

## **SUBMISSION ON CBD AND SOUTH EAST LIGHT RAIL (CSELR) PROPOSAL**

The following comments relate to the CSELR EIS Overview booklet. The headings below are taken directly from the booklet and are **not indicative of agreement with the proposal**.

### **Page 5: Purpose of the Document – Proposal Overview**

- A restructure to transportation may be required in some areas of the Sydney CBD however most of the road network in Coogee/Randwick is adequate. Some minor adjustments may provide additional benefits.
- Has anyone considered making Belmore road at Randwick a one way area? All vehicular traffic could flow south whilst traffic going north could travel along Avoca Street. This would require a short re-route of the 400, 410, 418 bus routes to travel to the top of High Street and turn left onto Avoca Street instead of taking the smaller side streets of Clara Street and Arthur Street.
- What happened to the proposal of a Heavy Rail link from Bondi Junction to Maroubra Junction and surrounds? Now that the Airport Link has been established and links the City with the southern parts of the broader Sydney basin, a further consideration should be given to heavy rail being introduced via Randwick (POW Hospital complex) and Kensington (UNSW) that links to the Airport Line. This would eliminate the transfer from heavy rail to bus for UNSW students who currently travel to either Central or Circular Quay railway stations and change to UNSW Express buses.

### **Pages 6 and 7: Situation Now, Overview and Benefits**

- Bus travel times in peak periods, to and from the Coogee/Randwick area are approximately 20 minutes and buses mostly arrive and depart as scheduled. Bus journeys are already very reliable.
- “Clearway zones” and “Bus Only Lanes” provide for efficient travel of buses along major road networks. Congestion is reduced via these measures.
- Motor vehicles are able to access roads to deliver goods and provide services to shops and their customers in each of the retail precincts of the suburban areas such as Belmore Road at Randwick and Anzac Parade at Kingsford. Productivity is not impeded.
- Economically the current bus system provides an efficient and effective means of passenger movement around the Eastern Suburbs. Several new bus routes have recently been introduced and others modified to better provide for the needs of an ever-changing population. These bus routes are easily modified whereas light rail lines are not easily modified to take account of changing passenger requirements.
- Pedestrian access to most areas of the Eastern Suburbs is highly suitable. Pedestrian facilities are provided as part of the traffic flow regulation at major intersections.
- Air pollution is reduced via the large amount of trees that border the major roads in the Eastern Suburbs.
- Noise is always present when people move around and varying the form of transportation provided will not reduce the amount of noise – in fact with passengers having to make more transfers from one form of transport to another noise may be increased.
- When a bus breaks down, the buses following on the same street can easily overtake and continue. Following buses can also more easily take the overflow of passengers.
- The Sydney Buses fleet has recently been upgraded with many articulated buses providing large capacity, efficient transportation of passengers. These new buses comply with stringent European standards of operation.

## **Page 8: Why is the CSELR needed?**

### **Challenge 1:**

- Customers of the Eastern Suburbs generally DO NOT experience unreliable journey times. Confusion around transport networks would be increased with passengers being required to take more than one form of public transport. To complete a journey that currently requires one form of public transport (namely a bus), passengers may be forced to take a bus to the light rail interchange then alight from the bus to move to the light rail carriages and then once conveyed part of their journey move back to a bus.
- A broken down light rail vehicle cannot be easily diverted from its designated route unless contraflows are strategically placed throughout the tramway system to enable a defective light rail vehicle to be pushed out of the way and following vehicles to continue.
- Express “Special event buses” and express buses to UNSW currently provide an efficient service to passengers travelling to those specific areas and do not generally impact on the passengers travelling on the general bus services.
- Bus stops are provided at short intervals along the routes. Passengers therefore do not have to walk long distances to board a bus. This is very important for people with babies in prams, wheelchair passengers and those that are less mobile (including those that are less mobile for short periods of time such as those with leg and foot injuries who still require access an inexpensive and reliable means of transport).

### **Challenge 2:**

- Eastern Suburbs buses travelling to and from the Sydney CBD mostly DO NOT use George Street. Some buses travelling to the northern end of George Street (servicing The Rocks such as the 339 bus route) may experience some delays. This however is related to the tourism precinct and does not affect the general productivity of the Sydney CBD further to the south.
- During the early 1990’s several Eastern Suburbs bus routes went along George Street via Central Railway. However, once the inefficiencies of these routes were established the buses were quickly re-routed back onto Elizabeth Street.
- Morning Express bus services travel via the Eastern distributor into the city and move southwards in the reverse direction to the main traffic flows. This travel direction for morning Express buses has been in place for over 10 years and has proved to be a very efficient travel direction. A similar reverse routing of evening Express buses would also provide efficiencies.
- Congestion along George Street was exacerbated when, during the late 1990’s, the footpaths were widened and as a consequence the lanes were reduced from 3 to 2 along most of the northern and central sections of George Street.
- This strategy will NOT reduce 220 bus trips during the morning peak period. It will increase the number of modes of transport an Eastern Suburbs passenger using public transport will be required to access. For example travel from Coogee Beach via bus then transfer to light rail then transfer back to bus.

### **Challenge 3:**

- The population density is already high in this area of the Eastern Suburbs. There are some additional high density residential properties being developed but generally the residential densities have been established at the maximum levels and will probably not be growing substantially in the next 20 years.

## **OBJECTIVES:**

- Express “Special event buses” and UNSW express buses currently provide a specialised service.
- The 400, 410, 418 (recently introduced), Metro 20 and the 370 bus routes currently provide efficient and effective services to the Randwick health complex.
- When the 400 bus route was introduced in the 1990’s there was no stop at the health complex. Soon an unofficial stop was established on both sides of High Street as passengers requested that drivers stop to permit them to alight as close to the hospital entrance as possible (negating the need to walk downhill from the stop at the corner of Botany and High Streets or travel approximately 1 kilometre back along Belmore Road).
- The light rail terminus at High Cross Park in Randwick will remove a substantial section of the park and reduce the overall amenity of this public space in Randwick CBD. The light rail lines also impact the open spaces adjacent to the Randwick Racecourse and that of Centennial and Moore Parks.

## **TARGET BENEFITS:**

- Will moving to and from several forms of public transport improve a passenger’s health when they are further exposed to the elements of nature? Cold winds, drenching rain, searing sun and extreme temperatures would all be experienced when passengers are required to transfer from one form of transport to another to make (what is currently a single journey) to the Sydney CBD.
- How high are the Interchange/Terminus shelter rooves? They look rather high in the artist’s impressions. How will the passengers using these areas be protected from the natural elements (rain, wind, sun, temperature extremes)? What night lighting levels will the new rooves provide?
- What about accessibility for disabled or less able passengers? It is already difficult for disabled/less able passengers to obtain a seat on some buses. How will they cope when transferring from bus to light rail vehicles? Will they have to await the arrival of another bus or light rail vehicle and be the first in the queue to get a seat or place in the disabled areas? How will passengers in wheelchairs access the trams? Will specific ramps be provided?

## **Page 9: How was the proposal developed?**

- How much community consultation was conducted? From the opinions expressed by other citizens/passengers attending the recent Community Information Session on Saturday November 2013 at Randwick Town Hall – not much. Alternatively, if there was widespread community consultation it appears that much of the opinions voiced by the community representatives were given little or no credence.
- Did anyone think to ask the opinions of the people who would need to use the light rail?
- Will this form of transport become redundant after several years (similarly to that of the Monorail) and eventually be dismantled?

## **Page 9: The Planning Approval Process**

- It appears that many residences will be impacted by noise, both during construction and during ongoing operation of the light rail. People are affected by the ongoing low level vibrations of Wind Turbines built near their residence – will the same be true of the light rail?

- Some residences will be “acquired” and people who thought that they would have a residence in the inner city will now be forced to move to alternative accommodation possibly further out from the Sydney CBD. This will lead to higher costs for them when travelling further distances on public transport and possibly yet another form of transport (such as a car) which will come into the daily commute equation.

#### **Page 10: Proposal Overview**

- It is a good way to approach the CSELR proposal to break it down into precincts.

#### **Page 10: City Centre Precinct**

- The “City Circle” heavy rail link provides an excellent transport link for passengers wishing to traverse the Sydney CBD. The light rail along George Street will supplement this transport link.
- Will the light rail be routed via Barangaroo? This appears to be a logical action now that the Monorail has been dismantled and there is no public transport link serving this section of Sydney. The light rail could travel via Hickson Road (under the Harbour Bridge) into Barangaroo and south along Sussex Street and then possibly link with the current light rail in China Town.
- There appears to be no allowances made for businesses requiring deliveries via motor vehicle if there are to be large “pedestrianised” zones. The widening of footpaths in much of the Sydney CBD caused vehicular congestion by reducing the number of traffic lanes and areas for parking of vehicles to load and unload goods (Loading Zones/Truck Zones).
- A classic example of the reduction of parking spaces is the artist’s impression of the Rawson Place stop. The Loading Zones, Disabled Parking spaces and metered parking spaces have disappeared.

#### **Page 13: Surry Hills Precinct**

- Existing residences will be removed leading to higher travelling costs for those people who will now need to travel further to the Sydney CBD from their residences on the city’s outskirts.
- The Langton Clinic Car park is to be removed – where will the patients at this facility park their cars?
- Where are the light rail stops located in this precinct - In the centre of the road or at the kerb? The artist’s impression has light rail vehicles running parallel to a curb in one direction and in the middle of the street in the other direction. Will the light rail vehicles move from the centre of the road to the kerb and back again once they have passed the stop and passengers have alighted? If the stops are in the centre of the road what provisions are there for pedestrian safety as they move from the centre of the road to the footpath?
- In the artist’s impression of the Surry Hills stop there appears to be no shelter provided for passengers.

#### **Page 15: Moore Park Precinct**

- What size will the Moore Park light rail stop be? To cater for patrons at the various sporting facilities and entertainment facilities it should be considerably larger than those in the nearby areas that would presumably be catering more for the locals. Would there be a special ticketing arrangement/through fare provision similar to the symbiotic relationship currently in place where a train ticket also accesses the special express buses to the venue and often also includes entry to the venue for the event?

- What provisions are being made for the extremely high levels of pedestrian traffic accompanying events in this precinct?
- What provisions are being made to provide safety to the high volume of bicyclists that use this precinct?
- What will the impact be on the amenity of the parklands areas?

#### **Page 17: Randwick Precinct**

- The wording of the direction of the tram route is unclear in this section. Which direction will the tram move when exiting Wansey Road? The document states “At High Street, the route **would turn west** and travel down the centre of the street. The route would then turn south at the junction with Avoca Street to a stop with a bus interchange at High Cross Park.” If the tram is to turn west at the top of Wansey Road, it would be impossible for it to meet with Avoca Street unless it travelled along Anzac Parade (almost to Maroubra Junction) to this junction with Avoca Street (near The French School). This is very confusing. It is possible that this is a typographical error and should read “**would turn east**”?
- The removal of trees along the route, in this precinct would remove the natural serenity of the area and add to the air pollution of the precinct as trees are a natural air pollution retardant. Are any of these trees of heritage significance?
- Many street car parking spaces will be removed if motor vehicles are not permitted to access the streets around the Randwick Racecourse, the UNSW and the Randwick health zone. Many residences do not have off-street parking as these properties were established prior to motor vehicles becoming a popular and affordable means of transport. What provisions will be made for the parking of these residences private motor vehicles? What provisions will be made for patients and their families to park their vehicles in close proximity to the Hospitals? The Hospitals car park will not have the capacity to take any further vehicles. It currently cannot meet the patients’ parking requirements.
- What provisions will be made for Randwick Racecourse patrons accessing the stop outside the Racecourse? Will a dedicated stop be located for Racecourse patrons and one for the general public? What provisions will be made for the high level pedestrian traffic at this location on race days?
- What impact will the movements of the light rail vehicles have on the horses running around the track during a race? What impact will the noise of the movement have on the horses? Is there a possibility that they might be frightened and rear up or bolt into the crowd or into the line of travel of the light rail?
- What impact will the overnight tram stabling facility have on the environment? How many trees will need to be removed?
- The area around the northern end of Doncaster Avenue and that outside the main entrance to the racecourse on Alison Road and eastwards towards Wansey Road is subject to flooding of approximately 1 metre in depth (both flash flooding and accumulation flooding). What is proposed to remedy this? All forms of transport are affected by flooding. Vehicles that are not restricted to following a rail track can be diverted around flooded areas – light rail vehicles cannot be easily diverted to take an alternative route.
- What provision has been made for the high numbers of UNSW students needing to access the stop at the top of Wansey Road? This stop will access the upper campus of UNSW – what provision has been made for students to travel directly to the lower campus?
- Are extra traffic lights being installed in this area? Will they be synchronised along the section of High Street and with other traffic and pedestrian lights in the precinct to permit a free flow of vehicles (so bank ups across intersections and pedestrian crossings do not occur)?

- Will patients travelling to the Hospitals have to travel to High Cross Park and then make their way back across at least one busy street to access the hospital buildings? How much shelter will be provided for the patients along High Street? Currently, the southern side has no overhead shelter, such as shop awnings.
- If High Street is to become a tram only zone, what will happen to the other bus routes (400, 410, 418, Metro 20 and 370) that currently provide efficient cross-suburb access to the hospitals from southern and inner western Sydney suburbs? Where will these buses be re-routed to? How will these passengers access the Hospitals?
- How much of High Cross Park will be sacrificed to the light rail terminus? What provisions have been made for the War Memorial located in the centre of the park? Will it be relocated? What effect will the terminus have on the olive tree planted on the edge of the park (at one of the Greek Olympic torch relay transfer points)?

#### **Page 20: Kensington and Kingsford Precinct**

- What provision has been made for the light rail to exit from the Moore Park section onto Anzac Parade? How will the traffic flow be impacted at this intersection?
- What provision has been made for passengers wishing to access the sporting facilities of the E.S.Marks field? Many schools hold their sports carnivals at this facility and students access this area en masse.
- This section has light rail vehicles travelling along Anzac Parade and passing the National Institute of Dramatic Art (NIDA). It should be noted that NIDA is almost directly opposite the main entrance to UNSW lower campus.
- UNSW students don't rely solely on express buses and will often be seen travelling on normal route buses.
- Will passengers be required to travel from further south (say La Perouse) and break their journey/transfer at Kingsford (similarly to those travelling through Randwick)? Again what provisions will be made for disabled/less mobile passengers to gain suitable seating or accommodation when they transfer?
- Will traffic lights be synchronised to allow free flow of traffic?
- Are contraflow provisions being implemented to accommodate broken down light rail vehicles?
- What provisions will be made for parking of vehicles belonging to patrons of Souths Juniors club?
- Recently the roundabout at the Kingsford Nine ways been upgraded to better accommodate vehicular traffic and is providing good through-flow of vehicles. What impact will the light rail have on the flow of traffic through this roundabout?

#### **Page 23: Randwick Stabling Facility**

- As previously mentioned in the Randwick precinct comments – this area is subject to flooding? What is being done to remedy this situation?
- If there are strong cleaning chemicals and maintenance fluids being stored on site, what provisions are being made for the safe storage of these items?
- What is being done about high pedestrian traffic on race days and the access and egress of light rail vehicles to the stabling yard?
- What if the disused buildings on this proposed stabling site are of heritage value? Has this been assessed?
- How much will it cost to acquire or rent this privately owned parcel of land?

- This area is currently used for off-street parking of passenger vehicles (including Disabled parking spaces) and delivery vehicles. What provision will be made to accommodate these vehicles (especially on race days)?

## **The following comments relate Volume 2 of the CSELR EIS.**

### **Page 127: Key Bus Routes and Interchange Precincts**

- If the light rail project is supposed to keep buses out of the city area, why is it proposed that buses from the Eastern Suburbs travelling via William Street, should travel to Barangaroo and Walsh Bay and Pyrmont?
- “Routes from the south-east suburbs and from the Oxford Street corridor will only use Elizabeth Street to and from Circular Quay.” This appears to be a strange statement as most of these Eastern Suburbs buses currently use Elizabeth Street and do not traverse George Street.
- “Several routes would be connected to operate as through-routed services to reduce the overlap of bus services on city centre streets and the need for bus lay-over in the city centre.” Again this appears to be a strange statement with the red Metro buses providing cross-regional links to both the eastern and western suburbs via the QVB.

## **4.2.2 South East Bus Network**

### **Page 129**

- “The majority of existing All-stop CBD bus services which operate along Alison Road and Anzac Parade in duplication of the CSELR are proposed to no longer operate to the CBD but change to become feeder routes for the light rail. These provide all day connections to light rail stops in the eastern suburbs. Examples include:

Some Anzac Parade services (Routes 391, 392, 394, and 399) feed the CSELR at Kingsford but continue on to Todman Avenue, Kensington providing direct connections from the south to the UNSW;

Randwick bus services feed the CSELR at Randwick but instead of terminating they generally extend to Bondi Junction or other new cross regional links, or terminate on Belmore Road at Alison Road. “

- If the abovementioned bus routes will terminate at a light rail terminus, what does the passenger do who wants to travel to St Vincent’s Hospital and other medical facilities in Oxford Street, Taylor Square, Liverpool Street and the Downing Centre Court or Elizabeth Street near Hyde Park to access the court precinct and Parliament House/State Library precinct?
- “Additional cross-regional routes would be introduced to satisfy growing demand between key trip generators such as the Airport, Green Square, the University of Sydney, Edgecliff and Paddington as well as provide improved connections to the CSELR;

UNSW will be served by cross-regional routes via High Street including routes 348, 370, 375, 400 and 410;”

As previously mentioned the red Metro buses already provide cross regional links through the Eastern Suburbs.

- “In the PM peak, CBD Express services are proposed to operate via Elizabeth Street and Oxford Street rather than through the Eastern Distributor (as existing);”

This is **incorrect**. PM peak express buses to the Eastern Suburbs currently travel southwards from Circular Quay, via Elizabeth Street and Oxford Street. They **DO NOT** travel through the Eastern Distributor.

- “Metrobus routes M10 and M50 are not proposed to operate in the Eastern Suburbs as their function is largely undertaken by the CSELR. “

Why should passengers using these cross regional services be required to break their journey/transfer to a light rail service? Again what provisions will be made for disabled/less mobile passengers to gain suitable seating or accommodation when they transfer?

#### **Page 130**

- “Route 372 bus would operate to/from Central to connect with 412/413 in line with City Centre Access strategy.”

Why would the 372 bus be re-routed to cover some of the same area that the light rail is proposed to service along High Street Randwick?

- “Route 376 would be replaced with new Route 375 providing access from Maroubra Beach to Sydney Uni.”

Why would people in the Eastern Suburbs need a direct access to Sydney Uni? Most students in the Eastern Suburbs would be attending their local UNSW. The red Metro buses provide access to Sydney Uni.

- “Route L94 now operates to/from Edgecliff via Taylor Square/Oxford Street.”

Route L94 is a limited stop bus route travelling from Circular Quay via Anzac Parade to La Perouse and return. Why would passengers need to travel from LA Perouse to Edgecliff? The red metro buses and 400, 410 and 418 buses already provide an adequate service to this northern area of the Eastern Suburbs.

- “Route 374 would provide access to Edgecliff via Taylor Square/Oxford Street.”

Route 374 is a bus route that travels via north Coogee, Alison Road and Foveaux Street to Central Railway and then proceeds to Circular Quay via Elizabeth Street. Why would passengers require this bus to be re-routed to Edgecliff when the 370 bus route travels through the Coogee Beach area to Bondi Junction? Is this route being confused with route 378 that travels from Bronte Beach via Bondi Junction and Oxford Street to Central Railway?

- “Route 397 now operates to/from Sydenham via Mascot/Sydney Airport.”

Why would passengers need a bus route from Sydenham via Mascot/Sydney Airport? The heavy rail network already provides a more efficient service from Sydenham to the city via either Redfern or the Airport Link.



**Page 131** **Table 4-1: South East Bus Network Scenario Route Changes (AM Peak)**

- Route 373 – Coogee Beach to Circular Quay via Oxford Street. Why would the most regularly used bus route from Coogee Beach be deleted from service? The light rail does not travel to Oxford Street.
- Route 377 – Maroubra Beach to Circular Quay via Oxford Street. Why would this service be deleted? The light rail does not travel to Oxford Street.

**Page 138** **Section 5. Road Network, Traffic and Access**

- “Ultimately the objective of the light rail project is to maximise the level of passenger carrying capacity along the corridor and ensure a superior customer experience that encourages mode shift from private vehicles. “

The need to transfer from one form of transport to (potentially) transfer (twice) before reaching their destination in the Sydney CBD will create a move towards using private motor vehicles to travel to the light rail terminus at Randwick or Kingsford. This will in turn create parking problems at these terminus areas as passengers seek to reduce their travelling time (created by increased, imposed transfers) in their journey.

**Page 148** **Table 5-2: Proposed Network Characteristics - Rawson Place**

- What services will provide for passengers from the Eastern Suburbs to directly access Railway Square?
- “The closure of Rawson Place necessitates the removal of short stay parking and loading zones along Rawson Place. However, opportunities to relocate the loading zones include: Pitt Street, south of Eddy Avenue; Barlow Street, east of George Street; George Street, south of Rawson Place.”

Sort stay parking spaces and loading zones are already provided in these streets. The end result will be a reduced number of parking spaces and loading zones.

**Page 160** **Table 5-6: Moore Park precinct – Future network characteristics**

- “No change to existing busway, special event bus loop to be relocated to the north.”

If the CSELR is to replace the bus routes servicing the Eastern Suburbs then there should be less buses using this special event loop and therefore no need to relocate it as presumably only private buses would need to access the area. However, on page 172 of this document the following statement “Passenger transport to special events at Moore Park and Randwick Racecourse are proposed to be provided by both Light Rail and supplementary special event bus services.” This appears to be contrary to the requirement for light rail to be the only means of public transport available for events at More Park and Randwick Racecourse.

**Page 163**

- “An off-line UNSW Anzac Parade stop to cater for the large light rail travel demand to the University.”

It was evident that there is a large number of students accessing the UNSW lower campus. Why is it only in this small details section that the need for access to the lower campus of UNSW via light rail is acknowledged?

## **Page 167 Functional changes**

- “The Kingsford Interchange, as illustrated in Figure 5-15 and Figure 5-16, will be a critical bus to light rail transfer point, as the southern terminus on the Anzac Parade corridor, servicing approximately 90 buses per hour in the peak direction during the AM and PM peaks. The interchange must provide for highly legible, efficient bus to light rail and light rail to bus transfers as this will shape customer experience and hence has formed a key design consideration.

Whilst serving the immediate catchment of Kingsford, the interchange is also designed to service a wider catchment, including La Perouse, Maroubra and suburbs to the south. The Kingsford Interchange is therefore planned to operate as the primary interchange for customers from the South Eastern suburbs, some of whom are anticipated to change modes from bus to light rail for their journey to the CBD. It is expected that the light rail service will reduce the need for existing bus services to connect to the CBD, although express bus services to the north of the CBD are proposed to remain in operation to continue to provide passengers a direct connection to the north of the CBD.”

“efficient ...transfers...will shape customer experience” – Why should passengers be forced to transfer from bus to light rail when the current (single) bus journey is an efficient customer experience?

## **Page 171 5.4.4.1 Alison Road**

- “The light rail alignment will diverge from the Alison Road busway at Doncaster Avenue and run parallel to the existing footpath along Alison Road within the ATC site. The alignment will clear the existing ATC administration building, and then diverges to allow the stop to be located south of the administration building, allowing sufficient length for the pocket track, before the alignment swings back onto the southern kerb lanes of Alison Road at the Darley Road intersection.

To enable sufficient area to marshal special events, and to maintain safe, clear access and sight lines around the light rail stop, the existing Swab building will need to be demolished.

Local bus services will stop on the kerbside adjacent to the light rail stop for passengers interchanging from eastern suburbs buses in the inbound direction. Outbound bus interchange will require light rail passengers to cross Alison Road to reach the closest bus stop. This configuration is unchanged from the existing.

Further work is needed to determine the optimum location for special event buses, although it is currently envisaged that these services will be able to stop on the southern side of Alison Road kerbside, between the Administration building and Doncaster Road. During special events a bus and taxi staging area will be made available on the kerbside lane of Darley Road.”

There is already a very adequate bus terminus that has been constructed and copes admirably with large race day crowds such as that of the Melbourne Cup.

If passengers did not have to transfer from light rail to bus to complete their journey there would be no need to cross over Alison Road.

Do any buildings have heritage significance? Some old buildings have already been demolished by the ATC. Is there a chance that further heritage items may be lost with the imposition of the light rail onto the racecourse site?