

Submission:

**CBD and South East Light Rail (CSELR) - Impact on
Sydney Girls High School**



Prepared by Sydney Girls High School P&C Committee
Wednesday 11 December 2013

Introduction

The Sydney Girls High School (SGHS) P&C Committee has prepared this submission after consultation with the school community, parents and teachers.

The SGHS P&C welcomes the CSELR to provide better public transport solutions for the wider community, a more efficient service for the school students, to reduce the quantity of cars and buses on roads, and to provide environmental benefits to the community.

The SGHS P&C believes that it is vital to design the service to meet the needs of the school children attending SGHS and SBHS, a very large group of regular users. **The paramount issue is the safety of children accessing the service.**

The significant cultural, environmental and heritage values of the Moore Park precinct should be protected and enhanced within the overall design of the service.

Executive Summary

Key points of this submission:

1. Safe crossing not only of Anzac Parade, but also the bus lanes and the light rail tracks

- Approx 2000 school children will now need to cross Anzac Parade, as well as the existing bus lanes and new light rail tracks twice each day to access transport. A safe crossing option is of paramount importance. We favour a well-designed and well-positioned pedestrian bridge to ensure the children's safety and that traffic flow is not disrupted on Anzac Parade

2. Placement of Station (and proposed pedestrian bridge)

- We support the location of the Moore Park Station further south than is shown, opposite SGHS
- The placement of the pedestrian bridge should align with the station to ensure that children can access the Moore Park Station safely and efficiently, and there is not a need for children to walk a long distance to access the safe crossing option

3. Transport Amenity

- The CSELR schedule must be designed to provide for the efficient transportation of approx 2000 school children to and from school at the beginning and end of each school day
- Continuation of the subsidised ticketing system for school children on the CSELR, and integrated ticketing across all transport services

4. Parklands

- Minimisation of disruption to the school during construction, particularly during the construction of the Moore Park tunnel and station which are expected to be significant projects
- Maintenance and enhancement of current parkland space available to the school once the project is complete

Current Situation

SGHS is a public selective high school with a school population of approx 1000 students. The neighbouring Sydney Boys High School (SBHS) also has approx 1000 students.

The schools and neighbouring parklands are located on an island, sandwiched between four extremely busy, multilane roads. Approx 2000 students travel to and from the schools each day, the overwhelming majority via public transport. Children travel from all over Sydney to access the schools, often on long and complex journeys involving several connections and forms of transport.

Presently, a small minority of these students (less than 200) cross Anzac Parade to access Sydney Buses on routes to the east. The remaining 1800 children (those travelling north, west and south) use dedicated school buses to and from Central Station from directly outside the schools on the western side of Anzac Parade, meaning they are not presently crossing Anzac Parade. **This will change significantly once the CSELR is operational. ALL 2000 children will need to cross Anzac Parade, the bus lanes and the CSELR tracks to access transport services, a 900% increase in crossings over now.**

The cultural, environmental and historical heritage of both the school and the precinct are valued by the school community.

SGHS has very limited sports facilities and open space, and currently relies on the surrounding parklands throughout the Moore Park precinct for the children's sport and recreation.

1. Safe Crossing of Anzac Parade, Bus Lane and Light Rail Tracks

Issues

- Safety of 2000 children who will now have to cross the traffic to access transport
- 4000 crossings per day, children rushing at end of day, and high volume of children crossing in short space of time
- Likely impact on traffic flow from large volume of children crossing over short minute period in afternoon
- Crossing not only busy Anzac Parade, and also bus lanes and light rail tracks lines to access transport services
- Lack of separated grade crossing option
- Possible staged crossing system over the road, bus lanes and light rail tracks and ensuing crowd management and traffic flow issues
- EIS makes the suggestion of a pedestrian bridge within the precinct, but excludes from project

Proposed Solutions

- Separated grade crossing solution for SGHS and SBHS students
- Pedestrian overbridge to be positioned directly across from station entrance, approximately in location of current pedestrian crossing, to provide safe access for children to the new service
- Closure of current street level pedestrian crossing allowing for better traffic flow on Anzac Parade and to ensure children utilise safe crossing option
- The pedestrian overbridge to be cleverly designed to support and enhance the environmental and heritage values of the precinct
- Discussions have taken place with traffic safety experts at both the RMS and City of Sydney, both of whom strongly support a separated grade, pedestrian bridge as the safest and best solution.

(There has been discussion of a possible pedestrian bridge to cater for event pedestrians, to be located close to the corner of Moore Park Road and Anzac Parade. We do not view this as a satisfactory solution. It would be a large distance from the schools, and nowhere near the proposed Moore Park Station. School children who cannot be expected to walk 500m in each direction – approx kilometre - to access a safe crossing option). (See diagram of preferred location for stop and pedestrian bridge Appendix A.)

2. Location of Moore Park Station

Issues

- Location of station to provide efficient and timely access to station for children at beginning and end of school day
- Location of station in relation to pedestrian bridge to ensure safe and efficient crossing and station access for school children

Proposed Solutions

- Our preference is for the station to be located directly opposite SGHS, as has been proposed subsequent to the release of the EIS
- This would allow easy and direct access for both SGHS and SBHS children
- The pedestrian bridge crossing must be located in line with station entrance to ensure safe and easy crossing and station access
- See diagram Appendix A

3. Accessing Central Station Safely

Issues

- The overwhelming majority of school children from SGHS and SBHS access onward public transport via Central Station
- It is not clear from EIS how the children will access Central Station at the CSELR Central Station interchange safely

Proposed Solutions

- Safe pedestrian options to be designed for Central Station interchange acknowledging large influx of school students at the beginning and end of each day

4. Transport Amenity

Issues

- Presently, the overwhelming majority of SGHS students use public transport to get to and from school. The vast majority of those take dedicated buses to and from Central Station as part of often complex and time consuming journeys
- The buses, which take children to and from Central Station, presently provide an efficient service
- When the CSELR service is operational, light rail will replace buses to and from Central Station. The CSELR service needs to be scheduled to service a large volume of school students travelling at the beginning and end of each school day
- All children are presently using subsidised, integrated ticketing and need to be able to continue to do so

Proposed Solutions

- Frequent and efficient services timetabled to support the travel needs of school children at beginning and end of each school day
- Continuation of subsidised ticketing on the new light rail service

5. Parklands

Issues

- Being an inner city school, SGHS lacks sports and outdoor facilities
- The parklands around the Moore Park Precinct are used extensively by the school for sport and recreation
- The loss of parkland during construction, or upon completion of the project, would be to the detriment of the school and the health and well being of the students

Proposed Solutions

- Access to parkland elsewhere in the precinct to offset any loss during construction
- We support the underground crossing of Moore Park West, preserving the parkland amenity and general look of the precinct

6. Construction

Issues

- There may be noise, dust and vibration during school hours particularly with the heavy works associated with construction of the Moore Park Tunnel and the Moore Park Station
- This may interfere with the operation of the school

Proposed Solutions

- Scheduling of problematic noisy and impactful work outside school hours
- Use of up to date construction technology and methodology to minimise the impact on the schools
- Community liaison staff to work with the school to find solutions throughout the construction period

1. Children's Safety

- Once the CSELR is operational, approx 2000 students will have to cross Anzac Parade, the bus lane and light rail track to access transport services every morning and night – a 900% increase in crossings over now
- **Safety of children is paramount**
- The SGHS P&C believes that achieving a separated grade through a well designed pedestrian bridge over Anzac Parade, bus lane and light rail is essential for the safety of the children at the school
- The location of the station and pedestrian bridge as proposed in the EIS, or as mooted further south in subsequent discussions – to ensure that children have safe, easy and efficient access

2. Improved Transport Amenity

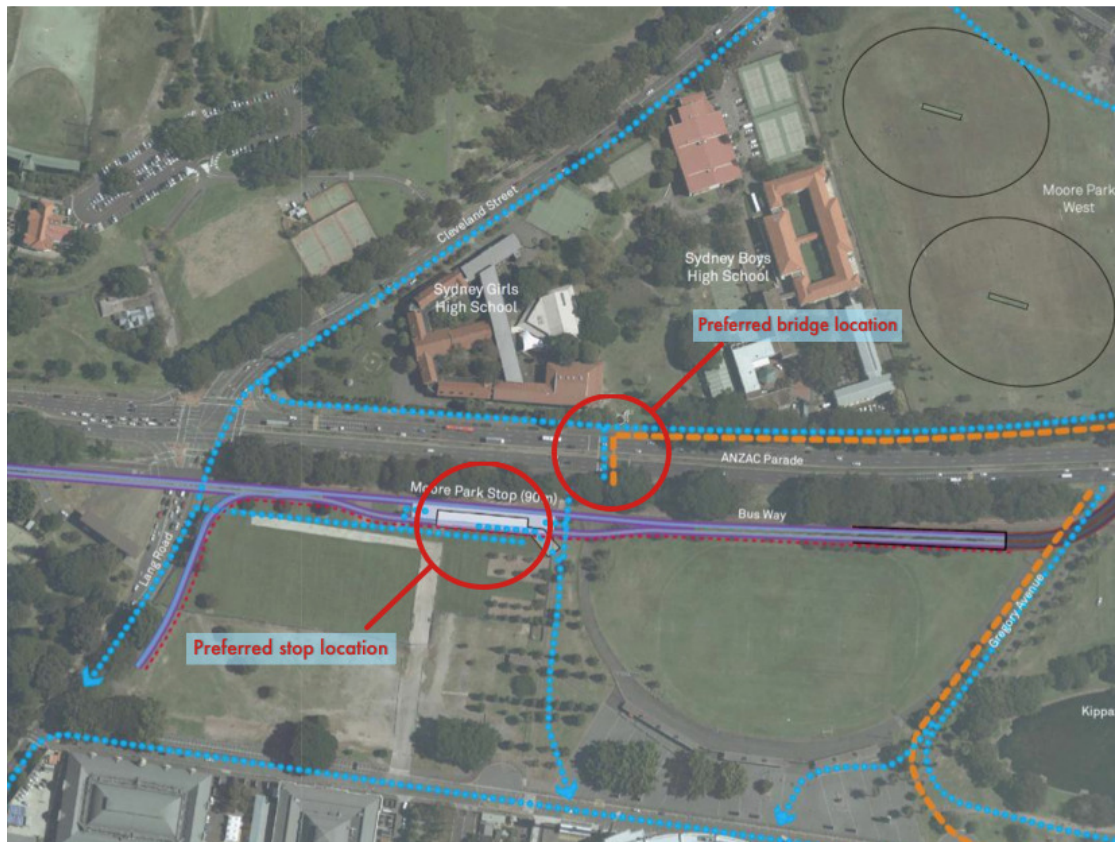
- A suitable timetable for the CSELR to serve the school's transport needs quickly and efficiently at the beginning and end of each school day
- Continuation of the subsidised ticketing system for school children on the CSELR

3. Preservation of Parklands and Heritage

- Maintaining the amount and quality of parkland within the precinct both during construction and upon completion

Appendix A – preferred location for Moore Park Station and Pedestrian Bridge

Our preferred location for the Moore Park Station and the Pedestrian Bridge is shown below.



Appendix B – examples of pedestrian bridges providing safe crossing options for Sydney schools

Within the Sydney area, there are many examples of pedestrian bridges provided to ensure children's safety when crossing busy roads. We have discussed the SGHS situation with safety specialists from both the RMS and the City of Sydney, both of whom strongly support grade separation through the provision of a pedestrian bridge as the safest option in this situation.

Examples of pedestrian bridges providing safe crossing options for schools include:

Moore Oxley Bypass at Rudd Rd in Campbelltown, servicing Campbelltown Performing Arts High School and Campbelltown North Public School



Wattle Street Pyrmont, servicing Ultimo Public School



Parramatta Road Petersham serving Fort Street High School

