is 17,000.

It also appears that local residents are expected to stand for what will be more than 30 minutes.

The 2013 EIS indicates that there are substantial flaws in the “**journey times**” modeling. The journey times included times when the LR trains were actually stationary and proposed a mere 20 seconds for stops, which is unworkable.

We object to the actual radial route proposed by TfNSw, which will impose many changes for residents travelling from Coogee to St Vincent's hospital and for residents of Kingsford and Kensington as well as Coogee travelling to Taylors Square. Given the age of these residents, the public transport proposed is intimidating.

We object 24 hour clearways. We object to the removal of right turns from and into Anzac Parade. Only two intersections are proposed, Todman avenue and Barker street. It appears unlikely that High street will be open to light traffic, in view of its narrow road space of 12.5 metres and the need of 6.4 metre stops for UNSW students.

We object to the resumption of 50 metres of land around Barker Street. Barker Street is inappropriate carriageway for heavy traffic, it is too steep, has a blind hill crest and is too narrow. It has a high accident record.

Todman avenue is to have a bus layover and roundabout constructed in the Eastern limb, from Anzac parade to Todman avenue to enable bus routes 391, 392, 393, 394 and 399 to turn around. That this is essential, is obvious, if the LRTs are maintain capacity at Kingsford rather than filling up with people from the South travelling to UNSW.

We object to the removal of car parking on Anzac parade, and object to any relocated car parking into local streets.

We object to the proposed diversion of traffic into local streets, 5000 or more traffic movements per day each way on local streets are proposed.

The report indicates that background noise levels have been approved in excess of double acceptable levels compared to any other project in NSW. Clearly this indicates that this project is unworkable.

Industry experts at NSW Parliament advised MPs that the project was unworkable before the EIS work was undertaken.

Good transport planning for population the size of Sydney, which exceeds 1 million transport CBD and SE users must include cross-rail.

This isolated project fails to slot into any integrated transport network. It is designed to fail.

Rapid bus transport has not been investigated. Neither has underground cross-rail.

We are dismayed at the singular lack of knowledge of TfNSW officials, from the imported Project Director to the Deputy Director General to the neo-nazi facilitators imposed on residents. Community consultation has been deficient on accurate detail from inception.

Our questions have been met with, "put it in writing" "we'll get back to you" "we are waiting for the contractor" "we don't know the answer yet" "you'll be told eventually" to responses so inaccurate indicating this project is bound to be a failure.

One of the most remarkable responses from a TfNSW official was in regard to UNSW student numbers – hugely deficient.

Neither did Randwick City Council ever consult with us on the need for this light rail transport system.

It is therefore unremarkable that Minutes of meetings of community forums are sanitized.

We call on the Premier of NSW to **STOP THIS LIGHT RAIL PROJECT.**

R Mackenzie

Secretary Kensington & West Kingsford Precinct