

13th December. 2013

Department of Infrastructure and Planning  
23-33 Bridge Street,  
Sydney NSW 2000

Dear Sirs/Mesdames

**Re: EIS on CSELR**

Attached is a response to some aspects of the above EIS. I am summarising my key points below, and they are amplified on the following pages.

1. The Surry Hills link via Devonshire Street is the weakest feature of this proposal. Compared with a fully segregated right of way, it will add to the travel time. This will be worse whenever the rail system is heavily used and if cross-traffic is heavy. It will also reduce the reliability of the travel times.
2. The amount of segregated higher speed operation between Central and Randwick Racecourse should be maximised. This should include a shallow cut and cover tunnel under Devonshire Street, sinking the local traffic lanes on South Dowling Street and sinking the tracks where they cross Lang Road.
3. The provision for servicing the venues in Moore Park is sub-optimal, and there should be a loop via Driver Avenue to give more direct access to and from the venues.
4. The vehicles proposed are very long, and will be relatively lightly loaded in off-peak hours. It would be better to use shorter vehicles (eg 25 to 30 m long) and couple them for peak hours. This would reduce maintenance, energy use, greenhouse emissions and other pollution.
5. The proportion of seated passengers envisaged in the vehicles is likely to provide fewer seats to the CBD than are currently available in the buses. It would be desirable to maximise the seating available in the cars.
6. The intention as described, to use wire free segments in part of the CBD appears to involve equipping the vehicles with batteries. This adds weight

and cost, as well as additional energy consumption, and gives relatively little benefit.

7. The planned maximum speed of the vehicles (70 kph) is less than what is possible with LRVs. Given the relatively long stretches of segregated right of way, and the fact that the present proposal's overall running times (especially when a change of vehicle is involved) do not compare favourably enough with the current bus service, use of higher maximum speeds (such as 90 kph) should be considered.
8. There should be a commitment as part of the proposal to extend the light rail service at least to Coogee and Maroubra, to reduce as soon as possible the number of passengers who need to change vehicles.
9. The integration of the LRT with bus services needs to be reconsidered, as the proposal on the one hand proposes keeping the bus roadway on Anzac Parade, and on the other hand says that most of the buses will be removed from Anzac Parade. Bus services along Cleveland and Foveaux Streets, relatively close to the line will be retained, while those via Taylor Square and Oxford Street, which is 1 km from it, will be removed.
10. Provision should be made for a turnout so that inner west LRVs can travel to Circular Quay.

In order to make this project provide real travel benefits to the commuters living in the south-eastern suburbs, the following changes appear essential:

1. A shallow cut and cover tunnel between Central and east of Bourke Street, plus grade separation at the South Dowling Street and Lang Road intersections
2. Use of higher speeds on the segregated section of route (preferably between Central and Randwick Racecourse)
3. Maximisation of seating in the LRVs.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'John Gerofi', with a stylized flourish at the end.

John Gerofi