

## **EIS Submission: Sydney CBD and South East Light Rail Project**

Neuroscience Research Australia is a not-for-profit company that undertakes medical research on the brain and nervous system in order to enhance human health and well being. NeuRA is located on the south-western corner of the Prince of Wales Hospital campus and has close links with both the University of New South Wales and the South Eastern Sydney Local Health District. NeuRA currently has a staff of 320.

In 2010 NeuRA received NSW Government Part 3A Concept and Planning Approvals for the development of the Neuroscience Research Precinct. This staged development comprises an initial four phases with Planning Approval of which the first, fronting Barker Street, was completed at the end of 2012. When completed this would allow hosting of a workforce of over 700. Concept approval has also been given for further development on the site which when eventually completed would house over 1500 staff and students. This development contributes to the Randwick Urban Activation Plan.

One of the requirements of NeuRA's development was the creation of a Travel Smart Plan aimed at encouraging staff to use more sustainable forms of transport. Results of staff surveys indicate that at present 41% of staff travel to work in a car while 32% use existing forms of public transport. With the closest train station six kilometres away, having to change from trains to buses and timetabling issues were identified as major barriers to more staff using public transport. The Light Rail Project would enhance transport options for staff and would be expected to reduce the number of private motor vehicles used.

NeuRA commends the proposal for the CBD & South East Light Rail Project and has two specific recommendations to make:

### **Need for a station in High Street at the Prince of Wales Hospital**

The current plan for the Randwick terminus in High Cross Park, while meeting the needs for an integrated transfer between bus and light rail services does not provide a suitable stop for the large volume of passengers who work or visit the Prince of Wales Hospital campus. Therefore we recommend an additional station be constructed in High Street outside the Prince of Wales Hospital/Sydney Children's Hospital.

The POWH campus internal pedestrian traffic is based on a north-south flow. If all campus staff, visitors, patients, etc alight at the High Cross Park terminus, there is no direct or obvious way for these individuals to access either the High Street or Easy Street hospital entry. Staff located at the southern end of the campus, such as at NeuRA, would find the direct access to a light rail station on the north-south axis of the campus to be of greater amenity and this would enhance levels of patronage.

We also note that for a major teaching hospital, many patients and visitors may be disabled or of limited mobility. Again, a station in High Street would enhance accessibility issues for these people.

**Need for an above road walk bridge from the Wansey Road Station to the UNSW campus**

UNSW will be a major destination for light rail patrons and the location of the station on Wansey Road will serve to limit traffic disruption on High Street. However, the continuous flow of staff and students across the High Street pedestrian crossing will be highly disruptive to traffic flow, resulting in local congestion and increased risk of injury at an intersection that will become even more complex with the added movement of light rail. The station set back in Wansey Road provides an ideal opportunity for an elevated above ground footbridge that crosses High Street and allows patrons accessing UNSW to do so without having to cross the road at a pedestrian crossing.

Yours sincerely

A handwritten signature in black ink, appearing to be 'P. Schofield', written in a cursive style.

Professor Peter R Schofield PhD DSc  
Executive Director and Chief Executive Officer  
December 11, 2013