

Nathan Stringer

From: Brian Jarvie <brian.jarvie@people.net.au>
Sent: Thursday, 10 December 2015 8:29 PM
To: DPE CSE Information Planning Mailbox
Subject: MODIFICATION 4 - CSELR

Political Donations

We have not made a reportable political donation.

Privacy Statement

We have read the Department's Privacy Statement and agree to the Department using our submission in the ways it describes. We understand this includes full publication on the Department's website of our submission, any attachments, and any of our personal information in those documents, and possible supply to third parties such as state agencies, local government and the proponent.

We agree to the above statement.

We strongly object to the light rail route in High Street Randwick for the following reasons:-

The proposed light rail route in High Street will have a major adverse impact on the countless patients who are being treated in the medical facilities which are located in High Street. The Wales Medical Centre is at 66 High Street Randwick and there are 68 doctors and other health professionals in that building. Technicians, nurses and office staff are not included in the count. There are also other medical and dental centres in High Street. The medical personnel in the High Street centres provide a significant proportion of the outpatient services for The Prince of Wales Hospital Complex.

People are greatly concerned about problems patients will encounter when utilising the numerous medical services in High Street Randwick. As a consequence of the proposed light rail route being in High Street, the only traffic lanes in the street will be twenty four hour clearways. This will prevent vehicles from stopping in the vicinity of the medical centres and therefore prevent patients alighting from ambulances, community service transport, taxis and private cars. Numerous patients who attend the medical centres are in wheelchairs or use walking aids and patients who require 24 hour oxygen bring their oxygen on a trolley to their medical appointments.

We have advised Mr. Tony Lehman, the Manager of Integrated Transport at Randwick City Council about major concerns in relation to the light rail route being in front of the medical centres. A suggestion was also made to Mr. Lehman that the light rail could terminate at the intersection of Wansey Road and High Street with the light rail/bus interchange located at the intersection of Wansey Road and Alison Road adjacent to George Dan Reserve. People who are incapacitated could then travel the very short distance by bus from that rail/bus interchange to the medical facilities in High Street. This proposal would avoid any disruption to traffic and parking in High Street Randwick.

There is always a very high volume of pedestrian traffic on the footpaths in High Street Randwick including:-

- ..People confined to manual and electrical wheelchairs
- ..Invalids on motorised scooters
- ..People with prams and young children
- ..Patients and their carers

..Numerous students and staff from The University of New South Wales.
..Residents who live in the vicinity of High Street and shop in Randwick Village.

It would therefore not be practical to decrease the width of the footpaths in High Street in order to create zones to enable patients to alight from vehicles. In addition the proposed location of the light rail/bus interchange at the eastern end of High Street will greatly increase the number of pedestrians in that area.

Very few patients and their carers we speak with are aware that Transport for New South Wales proposes the light rail route will be in High Street Randwick. At public meetings when we expressed our concern about the lack of information to members of the public, we were informed that people can read about the light rail on the internet. However many people, especially the elderly, do not have the internet and we have not heard anything on the radio and television or read anything in the papers about the problems patients will encounter with the proposed light rail route in High Street Randwick. A large proportion of patients accessing the medical facilities in Randwick would still need to travel by bus for their appointments as the light rail would not service people living in the suburbs to the north, south and east of Randwick. In addition it would not be practical for patients and their carers to travel via light rail from the Kingsford light rail/bus interchange to the medical centres in High Street as it would be necessary for them to change to the Randwick branch route of the light rail at the Alison Road/Anzac Parade intersection.

In view of the grave concerns that countless patients and their relatives have expressed to us about the proposed route of the light rail in High Street, we have undertaken on their behalf to submit this objection. Initially it was not proposed to have the light rail route in High Street, Randwick.

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