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NSW Department of Planning and Infrastructure
C/- www.majorprojects.planning.nsw.gov.au

I am a disabled person who uses the Eastern Suburbs bus network on at least five days per week. I have been using these buses for over 30 years to travel to and from work in the Sydney CBD and at Long Bay. The bus services have improved over this time and the quality of the vehicles has improved with the introduction of low floor accessible buses and air-conditioning.

In 2009, there were over 75 different bus routes servicing the south Eastern Suburbs and Sydney CBD (from La Perouse to Watsons Bay and the CBD, Coogee to St Peters).

Heavy rail already exists in the Sydney CBD (City Circle Line) and from Martin Place via Kings Cross and Edgecliff and then terminates at Bondi Junction. This Bondi Junction section could be expanded via Moore Park to include stations at Moore Park, Randwick Racecourse and UNSW before continuing on to the Airport. As it currently terminates at Bondi Junction (due to previous expensive tunnelling costs) the line has not realised its full potential. Tunnelling costs have reduced significantly over the decades since the Bondi Junction section of heavy rail was completed and expanding this section to loop back to the city via the airport is now a viable, efficient proposition.

Light rail currently exists from Central Railway via Darling Harbour to Lilyfield and finally Dulwich Hill and on a week day is more of a tourist attraction than a viable transport option with its painfully slow speed of operation in the CBD. Recently, two light rail vehicles were derailed within one week leading to the cessation of these light rail services and buses being brought in to cover the route.

The light rail should remain in the CBD with expansion of its route to Barangaroo instead of the proposal to extend the Eastern Suburbs buses to cover the area. Another possible expansion would be to Bennelong Point (Sydney Opera House precinct).

Reasons for not extending outside the Sydney CBD area

- 1) Moore Park Precinct – including Football Stadium, Cricket Ground and Entertainment Precinct
 - The sporting fields are mainly used on one or two days per week on a seasonal basis whilst the Fox Studios Precinct does not see widespread usage. The confined space of the facilities at this location led to facilities being constructed and expanded at Sydney Olympic Park (Homebush) with an associated heavy rail system to cater for the expanded population of Sydney that has gravitated westwards.
 - The reduced usage of the Moore Park area has meant that the parking facilities are not beyond capacity and the "special event" buses are able to transport people efficiently.
- 2) Randwick Racecourse
 - This area has plenty of off-street motor vehicle parking for race day crowds and if necessary "special event" buses are provided by Sydney Buses. Private buses are able to park along the southern side of Alison Road without disrupting traffic as there is a lane designated for bus use on race days.
 - Except for the very odd occasion (such as World Youth Day) the main use of this area is for horseracing carnivals.

3) University of NSW (UNSW)

- Students travelling to UNSW generally travel in the opposite direction to workers travelling into the CBD. Buses used to transport workers into the city are used to transfer UNSW students from Circular Quay and Central Railway (non-stop) to the campus. This alleviates the need for buses to return from the CBD empty thus utilising the buses most efficiently.
- No light rail is proposed to service Sydney University. Buses adequately transport students to Sydney University along Parramatta Road and City Road.

Impacts of Extension of Light Rail out of CBD through Surry Hills, Randwick and Kensington

1) Busway from Moore Park Road to Doncaster Avenue

- The new light rail route to Randwick must cross over Alison Road at Doncaster Avenue with associated traffic disruption during peak periods.
- The recently remodelled Racecourse area on the southern side of Alison Road and the footpaths and bicycle tracks on Wansey Road will cease to exist to accommodate light rail tracks.

2) High Street Hospital/Medical precinct and High Cross Park

- On-street parking will cease to be available on both sides of High Street. There is very limited off-street parking available which is utilised by medical staff in the accompanying clinics.
- High Cross Park will be swallowed up by a massive transport interchange.

3) Kingsford Nine Ways Roundabout

- The roundabout has recently been modified to great effect as motor vehicle accidents happen much less frequently.
- The introduction of light rail tracks and associated infrastructure will impact negatively.

Both these extensions of the light rail out of the CBD to Randwick and Kingsford mean that passengers are inconvenienced by having to break their journey and transfer from one form of public transport to another.

Light Rail – 3 Major Problems

- 1) Breakdowns - there is difficulty in overtaking a broken down light rail vehicle
- 2) Power failures - the result of a power failure is self-evident; the light rail vehicle is going nowhere
- 3) Accidents – how does one vehicle pass another that has been involved in a collision?

These 3 major problems are the main factors why trams were discontinued in Sydney. Buses were introduced and did a better job than trams as they were much more adaptable. Private motor vehicles became affordable and took to the road in large numbers.

Please find attached my submission regarding the CBD and South East Light Rail Project.

I can be contacted on my mobile phone or by return email as listed at the top of this covering letter.

Yours sincerely,



Dianne Coughlan