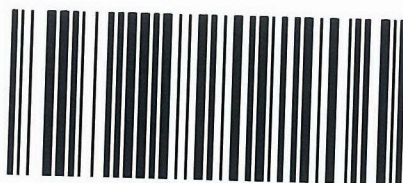


## The Sydney Boys High School Parents and Citizens Association

C/ Sydney Boys High School  
Moore Park, Surry Hills  
NSW, 2010



10 December 2013

Department of Planning and Infrastructure  
CBD and South East Light Rail Proposal – SSI 6042  
23-33 Bridge Street  
Sydney NSW 2000  
GPO Box 39, Sydney NSW 2001

### Submission to Environmental Impact Statement (EIS) – CBD & South East Light Rail (CSELR) from the Sydney Boys High School P&C Association

Attached is the submission from the Sydney Boys High School (SBHS) Parents & Citizens (P&C) Association.

Despite a number of meetings between members of the SBHS School Council and those drafting the EIS, the P&C is dismayed that none of the concerns expressed by the School Council have appeared in this EIS, and consequently no actions are identified that will partly or completely resolve these issues.

In particular the P&C quotes from CSELR EIS Chapter 5B p5-38

*"Access to the Sydney Boys and Sydney Girls High Schools would be via the existing pedestrian footpath and the existing pedestrian crossing of Anzac Parade"*

This view of the EIS would imply that road safety issues crossing Anzac Parade have not changed with the development of the Light Rail station in Moore Park. This is incorrect. Presently most students at SBHS and the adjacent Sydney Girls High School do not cross Anzac Parade during the 3-3.30 PM rush hour when they leave school to return home via Central railway station. This is because there is a dedicated bus pick up at the two schools along the Anzac Pde footpath that is adjacent to the schools.

The P&C notes that as a direct result of the CSELR over 2,000 students will have to cross Anzac Pde and the parallel bus lane between 3-3.30 PM each school day (or 10,000 students per school week). This will represent a significant increase in risk for an accident.

The P&C could not follow the logic behind a related quote in the EIS (same page but following the above quote):

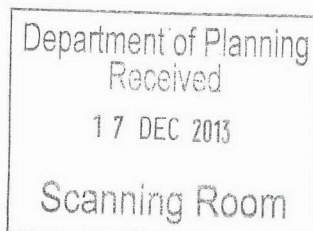
*"The design of the Moore Park stop and associated pedestrian pathways would not preclude the future development of a potential pedestrian bridge over Anzac Pde (which is outside the scope of this EIS)".*

This statement would imply that a pedestrian bridge across Anzac Pde might be necessary but then somehow excludes it as part of the construction of the CSELR. Why would the construction of a pedestrian overpass across Anzac Pde NOT be part of the EIS when, without the proposed Light Rail, it would not be necessary to consider an overpass. Unless evidence is provided otherwise, this overpass is essential i.e. it must be included as part of the overall Light Rail construction.

Additional concerns will be raised in our submission, and the P&C will be considering what other actions will be needed to highlight these inadequacies in the EIS.

Yours sincerely,

Ian Sweeting  
President SBHS P&C Association



## **Parents & Citizen's Association for Sydney Boys High School**

### ***Submission to the 2013 Environment Impact Statement for the proposed CBD and South East Light Rail (CSELR) – Moore Park Precinct.***

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#### **Introduction**

Sydney Boy's High School is a public school within the NSW Department of Education and Communities. It is bounded by Anzac Pde, Cleveland St, Moore Park West and Sydney Girls High School (SGHS) in Moore Park.

Over 2,000 students attend the two adjacent high schools (SBHS, SGHS) that are located opposite the proposed Moore Park tram stop. The P&C believes that these schools will be significantly impacted by the CSELR. Very few of the students live within the CSELR region and so they travel to school on public transport from varied and distant parts of Sydney including the growing western and south-western regions of Sydney.

While the SBHS P&C acknowledges the potential value of the proposed Light Rail, it cannot come without due consideration to: (1) Safety for students crossing Anzac Pde and Cleveland St, and (2) Disruption to school activities because the construction site will be located near the school, and the loss to the school of the Moore Park West playing fields for 6 or more years while construction is underway.

The P&C's submission highlights a number of concerns that must be addressed as part of the planning and development of the CSELR. Although these issues have been raised on many occasions



when the School Council met with representatives of the CSELR during the Stage 1 consultations, it is exceedingly worrying that none are specifically identified in the EIS, and so solutions are not proposed.

## **Concerns related to safety, health, wellbeing and education of students at SBHS (CSELR – Moore Park Precinct).**

- a. **Crossing Anzac Pde in the afternoons during school days:** As a direct result of the CSELR an additional 2,000 students per day will need to cross Anzac Pde to reach the Moore Park Stop. This will represent a surge of students over a short time period (3.00 -3.30 PM) which is also a peak time for traffic. Put in another way, 10,000 additional new crossings over Anzac Pde will be needed by students during each school week. It is difficult to follow how the EIS proposes that no changes to the current arrangement for crossing Anzac Pde will be needed to ensure safety in crossing Anzac Pde under these circumstances. As far as the P&C can assess, no evidence was given for this position in the EIS. As a very minimum we would have expected to see a statement by a traffic engineer confirming that the CSELR would not pose any additional risks for the crossing of Anzac Pde.

**Crossing Anzac Pde in the mornings during school days:** The numbers quoted above for students who will need to cross Anzac Pde are very conservative as it is more difficult to model what happens during the morning school arrivals since arrival times will vary because of different pre-school activities i.e. the afternoon surge will not be so apparent.

Nevertheless, ~2,000 students will need to cross Anzac Pde and so actual numbers of new crossings made necessary by the CSELR will be considerably higher than the ~10,000 per school week estimated above.

- b. We note that the Moore Park Stop is not being placed below ground so it will be visible to students who are crossing Anzac Pde. Inevitably some students will see a tram approaching and not wait until pedestrian crossing lights turn in their favour. This will be a particular worry for students who live a distance from the CBD and must make timely connections with trains or ferries to reach their homes. While the students might be “at fault” should an accident occur, there is also a duty of care by responsible parties including government since this type of accident is preventable.
- c. Related to “a” and “b” is the increase in traffic and disruptions to traffic flow expected on Cleveland St during the construction phase. Presently, a small number of students cross Cleveland St to connect with bus services located on the opposite footpath. These crossings are made at various times during the day. The pedestrian crossing is controlled by traffic lights including speed cameras. Nevertheless, students regularly run across the road when they see their buses approaching. It can be expected that the traffic flow along Cleveland St will be increased and involve more trucks with the proposed construction site on Moore Park West. Overall, this represents an increased risk for an accident resulting from the CSELR.
- d. As well as the very busy traffic along Anzac Pde, the P&C notes this road is the major entry into the Prince of Wales Hospital complex and, not surprisingly, a large number of emergency vehicles regularly travel along Anzac Pde at high speeds. This fact, as well as changes to traffic flow because of the construction zones directly affecting Anzac Pde as well as the roads feeding into Anzac Pde will contribute further to the risk when children cross.
- e. The EIS does not address directly how the proposed CSELR transfer of students will improve or provide a comparable travel time, or even if travel on the light rail will be provided free (which presently happens with the bus transfers from SBHS). Statistics are given how the

CSELR will improve overall the movements across the CBD and the South East corridor but since the Moore Park Station serving SBHS (and SGHS) is situated after the UNSW pick up points, the P&C is concerned that trams arriving at Moore Park will be full and so not available to students at SBHS. Since we have already indicated that many of these students live in distant parts of Sydney, this will pose a considerable problem with transit times.

- f. The Construction site located adjacent to SBHS at Moore Park West (MPW) will be very busy and it is anticipated that considerable noise, vibration, dust, cigarette smoke and other forms of pollution will be increased. This will occur over at least 6 years and apart from affecting the students, it will impact on the health and wellbeing of staff at SBHS.
- g. It is not apparent from the EIS how much of the Moore Park West (MPW) grounds will be lost to the SBHS. All that can be assumed is that the loss of playing fields will extend over a considerable period of at least 6 years. Presently, the SBHS uses the fields in MPW before, during and after school for various school related activities. The southern part of the MPW region located adjacent to SBHS is a very busy corridor since it provides access to MPW for both SBHS and SGHS students. The EIS does not consider how SBHS will continue its daily activities if a substantial portion of MPW is lost, or in the worse-case scenario, the entire MPW precinct is used for the construction site. The EIS does not address what will happen to the MPW fields once the construction site is no longer needed.

### **How concerns of the P&C Association should be addressed**

- i. Evidence must be provided for significant decisions related to safety of children crossing Anzac Pde (and to some extent Cleveland St). Without conclusive evidence that the CSELR does not pose any additional risk for the >10,000 additional crossing required each school week, the only solution that is legally defensible and addresses duty of care considerations must be a pedestrian over-pass to cross Anzac Pde complemented by measures that would



prevent the crossing of that road by pedestrians e.g. closing pedestrian crossing / traffic lights on Anzac Pde located between SBHS and SGHS, and securing footpaths on both sides with fencing. In addition, we would expect that the current Cleveland St crossing is made more secure by fencing along the length of the footpath on both sides of this busy road which will only get busier with traffic related to the adjacent construction site.

- ii. The P&C would seek assurance that following the construction of the CSELR students at SBHS are no worse off in terms of travel time or costs. Presently, there is an efficient transfer of students between the school and Central railway station by the bus service which is free. The P&C is concerned that the Moore Park Stop which has the capacity to be expanded to cope with sporting crowds may not function in this way for the SBHS (and SGHS) students and trams reaching Moore Park Stop from UNSW might be full making the travel time for students longer than at present. The proposed Opal Card which will be available for the light rail should also be free for travel to and from school.
- iii. Failing a satisfactory resolution of i and ii above, the P&C would expect the current *status quo* i.e. bus transfers, to be continued for an indefinite period until safety issues were resolved.
- iv. The worksite on MPW poses industrial hazards to staff and students at SBHS over a period of 6 years. We would expect an independent WH&S review of these risks following which the appropriate safeguards can be implemented. The risks will also depend on the actual site for the construction zone. If it is immediately adjacent to the SBHS the P&C would be very concerned with risks for health and the ability to carry out the day to day teaching activities at SBHS. In addition, during construction the documented WH&S risks should be regularly audited to ensure appropriate compliance.

- v. SBHS is compensated financially since it will need to seek alternative playing fields for the before, during and after school activities that are normally conducted on the MPW.  
  
Compensation might not be necessary if the NSW Government can facilitate suitable discussions between SBHS and the Centennial Park and Moore Park Trust (CMPT) which has control over a number of the playing fields in the immediate vicinity of the SBHS. Doubtless, the CMPT will need to consider requests for playing fields from a number of its customers affected by the CSELR development. However, there is considerable anxiety from the P&C that those who are “high-end” paying customers such as the professional football clubs will have more leverage compared to the “poorer” customers as represented in this example by SBHS, a NSW public school. Historically, our public schools were given special consideration in these negotiations but this would seem to be changing with the CMPT.
- vi. The MPW playing fields are returned to their original state following completion of the light rail construction and removal of the construction site from MPW. There is also an opportunity here to compensate the SBHS for the considerable inconvenience caused during the construction phase. This would be possible through a review of the current MPW playing fields with discussion facilitated by the NSW Government between CMPT and the SBHS Council on how these can be improved and upgraded to provide students at this school (and the adjacent SGHS) with improved sporting facilities.

## Summary

The SBHS P&C Association is very concerned that the EIS has misread the safety issues related to the crossing of Anzac Pde by students at SBHS (and SGHS) to access the Moore Park Stop. This risk is particularly high during the exodus of students in the afternoon peak hour between 3.00 to 3.30 PM. We could not see any evidence for the view in the EIS that the additional crossings (at least 10,000

per school week) posed no increased risk and so nothing further needed to be done apart from the current conventional foot crossing located between SBHS and SGHS.

It has also been brought to our attention that the EIS might not represent the final view of Government on the CSELR. For example, the Moore Park Stop might be moved to a position opposite SGHS. The P&C cannot comment on what might happen only on what we have read in the EIS. Nevertheless, we would consider the Moore Park Stop location closer to SGHS to be ideal for both schools as it would help to address the efficient transfer issue (item "e" above). In this location it would also optimise use of the pedestrian overbridge by a larger clientele e.g. pedestrians attending various sporting venues, the Entertainment quarter, equestrian centre, as well as the 2,000 SBHS and SGHS students.

The P&C also understands that the viaduct option to cross Moore Park West is not entirely excluded contrary to what is stated in the EIS. For the reasons we mention above in item "g" we would not agree to a viaduct because it would lead to a permanent loss of these critical recreational and sporting fields to SBHS.