

# *Moverly Precinct Committee*

PO Box 347, Maroubra NSW 2035

(Ref: 05/13)

30 December 2013

## **SUBMISSION ON THE PROPOSED SYDNEY CBD AND SOUTH-EASTERN SUBURBS LIGHT RAIL (LR) TO THE CITY OF RANDWICK**

The Moverly Precinct Committee is a Committee of Randwick Council which provides consultation with residents regarding issues in the area. Its role is to represent the views of residents in the precinct area which includes parts of the suburbs of Randwick, Coogee South, Kingsford and Maroubra.

This Committee is strongly opposed to this proposal because of the serious impacts it will have on the environment, amenity and life of residents, workers and visitors. While the bus routes have not been finalised, our comments include the foreseeable effects of buses terminating at the LR termini.

### **1. Our main concerns are summarised below.**

- i. the reduction in traffic lanes on the major traffic arteries (Anzac Parade, Alison Road, Avoca Street) which result in traffic chaos.
- ii. the reduction in traffic flows caused by the LR vehicles frequently crossing the traffic lanes (several minutes apart in some peak hour services)
- iii. the removal of parking along the routes (apart from the adverse effects on residences, this will make many businesses unviable and it will push parking out onto other streets destroying residential amenity.
- iv. the reduction in sidewalk width
- v. the removal of avenues of mature trees, especially around the racecourse.
- vi. the expense to ratepayers before, during and after the LR is introduced caused by the huge ramifications of the cannibalisation of the major traffic arteries. Although it is difficult to accurately quantify there is no doubt that it will be significant.

### **2. Department's justification for the LR**

We have been informed by your representatives, that the reason for the LR is to increase transport capacity and that the CBD cannot cope with more buses; the main pressure being for peak-hour transport to UNSW. We submit that this is not a satisfactory solution. It creates serious local problems for residents going about

their daily lives; shopping, visiting the doctor, taking children to school, parking near their homes, and for businesses, depriving them of customers. Even worse, the travel of most residents will take longer, especially in peak hours. Most will need to traverse one of these dysfunctional arteries to go anywhere at all, even if they live away from the LR.

### **3. Problems with Randwick branch of the LR**

The proposed Randwick branch of the LR should be abandoned as there is no satisfactory solution to the problems on that route even if the rail was underground. The expense of LR and the Underground cannot be justified. The Randwick Shopping Centre in Belmore Road will not be serviced by it, while in Barker Street, the main entrance to POW hospital and that side of the University will not be serviced by it either.

### **4. Preference for underground rail**

- 4.1 We submit that the rail should be UNDERGROUND (although it could be above ground along the current bus lane along Moore Park). To reduce costs, it should terminate at the junction of High Street and Anzac Parade on the racecourse side. There is space on the racecourse for the buses to terminate.
- 4.2 Buses would come down High Street and service both hospitals. Buses would be able to service Barker Street entrance to the POW Hospital and the University and Belmore Road Shops which will not be serviced by the proposed LR.
- 4.3 One of the advantages of the UNDERGROUND is that there is greater flexibility for the route (e.g. there could be a stop at the junction of Doncaster Avenue and Alison Road on the vacant racecourse land).

## **CONCLUSION**

In short, the LR is a negative proposal for the life of people who live in, work in and visit Randwick.

The more modest proposal of an UNDERGROUND rail would keep traffic moving and parking intact throughout Randwick.

Jocelyn McGirr  
Chair, Moverly Precinct Committee