



# Action for Public Transport (N.S.W.) Inc.

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Director,  
N.S.W. Planning & Infrastructure  
via: [http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=6042](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6042) - as PDF

Dear Director,

## Comments on CBD and South East Light Rail Project EIS

Action for Public Transport is a transport consumer group, operating around Sydney. Our funds derive almost entirely from membership fees. Our members are users and beneficiaries of public transport.

We are **strongly in favour** of the project. Bus services in the CBD at peak hour face congestion which is becoming or has become intolerable. This project should make a worthwhile contribution to clearing things.

We would, however, like to make a limited number of observations.

### 1. Need for crossovers at a number of locations

We are surprised that the EIS does not show crossovers or other means of changing track. Apart from Eddy Avenue, there are no crossovers shown between Circular Quay and Alison Road. In order that occasional breakdowns or other eventualities can be handled smoothly, it would be highly desirable to plan a few crossovers along the track so that LRVs can be routed around obstructions without too much delay.

### 2. Wire-free operation is not warranted

Wire-free operation in George St, or anywhere else, would add to the construction cost of the vehicles and to maintenance costs. The extra complexity would also detract, however slightly, from reliability.

We are aware of wire-free operation in the city of Nice but we cannot see that the arguments there apply to George St. In fact, overhead wires stretched along George St until about 1957. We argue that wire-free operation should not be implemented in George St at the present time. We note that reliability of the service is estimated at 97%; if wire-free operation is to be used we would like to see an assessment of its effect on reliability and costs.

### 3. Location of the Randwick terminus

We note that it is proposed to take some of High Cross Park. That park is small and contains Randwick's main war memorial. The EIS's reasoning seems to be that Belmore Rd is not wide enough for two bus lanes plus two LR lanes with platforms plus two general traffic lanes. Therefore, according to the EIS, Belmore Rd must be widened by taking a slice of High Cross Park. To us, the EIS seems to be saying that keeping Belmore Rd open to general traffic is more important than preserving scarce parkland.

We urge that the park be left untouched and that either the terminus be built on Belmore Road or that the terminus be relocated. Preferable locations would include the eastern end of High St (as favoured by Randwick Council) or perhaps Perouse Road just north of St Pauls St.

#### **4. Location of the Kingsford terminus**

The maps on page 4-27 are confusing. Arrows show north to the right which is unconventional and wrong. North should be approximately in the direction of Harbourne Road which is about 60 degrees clockwise from where the arrows point. However, we agree with the choice of Option 1 as preferred design option.

#### **5. Fares**

We note that many passengers will transfer from or to buses, especially at the Randwick and Kingsford termini. Those passengers should not have to pay extra for splitting their trips between two modes. However, several recent announcements about Opal card fares suggest that Opal will always charge a flag-fall for passengers changing mode. We would object to this.

We urge NSW Planning and Infrastructure to insist that transfers between CSELR and buses be free of a flag-fall charge.