



24 Parkham Street,

Surry Hills.

14 December, 2013.

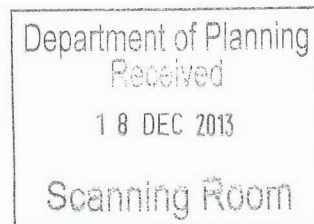
CSELP EIS Submission

Major Project Assessments

Department of Planning

23-33 Bridge Street,

SYDNEY NSW 2000.



RE: CSELR – response to Environmental Impact Statement.

I do not support the proposed SCELRL as detailed in the CSELR EIS. My primary objection, inter alia, relates to traffic congestion on roadways not only in the areas where the proposed light rail is to be built but also its overall effect on traffic in the whole of the Sydney area.

I am 75 years of age, a Justice of the Peace and spent my whole working life in the NSW Police Force from March 1954 until September 1996. I am the owner of and have resided at the above address since 1990.

I lived in the Suburb of Ryde from my birth year 1938 until the end of 1959. Like most persons of my vintage my parents suffered the effects of World War 1, The Great Depression and World War 2. Few people owned motor vehicles and it was not until the mid 1950's that families began to buy motor cars. It was therefore necessary to use public transport which in my case was trams and later buses. Trams were gradually replaced by buses until the last tram ran in February 1962. Once motor vehicle ownership began to increase in the 1950's so did traffic congestion. Trams and vehicular traffic on roadways did not and do not create a positive environment but lead to extreme traffic congestion, air pollution and unnecessary lost time. Those of us who had the misfortune to work traffic point duty and also travel by tram will never forget, that after the rapid increase of motor vehicle ownership and usage, a most unsavoury environment was created. The current proposal will in my view cause us Sydneysiders to regress to the intolerable traffic congestion which occurred in the 1950's.

I have no problems with underground or above ground rail systems. Since my retirement I have travelled to the United States of America (USA) on at least 6 occasions, and also Europe and Asia, which have given me the opportunity to observe traffic and traffic infrastructure. From my observations the USA has the better overall traffic infrastructure and traffic flows than anywhere else I have travelled. In all the major cities in the USA it will be observed that there are no light rail systems on roadways, in the CBD or surrounding areas. In Chicago there is a rail system both above and below ground in the CBD, in New York City there is an underground rail system and in Los Angeles tramways are not located on vehicular roadways. Perhaps, a good look at Chicago may well throw light onto far superior options of improving Sydney's traffic flows and transport systems, than are at present being considered. Before proceeding with the current proposals I suggest that we do not repeat the mistakes of the past regarding tramways on vehicle roadways but look closely of advanced countries such as the USA.

Having lived, travelled and/or worked in the city and inner city areas for most of my life it is apparent to me that traffic flows, in peak hours and at other times, in Anzac Parade (from Moore Park Road, Darlinghurst to La Perouse) and also Allison Road Randwick are better than other arterial roads in the Sydney area. The proposed tramway will not improve these traffic flows but if anything will cause traffic congestion, inconvenience and disruption to home owners and also residents. Traffic flows in the City of Sydney are better now than they ever have been and I would suggest that the current proposals have not been carefully considered with regard to their outcomes both in the long and short term.

There have been long term proposals for the development of an Eastern Suburbs Railway which I suggest is far superior to the current proposal.

Yours sincerely,

J. G. Hill.

A large, stylized handwritten signature in black ink, consisting of several loops and a long horizontal stroke at the bottom, is written over the printed name 'J. G. Hill.' and the closing 'Yours sincerely,'.