

Kamay ferry submission from Kevin Morrison, resident in the Randwick LGA area

The plan to build new wharfs at La Perouse and Kurnell to support a new ferry services between the two places I support in principle on the understanding that it is largely for tourist, recreational and social use and not as a commuter service. If it was the latter, I would need to see more detailed analysis on the impact from increased road traffic as a result.

While I am supportive of the concept of a ferry service between La Perouse and Kurnell, I am not totally convinced by road transport assessments that accompany the discussion paper for the Kamay Ferry Wharf Project. Given that the New South Wales (NSW) government plans to discontinue the bus services 391 and 393 between La Perouse and Central station and the 394 and L94 between La Perouse and Circular Quay, this short-sighted view will increase the volume of road vehicle traffic regardless of whether a new ferry service is added. Even more road traffic will be going to La Perouse if there is a new ferry service, but there does not appear to be any credible analysis done on this and I do not believe that the allocation of 13 additional car spaces is sufficient based on then state government's transport policies.

Project lacks road traffic details

The project talks about public transport, but provides little detail and if it is supportive of public transport it goes against the current NSW state government, which is clearly not supportive of a proper public transport strategy to support the population growth.

I will discount any long-term projections of a metro station at La Perouse by 2041 as I remember when Bob Carr was premier and he talked about a metro station at Maroubra Junction by 2020. Sydney has a sorry history when it comes to delivering on public transport and this is particularly highlighted by its history on a decent subway train system that the largest city in other developed countries have. This goes back to John Bradfield, engineer and designer of the Sydney Harbour Bridge who also proposed an underground railway for Sydney in 1915 that included a line out towards La Perouse.

Proposal looks to be the foundation for a larger plan

My other concern is that given the design of the wharf is to handle the movement of 450 people, with 225 disembarking and another 225 embarking onto the ferry, which means larger ferries are planned then the 100 plus people ferries that were discussed on the webinar hosted by the NSW government on 24 July 2021.

The government representatives on the webinar confirmed that there was the possibility of additional ferry services to Brighton Le-Sands and Sans Souci. Again there may be merit in these services, but only if it is accompanied by a proper road traffic analysts and the impact that these new ferry services would have on the displacement of road traffic travelling between La Perouse, San Souci and Brighton Le Sands.

Another factor raised by the government on the webinar was that this wharf was also built to take 450 people as it was 50-year project. If the government is taking the long-term view with this project it needs to do more to lower the greenhouse gas (GHG) emissions associated with this project and show how it aligns with the NSW government's net zero emission by 2050 strategy. There is no reference in the report on this. I am surprised the project has no plans to

be fueled by renewable energy and do not understand why it assumes the new ferries should run on diesel when alternative low emission fuels are available.

Other concerns

I am also concerned by some of the issues raised by other participants from the community on the webinar on 24th July, which included the negative impact on the biodiversity of the bay at the site where the La Perouse wharf is to be built. I am also concerned by the issues raised by some of the Kurnell residents who also doubted the government's projections on traffic flow as the Kurnell residents said the area could not handle any more traffic given the increases in recent years associated with new developments.

Regards

Kevin Morrison