

**New Central
Campbell Street Route
for the
CBD and South East Light Rail
(CSELR)**

This document provides an overview of the benefits of a the New Central Campbell St route compared with the proposed Devonshire route through Surry Hills.

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Advantages of New Central Campbell St route over Devonshire St route

- ✓ Light Rail Central Xchange in Hay St/Belmore Park
- ✓ Bus loop – delivers passenger directly to Xchange
- ✓ Decongest Central of large crowds
- ✓ Ease traffic/pedestrian conflict in Eddie Ave
- ✓ No apartments demolished
- ✓ No traffic redirection
- ✓ No bridge, No tunnel to build – quicker completion
- ✓ Less danger – safer route
- ✓ Less noise as there is less residence
- ✓ Linking Taylor Square to Central
- ✓ Future proof – expanding light rail network
- ✓ Offer two stops for Moore Park
- ✓ Cheaper by \$100 million dollars or more

Central Xchange

One of the biggest advantages is that the New Campbell St route creates a Central Station specifically for light rail. At this Central Xchange the Lillyfield, George St and Randwick light rail can meet. Using some of the park there is space enough for up to 6 rail lines wide including lanes for buses to stop. Passengers can change routes or go to Central for heavy rail. Carriages can be waiting here, filling up ready to leave on time. Passengers can easily move from one line to another at ground level under cover. This option gives a lot more freedom to vary the schedule of the light rail, it can reverse direction, change tracks, handle large crowds for special events, all is possible.

Hay St is a little used part of the city. It carries a small amount of though traffic and the existing Lillyfield rail. Hay St would be closed to general traffic. This would have little or no consequences to traffic as vehicles can still travel in both directions in neighboring Campbell St and out onto Elizabeth St or George St.

The Lillyfield rail would not loop up the ramp to Central, passengers will alight at the Central Xchange, here it can meet the other lines. The CSELR Devonshire route shows passengers would have to find their way from the Lillyfield Central stop through Central Station and walk up to the Devonshire light rail station. This means that these routes effectively do not meet with one another.

Passengers cannot get off one and on to the other easily. Passengers moving from one route to the other will add to the pedestrian congestion in Central under the CSELR Devonshire route.

The New Campbell St route sees the existing Lillyfield line joining directly with the George St and Randwick lines allowing passengers to easily move from one route to the other without congesting Central Station.

Bus loop

Buses coming into the CBD down Broadway can be directed away from George onto Pitt St and turn into Hay St dropping their passengers right into the Xchange. Here passengers can board the George St rail, Randwick rail, Lillyfield

rail or travel by moving walkway to Central Station. The buses can then loop around Castlereagh/ Campbell sts and back onto Pitt/Broadway.

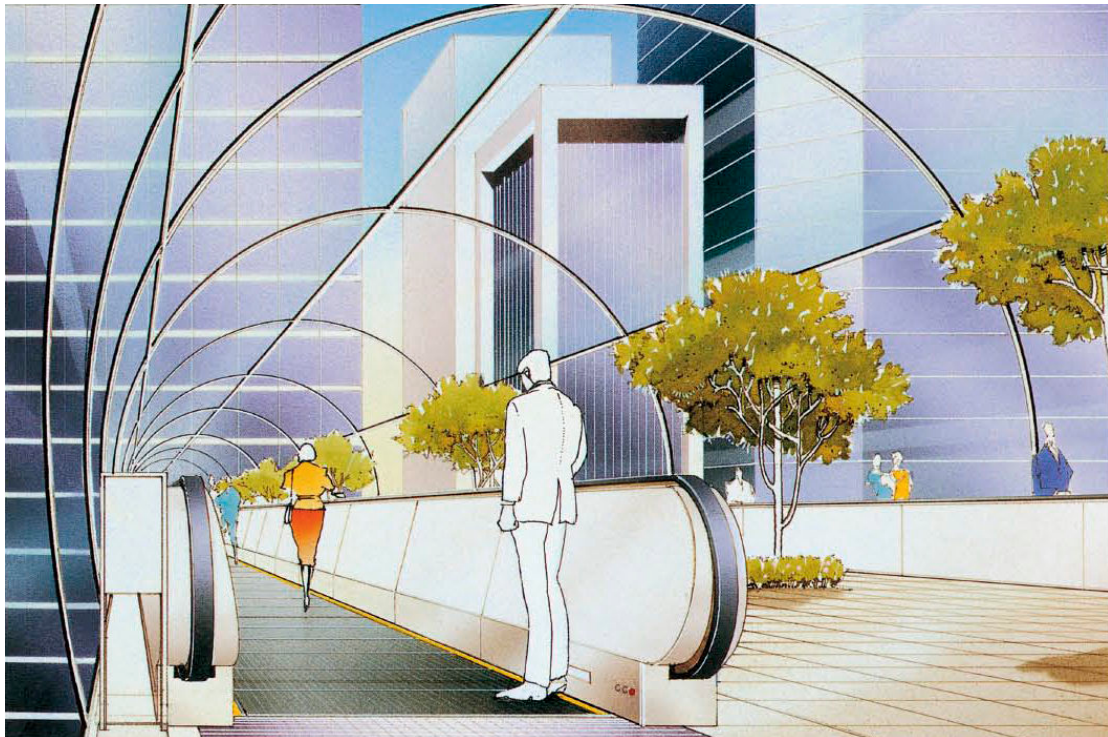
The CSELR Devonshire route proposes to block Rawson Place to through traffic. This will create huge congestion as this is one of the main cross town routes through China town and onto the Sydney Harbour bridge and through Goulburn /Pier Sts towards Anzac Bridge. The alternative leaves Rawson Place as it is.

As Broadway buses loop around into Hay St from Pitt there will be no need to block this important corridor of Rawson Place to traffic. As there will be many buses in peak hour Hay St also provides a much larger area for more buses to stop than Rawson Place leading to less congestion and better management.

Also if the main light rail station is at Hay St Xchange, the Rawson Place stop will not be needed eliminating one stop and saving light rail travel time.

Skywalk

The Central Xchange is fed by a moving wheelchair friendly pedestrian Skywalk from Central across Eddy Ave and Belmore Park down to Hay St. The bi-directional Skywalk will become a remarkable green feature giving people a treetop ride through the park then gently sloping down to the Xchange. The Skywalk will take 1000's of pedestrian's crossing Eddy Avenue to and from Central off the road, freeing up traffic, and providing a much safer pedestrian route to and from Central.



The Skywalk will be a number of continuous belts (no steps) allowing for a wheelchair to be transported. There will be space in between the moving walkways for people who choose to walk. People are very familiar with this style of walkways as they are found in almost every large shopping center and airport. It could equally be a tunnel leading under Eddy Ave to Central Xchange.

Decongest Central

Large groups of sports fans or students will be able to wait for transport adjacent to Central Station in Belmore Park rather than congesting Central.

Ease traffic/pedestrian conflict

There will be no need for any changes to the huge amounts of traffic flowing around Central along Eddie Avenue. In fact it will improve as pedestrians are taken over Eddy Ave rather than stopping the traffic crossing it by road.

The CSELR Devonshire route will cause a lot of congestion on the corner of Eddy Ave and Elizabeth St /Charmers intersection. This is already an extremely busy intersection with a lot of people crossing Elizabeth St to the entrance of Central Station. Pedestrians will not only have to navigate Elizabeth / Chalmers St car traffic but now the rail, which will be travelling in both directions. Basically mixing the rail with so many people at this intersection is a recipe for disaster – a light rail here will hit some one, there is just too many people crossing and too many carriages & cars concentrated into this small area.

Hay St Xchange will not cause any congestion at all, leaving Eddy Ave - Elizabeth / Charmers St intersections improved.

No apartments demolish

The New Campbell St route is up wide Wentworth Ave then turning right into Goulburn St, then right again into Brisbane St through the lower edge of Harmony Park and the top of Hunter St then up Campbell St hugging the Police Station side. The entrance/exit of the Police Station car park can be relocated to Riley St.

This New Campbell St route means that not one of the 69 apartments in the Devonshire route will have to be acquired and demolished saving around \$50 million.

Less noise, less residence

A lot less residence in Campbell St will be affected by the noise from the rail than the now quiet but heavily populated Devonshire route as the rail travels past mostly empty space: Harmony Park, The James Hilder Reserve, the length of Sydney Police Station and past the vacant Water Board Reserve between Riley and Crown Sts. The tram proceeds up the gentle slope of Campbell St to stop at Taylor Square travelling past mostly commercial not residential space. This means a lot less people will be affected by the noise the rail will generate during the day and whilst maintenance is done late at night.

No Traffic redirection

As Campbell St is much wider than Devonshire two-way traffic can be maintained up and down Campbell St. In fact present traffic for the whole route through Surry Hills can be maintained. A lot less than parking spaces will

disappear than the 150 proposed by the Devonshire route having less of an impact on local businesses that rely upon parking.

No Bridge, No tunnel to build – completed quicker

The light rail will come up Campbell and join onto Flinders St / Anzac parade, both are wide streets as they were originally designed for trams.

NO bridge will have to be built across South Dowling St, once again saving millions of dollars.

NO tunnel through Moore Park and under Anzac Parade will have to be built, once again saving tens of millions. The whole build time of the rail will be less disruptive and so much quicker not having to demolish, build tunnels and bridges. The project will be completed quicker once again saving millions and having the whole project operating sooner.

Less Danger – safer route

On the top end of the Devonshire route there will be nothing stopping bicycle riders or pedestrians travelling over the proposed South Dowling St bridge and into the Moore Park tunnel, making this tunnel very dangerous. People will be able to enter from either end. How tempting for a skat boarder to ride through the tunnel or a bicyclist to take the tunnel shortcut to Surry Hills. Or the drunk footy fan who just missed the rail to decide to walk to Central via the tunnel.

The New Campbell St alternative has NO tunnel and is therefore much safer.

The Devonshire route is *very unsafe* for pedestrians around the Elizabeth/ Eddy Ave area as the carriages snake their way around Central to it's Devonshire St Central stop or in the other direction into Eddy Ave. Here the light rail will be mingling with 1000's of pedestrians every hour. This is a flash point, especially on weekend nights with intoxicated people trying to catch public transport, why endanger the public unnecessarily, separate pedestrians from the rail.

The New Campbell St alternative has no busy intersections where pedestrians and light rail meet – therefore a much safer route. Also having a small barrier on Campbell St between vehicles and light rail will mean the light rail can travel at speed safely.

Linking Taylor Square to Central

The first stop will be at the top of the hill where it is flat so wheelchair passengers can embark/disembark. At present there is no quick, direct commuter transport linking Central to Taylor Square. This will be a popular stop as it will service the College of Fine Arts, National Art School, Darlinghurst Courts and the whole of Oxford St around Taylor Square. It is sure to revitalize this once busy part of town.

Future Proof - expanding light rail network

The Xchange station in Hay St also factors in expanded capacity as the light rail network grows. If the Lillyfield line is expanded, if there is a rail down Broadway, if there is light rail to Bondi; the Xchange will be able to cope with this larger capacity. The Devonshire Central station stop will be hideously under facilitated to cope with any expansion, having no space to grow and being on the high side of Central is positioned incorrectly to facilitate Lillyfield, Bondi and Broadway direction light rail.

The next logical route for a light rail expansion is up Oxford St to Bondi. As this routes first stop will be Taylor Square it could also become the junction for the line to go up Oxford St to Bondi. The Devonshire St route does not offer this at all.

Two Moore Park stations

The Campbell St route also enables two stations for the Moore Park area. The first stop will better cater for the sports events at Allianz Stadium & Cricket grounds. The second stop for the Moore Park Entertainment Area & Hordern Pavilion end. This also eases the congestion of too many people at just one stop.

If any tunnels should be built it should be under Lang Rd and made wide enough for buses to use to go under Lang St speeding their journey up by 2 minutes.

Disadvantages of Campbell St over Devonshire route

- ◆ It is said it takes 4 minutes longer?
- ◆ The distance between the China town stop to Moore Park stop is 10% longer than the Devonshire route
- ◆ Carriages descending Campbell whilst cars are ascending

4 minutes – maybe, maybe not

Yes the journey may take the passengers possibly 4 minutes longer. This time is disputed as the light rail can travel rapidly down Anzac Parade/ Flinders then Campbell Streets than Devonshire St. The lights at Moore Park Road and South Dowling St intersections could be coordinated to favor the light rail, saving time. Also one station (Rawson Place) will not be necessary. This means using the Campbells st route between the China Town stop and the first Moore Park stop there will be one less stop saving 2 minutes making the Campbell st route only 2 minutes longer to China town.

The light rail will be able to travel faster on the Campbell St route compared to the Devonshire route, as there are fewer intersecting side streets & pedestrians on the Campbell St route. The Devonshire route will also have to travel very slowly and carefully around Elizabeth/Eddy Ave area as there will be 1000's of pedestrians.

Devonshire – between Anzac Parade and Central station stop

19 T junctions streets - Olivia Lane, Violet St, Nickson Lane, Edgley/Nickson St, Wilshire St, 2 x Esther Lane, High Holbourn St, Marlborough St (small cross st) Riley St, Little Riley, Steel St, Adelaide Place, Waterloo St, Holt St, Clisdell St, Buckingham St, Chalmers Lane, Randle St

5 CROSS streets South Dowling St, Bourke St, Crown St, Marlborough St, Elizabeth St, Chalmers St major intersections or crossings.

COMPARED TO

Campbell – between Taylor Square to Wentworth Ave/ Elizabeth st intersection
9 T junction streets, Bourke St, Little Bourke St, Denham St (small cross st), Little Bloomfield St, Little Oxford St, Lower Campbell St, Little Riley St, Samuel St, Goulburn St

3 CROSS streets, Crown St, Riley St, onto Wentworth Ave

Time saved

It has been said the Campbell St route takes 4 minutes longer for light rail passengers but it will save the many cars, trucks and buses 4 minutes time as the Campbell St route will be far less disruptive to traffic especially around the Chalmers / Elizabeth/ Eddie Ave section not to mention one direction of Devonshire St totally disappearing. Cars travelling around Central from Broadway to Elizabeth streets will be quicker as there will be no pedestrians crossing over Eddy Ave and there will be no light rail slowing things down even more than at present. As many cars will not travel down George St from Broadway the traffic will increase on Eddy Av. It seems sensible to make this journey around Central Station flow as quickly as possible not jamming it up with light rail, buses and pedestrians.

Light rail descending Campbell St whilst cars are ascending

The light rail will travel up Campbell St hugging the northern left hand side. This means the light rail coming down will be next to the vehicles going up. To avoid any conflict a small barrier can be run the length of Campbell St except for intersections and pedestrian crossing. As pedestrians and cars are separated the light rail can descend at a greater speed than it could down Devonshire St, saving time.

Alternatively the carriages can switch sides. The switching can be done at the beginning of Harmony Park where the two lines can easily cross one another, and after the stop at the top at Taylor Square before entering Flinder St the lines could switch back again.

CONCLUSION

Campbell St route firstly creates a Central station specifically for light rail that can be used well into the future as the light rail network grows.

The New Central Campbell St route is far cheaper to make, much safer to use for pedestrians, more efficient for route exchange, better for coping with large crowds and special events, does not reroute existing roads, creates a much needed link to Taylor Square, creates a Central station specifically for light rail, does not demolish apartments, does not damage the social fabric of Surry Hills, can be built quicker with less disruption.

Please do not rush ahead with the Devonshire route before assessing all alternatives more carefully and transparently.

