

CBD & South East Light Rail Project

Environmental Impact Statement

Submission

1. Introduction

Overall I am extremely supportive of the stated objective of the CBD & South East Light Rail Project (Light Rail) to support a high capacity, reliable and sustainable mode of public transport that will ease the pressure on Sydney's roads. However, in this submission I outline concerns regarding the current plans for the Light Rail.

2. High Cross Park Terminus & Interchange

I urge Transport for NSW and the Department of Planning and Infrastructure to reconsider the location of the Randwick Light Rail terminus and bus interchange at High Cross Park for the below reasons.

2.1 Pedestrian safety

There are clear and real pedestrian safety issues with the terminus and interchange being located on an island with surrounding traffic going in 5 directions. This is exacerbated by the Royal Hotel, a busy pub with late opening hours, being directly adjacent to the terminus and interchange. Having lived in Cuthill Street for 20 years between 1991 and 2011 I am acutely aware of the current risk to pedestrians in the area which will be greatly worsened by the proposal.

2.2 Park amenity

As outlined in [Randwick City Council's \(RCC\) draft submission](#) (section 2.1) the proposed terminus will occupy the majority of the park. Therefore the proposal will result in the change of High Cross Park from a passive green park to an active urban square. Having lived in close proximity to the park I can confirm it is actively used by local residents and others, particularly hospital workers at lunchtime. High Cross Park is the only public green open space within reasonable walking distance south of Randwick Junction. It obviously also holds special heritage significance given the war memorial and large trees which will be severely impacted by the current proposal.

2.3 Parking

Using High Cross Park as an interchange will also remove close to 50 parking spots (and 20 spots in Cuthill Street alone). This is in an area contiguous to Randwick Junction and the popular The Spot eateries. I have experienced the difficulty as a resident finding parking on Cuthill Street where it is not uncommon to have to circle for 20 minutes or more. With less parking spots and the park being a transport hub, finding available parking will become extremely difficult. If the proposal for High Cross Park goes ahead investment in a large new car park should be made to redress the loss of car spaces with residents receiving unrestricted parking rights.

3. Other issues

3.1 High Cross Park Substation

I agree with section 2.7 of the RCC submission that the size of the proposed substation at High Cross Park will dominate the landscape. Accordingly the substation should be relocated or placed underground.

3.2 Bus interchange

From the proposal it appears the proposed Randwick bus interchange will be on southern side of Cuthill Street. If the terminus remains at High Cross Park this location should be reviewed. Buses turning from left from Avoca Street onto Cuthill Street will find it difficult to manoeuvre in that space and when one bus is parked at the interchange it will be extremely difficult and potentially dangerous for a bus behind to pass. These issues would be resolved by relocating the terminus to High Street (using Clara Street as the bus interchange – see RCC submissions section 2.7). In the event the terminus remains at High Cross Park then further consideration of an appropriate location for the bus interchange is required.

4. Conclusion

As outlined above the location of the proposed Randwick Light Rail terminus and bus interchange should not be in High Cross Park. As an alternative I would support the proposal put forward by RCC that the Interchange be located at High Street opposite Prince of Wales Hospital. A second alternative would be to continue the Light Rail to Coogee Beach either via Coogee Bay Road (which is a wide street and has a lesser gradient than other streets on the route) or using the previous tram line thus sparing High Cross Park.

I would be happy to discuss this submission with you should you require clarification.

Arturo Norbury
15 December 2013