

Po Box 167
Randwick
NSW 2031

11th DEC. 2013

Director of Infrastructure Projects
Department of Planning and Infrastructure
23-33 Bridge Street
Sydney NSW 2000



Dear Sir

CBD and South East Light Rail: Randwick end of Route

In order to comply with your requirements, please note that:

- (a) I have made no political donations
- (b) I do not support the CSELR based on the EIS

Where would you find a double tram track located in a residential only street as narrow as Wansey Road where I live? The proposed location has been ill-conceived and ill-considered, particularly as there are many other viable options for the location of the tracks.

Listed below and in order of preference are my amendments to Transport's proposals.

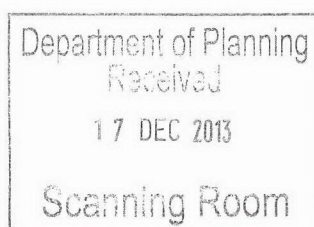
1. Western Perimeter of Racecourse

The obvious route for light rail in Randwick is for it to cross Alison Road (preferably Sub-Surface) in the vicinity of Doncaster Avenue and proceed to Kingsford along the western perimeter of the racecourse in racecourse land branching off at High Street, still in racecourse land, to serve the top end of the University and the Hospital. This location would keep the rail mostly in its own reserve and it would be a matter for the Government to adopt best practice to improve the service to Kingsford and the short distance to the Hospital. High Street can be widened on the racecourse side on land owned by the State. It should have been widened as a condition of approval to the recent expansion of the UNSW. The steepness of the land at the Wansey Road end is an advantage as the tram should go underground in racecourse land at this point to serve the hospital. This would remove the tram from the complex traffic issues near the hospital and university and will have the least effect on residents.

This route fulfils the requirements of the "key stakeholders", puts smiles on the faces of the vast majority of those directly affected by the current proposal, **saves millions of dollars** and there are no engineering reasons why this can't be done.

2. Wansey Road Light Rail Alignment West of Trees

It is commonsense and cost effective for the proposed tram tracks in Alison Road to enter the racecourse territory where appropriate and proceed along the tree line or the other side of the trees. This would allow the rail to continue on a route west of the trees along Wansey Road to High Street. By following the contours in the racecourse, the rail would be below the existing road levels at Wansey Road so that access to the racecourse would then be over the rail and not at rail level. The need for major filling or trestling of the route to High Street would be avoided for the most part thereby greatly reducing costs.



Access to the Hospital at the junction with High Street should be preferably underground.

3. **Widening Wansey Road**

With vacant land owned by the State adjoining Wansey Road, it is hard to believe that any design would contemplate locating the rail in such a narrow roadway causing major problems for the residents and traffic when the road can be readily widened at **modest additional cost**.

Wansey Road should be widened by not less than 10m (preferably 20m) to accommodate a new tree line and rail tracks.

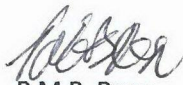
This alternative would be **much cheaper** than Preference 2 and **far less disruptive** to the activities on the racecourse.

As costs play a very important role in the final determination of many aspects of the scheme, it is important that they be properly assessed to include the cost of traffic holdups during the course of construction and after completion.

To conclude: It is understood that there are proposals to make Wansey Road a one-way traffic street to appease the local residents by providing them with a resident parking lane. Such action will merely pass the problem to residents in Botany Street by significantly increasing traffic there and should not be entertained. No rail under any circumstance should be located in Wansey Road.

It is absolutely imperative for the Government to ensure that all light rail infrastructure meets best practice standards and in fairness to all, ensure that all those directly affected by the proposals will not in one way or another be worse off.

Yours faithfully



P.M.B. Pope