

## **INQUIRY INTO IMPACT OF THE CBD AND SOUTH EAST LIGHT RAIL PROJECT**

**Name:** Ms Helen Randerson

**Date Received:** 5 July 2018

---

Better planning and consultation for the proposed CBD Light Rail route could have avoided the mass disruption and congestion to transport routes around Central Station for residents/commuters living near the Parramatta Road corridor both during and after construction. Direct transport to the central spine of the CBD has been permanently cut off and travel times have significantly increased for residents/commuters living west of the CBD where population has increased. The chosen CBD Light Rail route via Central advantages residents to the east of the CBD where population has not increased. Residents to the east of the CBD have retained direct bus services to Town Hall, Wynyard and the Opera House, whereas inner west bus services have been severed to Town Hall, Wynyard, Circular Quay and Millers Point. There are no bus services from the inner west Parramatta Road corridor which access Park Street, Sydney Town Hall, Clarence Street, Wynyard or Circular Quay. Once the Light Rail is completed, commuters from the inner west will still face massive congestion at Central as they seek to change from bus to Light Rail to access Town Hall, Wynyard and Circular Quay for connections to the north of Sydney. The issues on Parramatta Road including the University of Sydney, where no rail transport is available, have been side-stepped once again. CBD businesses have permanently lost patronage from inner west customers who no longer have fast direct transport links to the central spine of the CBD. Without consultation, the Light Rail route has necessitated a difficult and time-consuming interchange from bus to rail at Central for inner west commuters. The extra time involved in crossing roads at traffic lights, accessing train platforms and waiting for a train has added an extra 30 minutes to journeys. The clear winners from the CBD Light Rail project have been residents in the east of the city who have good rail, bus and Light rail services. The clear losers are residents to the west of the city who have no access to rail and rely on bus services to the city.