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As of 19 May 2016

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. I am writing as a non-developer private citizen however I will disclose that my parents own a small business premise, listed in your plans for Campsie as to be in future rezoned for high rise development and that they have participated in community consultations in relations to the Campsie RSL redevelopment.

Whilst I am mostly supportive of the new line between Liverpool and Chatswood via Barangaroo (even if the line between Liverpool to Sydenham is same), I have a number of concerns and questions that have yet to be resolved satisfactorily.

Concerns for Chatswood to Sydenham

1. If safety is number one, how will persons with special needs especially persons with disabilities and with wheel type vehicles access your metro trains if you propose to have 1 train every 2 minutes in terms of time to embark and disembark? Would your system allow for additional time to embark or disembark your metro trains? How will you train persons with special needs to quickly embark and disembark your trains?
2. In reclassifying the train network as 3 tiers: Metro, suburban double decker and inter-city, would you want all suburban train lines on train maps indicated as a single colour? It would be preferable to have sub-tiers label for both double decker suburban trains and inter-urban trains as in distinguishing T2A North Shore/Parramatta from t2B Campbelltown/Airport; t3a Gosford and t3b Wollongong.
3. The issue of the need to widen roads for the metro line may be addressed by not widening the road and instead blocking off roads, or widening road and inserting bus lanes.
4. In relations to lack of station between Martin Place and Barangaroo, if the location goes near the Sydney Opera House then it should provide an additional station to

interchange with other modes including light rail. If it is not possible based on heritage and engineering constraints to have an additional station between Martin Place and Barangaroo near the Sydney Opera House, then improvements to wayfinding on routes between Martin Place, Sydney Opera House and Barangaroo are required.

5. What would the transport planning response be for bus between Crows Nest station and St Leonards station as well as train journey between Crows Nest and St Leonards station via Chatswood becomes overloaded in both peak and off-peak times?
6. You say that there would be medical businesses springing up around North Shore Hospital, what plans are there to increase densities of buildings on the Lane Cove side of St Leonards?
7. Is it possible to relocate the heritage buildings instead of slating them for demolition as stated in Chapter 16 and 27?
8. The lack of stations between Central and Sydenham. If the NSW Government implements the recent Infrastructure Australia report as of 17 February 2016, and base on your documents in relations to Alexandria, it is questionable whether there would be additional funds for additional underground platforms at Green Square; St Peters or Mascot; and Sydenham. If highway infrastructure can be proposed around Sydney Park, St Peters, why not also railway infrastructure to go through there? It make more sense to your claim of connecting to the Airport if there is a connection to the Airport line requiring additional platforms at least in Green Square . What would the transport planning response be when 309, 310 and 370 becomes overloaded in peak and off-peak times?
9. In increasing capacity at Sydenham, where on the other end of platform would a second concourse be located to cope with additional passengers?
10. Your information provided attempts to mitigate flooding around building site and at stations. Information is lacking on proposed performance of driverless trains in heavy rain including occasional East Coast Lows when track line becomes flooded. At what level of flooding would interrupt driverless train services?
11. Is it appropriate to bunch up buses and bus stops to the point where persons are unable to access buses?

Things outside your scope that is somehow relevant

1. Having all platforms of Redfern with lift/elevator access with next platform to obtain lifts should be 4/5 then 8/9 along with roof cover of passenger bridge to barrier gates near 11/12.
2. Having accessible elevators for towers in 1 Lawson Square, Redfern, accessible that speak level number, have braille labels on buttons and reduce gap.
3. Converting line between Strathfield to Chatswood via Concord West to either light rail or separate metro line.
4. An additional pedestrian/cycle bridge along Bayview Road, Earlwood crossing Cooks River along with raising terrain on Tempe side and pavement long

Bayview Avenue on Gough Whitlam Park Earlwood side to increase public transport use by Earlwood/Undercliff residents and to events in Gough Whitlam Park, which is missing from both Bicycling and Walking plans. Zebra crossing through Refuge Island would increase congestion on existing pedestrian/cycle bridge on Waterworth side of Bayview Avenue crossing Cooks River. This relates to the rapid services to Hurstville. The Hurstville rapid/metro service questions how Illawarra trains go through to CBD and the possibility of turn-back at Penshurst with only one pair of track. A Bondi Junction to Hurstville metro would require burying Wolli Creek platform to and from Airport as well as burying Turrella station to untangle criss-cross tracks.

5. A permanent Pedestrian zebra crossing over Hickson Road following conclusion of use of temporary crossing for access to 311, 324 and 325 buses on both sides near entrance to Cutaway Park and Barangaroo Reserve with questions of whether bus stop facilities, telegraph poles, parking spaces and trees be relocated and removal of refuge islands and footpath widening.
6. If the station does not have an access toilet but there is an access toilet outside and near the station, would the website about stations state the location of those access toilets near but outside stations?

Things for Sydenham to Liverpool in advance

1. Concern of where second concourse for Canterbury and Campsie stations to cope with additional capacity. Again for Campsie, the second concourse have three options: underneath Anglo Road Park, underneath North Parade and underneath Campsie RSL carpark
2. A number of stations do not have tactile indicators or elevators.
3. For Canterbury station, you will need to relocate station building on platform 1 several metres in order to relocate stairs on platform 1, raise passenger bridge to concourse level, insert staircase for Platform 2 and elevators for both platforms and ramp access from street to concourse. The slope on Canterbury Road from Canterbury station would require mitigation for persons with a set of wheels (bicycle, scooter, pram and wheelchair).
4. Cabramatta and Warwick Farm stations require additional platforms to avoid blocking existing Sydney trains
5. If a metro line route between Bankstown and Liverpool ignores the route provided by existing double decker train line, then the line between Bankstown, Cabramatta and Lidcombe creates questions of extension of double decker line, conversion to separate metro line or conversion to light rail. One option perhaps is to convert Bankstown to Cabramatta to light rail and then extend line to meet with the South West Rail link Extension corridor.
6. With the line from Sydenham to Liverpool to be converted to metro, the plan of what to do with line between Birrong and Lidcombe is insufficient as double decker heavy rail will have difficulties of reaching maintenance depot. As part of your business case that you research Macarthur, Riverwood, Punchbowl, then Birrong to Hurstville via

Strathfield either Burwood, Enfield, Campsie, South Belmore (Canterbury Hospital), Kingsgrove or Burwood, Croyden Park, Campsie, Clempton Park, Bexley North, Bexley, Rockdale (passengers queuing for bus stuck in airport), both with mixture of tunnel from Berala, above ground and tunnel near Hurstville to connect back with Penshurst in order to find maintenance depot. Where in Campsie the heavy rail is positioned would determine the route: closer to Beamish street or east of Beamish street means yes to Burwood and Rockdale but too far from Canterbury hospital and would overshadow war memorial; whereas further west of Beamish street and closer to Canterbury hospital would mean bypassing Burwood and Rockdale, being a distance away from Campsie shopping strip and going through existing land use facilities like Anglo road park and Belmore stadium. Whilst you say it is not necessary after disconnecting Bankstown to Sydenham, the above will investigation will be necessary after disconnecting Bondi Junction to Hurstville, Bankstown to Sydenham and Bankstown to Liverpool.

7. Base on the assumption that Clyde to Carlingford in part would be converted to light rail, it may be possible to assume that Birrong to Lidcombe post-metro could also go the same way. With the limited information I have, a light rail from Birrong to Hurstville would require having track surfacing to street level between Berala and Lidcombe to go on roads adjacent to railway track connecting to Railway parade in Burwood, elevator access for wheelchair access to go from Railway Parade to Strathfield TAFE campus, bridge over cooks river to line up with Beamish Street, a second accessible entrance to Bexley North railway station, the other streets suggest for connection include Northcote street and Homer street in Earlwood, Wolli avenue in Bardwell park and Bexley North and Shaw street in Bexley North and Kingsgrove. There is a question whether such a zig zag light rail going to Hurstville would go to Revesby, Milperra and return to Birrong by tunnel.
8. With the above information, a metro rail circle may be another option.
9. Base on the small amount of information gathered, any plans to redevelop Campsie RSL and the conversion to high rise of the block on the other side of Anglo Road Park, will have to be revised to accommodate for any future plans for above ground double decker heavy rail or above ground metro perpendicular to the existing Bankstown heavy rail soon to be converted to metro line.
10. The area of Anglo Road Park can be increase if a section of Anglo Road is blocked off and car parking is removed.
11. A direct footpath corridor involving ramps and avoids stairs and steep gradients, is required between Canterbury train station and playground on Cooks River near former Sugar Mill.

I look forward to your response to the above.

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