

To whom it may concern,

My name is David Morris. I am a 25 year old local who lives in Coogee, and these are my concerns with the Light Rail proposal.

1. The trip time of the light rail still needs to be further reduced.

Traffic light priority for the Light Rail has not been specified at every single intersection like it should have been, despite the extensive and detailed nature of the EIS document. This is extremely disappointing and I am unable to comment on your unspecified and incomplete plans in regards to traffic light priority, other than to say it must be implemented at ALL intersections to reduce travel time to the absolute minimum. The light rail should not be stopping for traffic lights anywhere along its route, it is unacceptable, and there is no reason for it to do so. The biggest problem with public transport is that it is slower than a car journey. But it can be made much quicker. The Sydney Coordinated Adaptive Traffic System system allows for high tram priority:

“Public Vehicle priority in SCATS (using data provided from [PTIPS](#)) caters for both buses and trams. SCATS has a facility to provide three levels of priority:

- ***High** – In the high priority mode the hurry call facility is used. i.e. the phase needed by the tram is called immediately, skipping other phases if necessary.*
- ***Medium** (Flexible window) – Phases can be shortened to allow the bus/tram phase to be brought in early. The bus/tram phase can occur at more than one place in the cycle.*
- ***Low** – takes its turn. Trams would normally be given high priority, the aim of which is to get the tram through without it stopping. Buses would normally expect to receive a medium level of priority.”*

As TFNSW sees this project as “High” priority, and is spending \$1.6 billion on it, why isn’t there a follow through on this attitude to its implementation and operation as a “High priority” mode of transport? It would reduce traffic congestion even more if it didn’t have to stop at traffic lights whatsoever, and people actually knew this, which would make it highly desirable as they are genuinely incentivised to get out of their cars and use it. There has been no modelling specified of 100% traffic light priority in the EIS, despite being an extremely detailed document. This is completely unacceptable. The public have a right to know this information on travel time.

2. Wansey Road Changes

Please listen to Randwick Council and their submission to run the Light Rail along the edge of the Randwick Racecourse Track. I am a local resident and I absolutely beg you to keep Wansey Rd in its current state, it is crucial. It acts as a traffic bypass of Randwick Junction to access Alison Rd via High St/Botany St quickly. If you implement their proposed adjustment it would also avoid the need to signalise the Wansey Rd/Alison Rd intersection and it would avoid the need for significant road disruption during construction. Parking is also a problem. I do not support the

removal of over 200 parking spaces, especially the 135 spaces on Wansey Rd. It will put even more pressure on the limited parking available in Randwick Junction, it's bad enough as it is. You can barely find parking during the day. Please adjust the alignment so it doesn't encroach on the road, so Wansey Rd remains intact with its parking and its intersection with Alison Rd doesn't need to be signalised. I accept you might have to signalise Wansey Rd and High St, but avoid any extra signalisation if possible, because it just increases congestion and travel time.

3. Bus Route Changes.

The EIS does not state what frequency the replacement bus services will operate. I find this very concerning; that you've decided to cut services without stating EXACTLY how you're going to replace them. I live in Coogee, and my nearest bus stop has 4 Randwick bound services operating from it: 373, 372, M50 and 314. Half of these will be cut. The 373 and M50 will no longer operate, and they are the most frequent buses. This leaves me with the option of the 372 and 314 to get to Randwick junction to access the light rail to the city. These buses have frequencies of only once every 15 minutes, this is a significant service cut from what I am used to and will blow out my journey to the city because I will have to wait much longer to get a bus. This is totally unacceptable. I'm happy to switch from a bus to the Light rail, but only if you improve the frequency and timing of the connector buses.

Also, why is the 373 being removed, but the 374 gets to keep operating along a different route to Taylor square and beyond? What is the rationale behind this decision? The 373 is a far more frequent and vastly more utilised bus. I would point to point access to public transport destinations like Taylor square because you've decided with no rationale or explanation to remove the 373 bus route altogether. Why can't you operate both the 373 and the 374 routes to Taylor Square? Plenty of people catch the 373 to get to Taylor Square on a Friday and Saturday night currently, including myself, from the southern route through Coogee, and will now be without service. Please explain this decision.

4. Frequency of the light rail.

I was having a discussion with one of the Light rail team leaders at the very first state library information session and he stated to me that eventually, frequencies on each branch can be increased to every 4 minutes in Peak hour. Why does this information not appear in the EIS? Is this true? This is important public information which needs to be known.

Also, please acknowledge that reducing the frequency of the Kingsford branch during the day to a base case of once every 10 minutes is a significant reduction in current service levels for the Anzac parade corridor between the 9 ways roundabout and Central/The City. There are often 4 services in any given 10 minute period throughout the day in off-peak, and even if half of those bus services don't turn up that's still double the current proposed base case frequency of the Kingsford branch. I do not appreciate the reduction of service levels, and you need to run the light rail more frequently so you're actually giving us a benefit along Anzac Parade and not making us wait longer for services.

I look forward to your response.