I am a visually impaired person who has recently completed a public transport planning unit at the University of New South Wales. I thank you for the opportunity in making the below submission.

In replacing the heavy rail line between Carlingford to Camellia with light rail, the materials in removed should be either reused or recycled. Heavy rail track that is not broken should be reuse in other sections of the Sydney Trains network, whereas broken heavy rail track should be recycled into light rail track. Other materials as in brick, concrete and steel should be reclaimed, reuse/recycle into building materials for nearby building construction sites.

It is disappointing that Rosehill station and the associated track between Camellia and Clyde Depot would not be included in the Parramatta light rail project. It is likely that a small number of trains coming for maintenance from North shore diverted from Richmond, Emu Plains, Bathurst and Schofields to Campbelltown lines would   service Rosehill station. In cutting the heavy rail line at Camellia, the Parramatta light rail project must provide mitigation measures to Sydney Trains to manage the flow-on effects on the Sydney Trains' network. I have three suggestions. My first preference suggestion is for the light rail network proposal to incorporate the heavy rail line between Clyde Depot and Camellia. The second preference suggestion would be to upgrade Rosehill station to provide accessibility features for persons with disabilities, prams and heavy luggage. The third option would be to replace the line between Camellia and Clyde Depot with other types of land uses including tall buildings with social and affordable housing requirements.

Connection between Rosehill and Camellia requires increase investment in bus, point to point transport and bicycle facilities.

How many disability parking spaces will be retained during and after construction?

How would removing train level crossing on Parramatta Road maintain or improve safety of rail passengers?

When will your investigations lead into actually constructing an extension of light rail to Epping?

Is it possible to add a light rail stop at Sydney Olympic Park ferry wharf? If it is not possible is it possible to provide way-finding mechanisms to enable passengers to go between the two transport modes?

Is it possible to investigate extending the Strathfield end of light rail to Burwood via Railway Parade?

I look forward to your response and assisting you.

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