



43 Robertson Rd  
Centennial Park  
NSW 2021

4<sup>th</sup> December 2013.



### **Response to the EIS Light Rail to the Eastern Suburbs.**

The Light Rail project to the Eastern Suburbs is a golden opportunity to enhance the city of Sydney. It has the potential to free up our congested roads and to attract people back to the public transport system.

To do so the new Light Rail system must be reliable, frequent, run on time, efficient, clean, affordable and stop at the destinations close to where its passengers require.

At the same time its construction and route should not diminish Sydney's beauty and heritage.

I strongly support the need for the Light Rail to the Eastern Suburbs.

I am extremely concerned that the Light Rail may be seen as a specific destination service to the SGC/SFS Centennial Park, Randwick Racecourse, UNSW and POW Hospital. I cannot imagine the public taking to it as a general people mover because of the lack of convenient stops along its general route.

This would mean the exercise may result in less than expected patronage and deemed a failure. The public will rightly see their buses services diminished and not replaced by a suitable alternative.

This need not happen

**I would like to make the following hopefully constructive suggestions.**

#### **Overhead wires**

It is difficult to see in the photos provided exactly how these wires are to be suspended. It appears they are anchored on either side of the track on either buildings or poles.

The light rail system on the Gold Coast presently under construction has a single post between the tracks with a T at the top from which the power line is suspended. It is neat and does not have wires across the street.

Technology exists today where trams have rechargeable batteries which allow them to travel some distance without overhead wires. This could remove some of the problems associated with intersections, tree canopies and aesthetic concerns. Sections of the tracks which come to mind are along the bus roadway parallel to Anzac Pde and across the intersection of Anzac Pde and Alison Rd.

#### **Light Rail stops.**

Both the Kingsford and Randwick branches have interchanges with buses for those passengers wishing to travel beyond the Light Rail system.

Unless the interchange with the buses is very efficient the Light Rail system will not attract those passengers.

Of major concern to me is the location and frequency of the proposed stops.

One of the drivers for the Light Rail is the need to improve public transport to the major venues – the SFS, SCG, EQ, Centennial Park, Moore Park sporting fields, Randwick racecourse, UNSW and POW Hospital.

The Light Rail service should encourage commuters who normally drive to return to public transport. To do so the service should have stops where people need them. They should be convenient for the commuter. If by adding a few more stops it takes a little longer time to reach the destination it is worth it.

The stop for the SFS, SCG EQ and the Centennial Park is located too far south of the SFS. It should be located closer to the SFS and SCG. It would also be the preferred station for the Sydney High boys and girls.

There should be a second stop just south of Lang Rd to service EQ, Centennial Park, Moore Park sports fields and to pick up some of the students. This stop could utilise the Grand Drive entry affording a safe passage to the Parklands, EQ and Moore Park sporting fields

Moving further south towards Kingsford the stop at Carlton St does not serve the ES Marks field and may be better placed further north.

In summary extra well positioned stops would encourage better patronage.

### **Route running south at Anzac Pde.**

I believe the Light Rail should be placed on the bus roadway. This was where the tramlines ran since the early 1900s. When the trams stopped running in the 1960s the bus roadway was placed on top of the existing tramlines. The major fig trees along Anzac Pde have thrived because all the roots have grown while the old tramlines were in place.

There are major advantages in locating the Light Rail tracks on the old bus roadway

- minimal loss of much needed parkland
- no loss of the sporting fields used by hundreds of thousands of sporting people annually
- preservation of the Swans training ground
- better space to build proper Light Rail stops
- minimal loss of trees.
- preservation of the heritage building on the corner of Lang Rd and Anzac Pde
- minimal damage to the existing fig root systems

There is talk of a two storey station near the SFS/SCG. I am totally opposed to it as it is totally out of character with the existing landscape of Moore Park. The vistas looking from the north would be adversely compromised.

So too mention that a platform is to be built for that stop. This is a tram system where ground level is the standard from which one steps into the tram. It makes the whole station 'heavy'. There should be a lightness of structure for both the



station and its surrounds consistent with the structure south on Grand Drive at the intersection of Anzac Pde and Lang Rd.

All buses should return to Anzac Pde. At present many buses travel on the three lanes each way of Anzac Pde. At each stop the three lanes become two lanes. I suggest a better alternative is to place indents into the wide footpath on Anzac Pde to allow buses to leave the inside lane clear when stopping at a bus stop. This would make Anzac Pde a three lane major road in both directions. Note too that there will be less buses on the route once the Light Rail is operational.

Once the tracks pass Robertson Rd both the Kingsford line and the Randwick line should enter Anzac Pde (near the present traffic lights about 50 metres north of Alison Rd)

At Abbotford St the Randwick line should leave Anzac Pde and travel towards the racecourse (this again was the route many years ago and why Abbotford St has that wide central paddock in it)

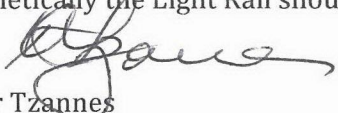
The alignment of Abbotford St allows a direct entry into the racecourse from where the trams can run along the Alison Rd/racecourse boundary to Wansey Rd.

### **Wansey Rd**

The Light Rail could be better located just inside the unused section of the racecourse thus preserving the road and the magnificent trees.

Sydney East needs the Light Rail system. It would be tragic if, in an attempt to save a few dollars, we build a system that does not deliver a preferred transport system for our citizens or one that destroys existing parklands and the life style of those people who live near its route.

Aesthetically the Light Rail should enhance our city not diminish it.



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