



20 DEC 2013

DEVELOPMENT ASSESSMENT
SYSTEMS AND APPROVALS
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Major Projects
Planning New South Wales

LIGHT RAIL PROPOSAL FOR RANDWICK

The introduction of Light Rail to Randwick initially seemed like a good idea to move greater numbers of people located in the area and the surrounding areas and to alleviate traffic congestion with less environmental impact.

However, on careful consideration of plans, it does not seem a viable solution to people moving, traffic congestion or environmental impact for the following reasons:

1. Disruption and disturbance to existing space such as High Street parkland will serve as a temporary solution only and for Randwick residents only.

Perhaps with a chaotic result:

The increase in people concentration and traffic in that area will defeat the purpose/s for which light rail is intended.

Areas such as Coogee which has a huge population and more development proposed for the future will have to take two forms of transport with the terminus as above for change to Coogee.

Why should the historic parkland in Randwick be given up for what seems a temporary solution to a long term problem. Environmentally unsound.

Additionally, the Coogee Beach tourist impact has not been considered, nor day visitors, nor the increasing numbers of backpackers. Coogee's a confined area/bay, unlike Maroubra Beach, though it's scheduled for more development too. The overall impact on these areas needs more thought, for example the traffic congestion by way of lack of parking, from which Randwick, Coogee already suffer.

Environmentally the above will lead to a greater detrimental impact on the environment.

2. The Randwick Council proposals and NSW Planning for greater housing development in Coogee, Maroubra and Randwick itself are at odds with the Light Rail proposal/reasons.
The greater concentration of people with population growth will mean greater demand for transport defeating the purpose of the proposal.
3. Extension of the current Eastern Suburbs rail line to Randwick, Maroubra, and Mascot Airport makes greater sense, despite cost, as costs will blow out anyway and money is not being wisely spent with light rail.
4. The re-introduction of trams as opposed to light rail for eastern suburbs would make better sense with stops to Coogee via Coogee Bay Road.
5. Prince of Wales Hospital, The University of New South Wales, TAFE Institute are major considerations to a long term solution such as Eastern Suburbs rail extension. Randwick area will be bursting to maintain people movement, traffic, especially with development currently under way, let alone future housing developments at planning stage.

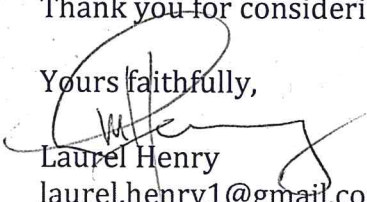
6. Further development, Eastgardens shopping centre, tourist/visitor areas like Maroubra, Little Bay, La Perouse demand greater consideration futuristically. Transport that links. Not dumping people in one area. A long term overall geographic plan is necessary for the C21st.
7. There are several schools in Randwick and Coogee areas, children who travel to selective high schools such as Sydney High, private city schools as well as private schools at Waverley, Bondi and beyond. Provision for these school childrens journey has not been considered, especially if they come from Coogee where one form of transport may be the current norm.

There are several junctions along the proposed light rail route that are already hazardous, example being the intersection of Avoca Street with Foveaux Street, Flinders Street and Moore Park. People trying to drive into harbour tunnels, get to the city, Central Railway, opposite direction to football venues, music concerts, the route beyond Moore Park area gets blocked as traffic merges. Light Rail will only add to that existing mess. Not to mention cross city trucks, trade vehicles going across city.

8. Please see enclosed article in this month's 'Beast'. Claims of quicker transfer to Central are ridiculous, it doesn't take longer than stated now!

Thank you for considering my application.

Yours faithfully,



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The light rail extension could result in the loss of more than 400 trees and 700 parking spaces in the area.

LIGHT RAIL ROUTE A CAUSE FOR CONCERN

Words *Angela Faherty* Picture www.sydneylightrail.transport.nsw.gov.au

Residents of the Eastern Suburbs communities of Randwick, Kingsford and Kensington could face five to six years of disruption when construction on the planned light rail extension begins later this year.

The project, which is due to commence mid 2014, could result in the loss of more than 400 trees and 700 parking spaces in the area if the proposed route for Transport for NSW's planned \$1.6 billion CBD and Southeast Light Rail project goes ahead.

Under the current proposal, 20 stations and 13 kilometres of new track will be extended along two routes starting at Circular Quay via Central Station and Anzac Parade to Kingsford, and Alison Road and High Street to Randwick. The project is expected to take up to six years to complete.

In total, 885 parking spaces will be lost and 760 trees cut down along the entire route, with Randwick, Kingsford and Kensington accounting for 60 percent of tree loss and 80 percent of parking loss overall.

The proposals have been met with mixed reactions among members of the community, with those in favour saying the service is needed to revitalise and improve a much-maligned local transport system, with calls to extend the network to Coogee, Maroubra Junction and La Perouse.

In contrast, those opposed to the development have said the project is a backward step that will increase congestion and lengthen the journey time of residents travelling to the city as they transfer from local buses to light rail at interchanges. Also of concern is how people will get to the light rail stops, with many suggesting residents will drive rather than take the bus, therefore increasing congestion along the proposed routes.

However, both Randwick City Council and Transport for NSW have said the introduction of light rail will make it easier for residents and visitors, with journey times of 18 minutes from Kingsford to Central and 15 minutes from Randwick to Central.

In addition, improved capacity and greater frequency of services are expected to reduce waiting and travel times as the new light rail vehicles can carry up to 300 people at one time, compared to 60 people on a standard bus.

Plans to redesign the bus network to run alongside the light rail service have also been announced, although no details have been released on how this would work in practice. However, it is expected that buses servicing the area will no longer run directly to the city.

Following a period of consultation with the local community, Randwick City Council has moved to reduce

the upheaval and environmental impact faced by residents by submitting a response to the current proposals outlining five key changes that could save hundreds of trees and parking spaces in the area.

Among these changes is the suggestion to move the light rail alignment off Wansey Road, Randwick onto adjacent land owned by Royal Randwick Racecourse, potentially saving about 100 trees including 16 significant figs, maintaining parking and reducing the impact on adjacent residents. The response has also proposed moving the Randwick interchange from High Cross Park to High Street and investigating alternative parking in adjacent streets to the light rail route.

"These are small changes that could potentially have a positive impact on our local residents," Randwick Mayor Scott Nash said. "I've been pleased with our discussions with Transport for NSW so far and Council will continue to try and get the best outcome we possibly can for our local residents, businesses and visitors."

Transport for NSW has said further assessments and consultation need to be undertaken before a decision on the final route is made, and it is working with the council on mitigation measures to reduce the potential impact on the community during the project.