

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

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TO WHOM IT MAY CONCERN Thank you for the opportunity to make a short submission to the Parliamentary enquiry on the Central Sydney and Eastern Suburbs Light Rail

1. EXPERTISE: the long running post-Thatcher political agenda to down size bureaucracies, and particularly to remove skilled professionals from government departments in the drive for "small government", and for "managers" to outsource project management, scoping, research, design, selection of technology, project delivery and cost control, underpins the problem. A lack of expertise working for the client, the NSW public, means that no accumulated knowledge within government, or management of supporting consultancies, has been applied to initiating and managing such a complex urban infrastructure project; This problem has been compounded by poorly informed political leadership. The lack of client control has been repeatedly pointed out to government, including by professional bodies such as the Institution of Engineers, who have offered services and been ignored.

2. ROUTE SELECTION: irrational and very expensive: every alleged obstacle has been bulldozed and not seen as reason to re-evaluate. The obvious solution would have been to re-introduce the tram where it was located historically in Whitlam Square, Oxford Street and Taylor Square, Flinders Street and leading to Anzac Parade. This original route would have brought people to where they want to go and life to Oxford Street shops. The tram lines could have taken out a lane of traffic in each direction - after all, the tram is intended to reduce (or replace) car dependency.

3. DEMOLITIONS RESULTING FROM UNREASONABLE AND POORLY CONSIDERED ROUTE SELECTION: Government has stuck blindly to - knocking down a whole block of flats (in East Sydney) despite huge community opposition - unnecessary cost; - made a nonsense of Moore Park, slicing through the middle and making it unusable as a huge excavation site for many months. - required demolition of many hundreds of mature and valuable trees - none of them wispy shrubs - including many of ANZAC Parade's sacred fig trees. - destroyed the elegance and grandeur of ANZAC parade which was carefully and geometrically aligned towards the monument commemorating soldiers gathering in farewell before sailing away to war, - reduced one of the most sacred Aboriginal burial sites near the Randwick racecourse to slabs of concrete and a forest of steel posts, - trashed yet more trees along Alison Road, and into Wansey Avenue.

4. ALISON ROAD ROUTE CHANGE: At the last moment the route was amended to continue along the northern side of Alison Road between Doncaster Av & Darley Road, instead of crossing near Doncaster Avenue (where lines have to cross anyway to reach the Stabling yard). It means that - more trees were lost along the southern boundary of Centennial Park (the old tramway) and Alison Road, racecourse side, and into Wansey Avenue, - the tramlines have an additional crossing of Alison Road (and Darley Road) at Randwick TAFE (both these crossings would have been eliminated by the lines crossing at Doncaster Av) - requiring an additional set of lights on Alison Road between Doncaster Avenue and Darley Road for people to get to the racecourse from the tram stop - pedestrians and cyclists cannot access the Alison Road walkway/cycleway directly from the Doncaster Road signalled crossing and it remains unclear how this will work, given the elevation of the walkway/cycleway - ugly concrete retaining wall to manage alleged flood risk replacing the old grassy embankment with trees planted at least 50 years ago as a screen for the old tramway the simple solution would have been to run the tramway on the Alison Road carriageway, taking out the equivalent of a lane of traffic in each direction;

5. PEDESTRIAN/ CYCLE OVERPASSES - the Tibby Cotter Bridge is in the wrong place and it is understood that another bridge is proposed to cross Anzac Parade near the light rail stop This nonsense must stop. The Tibby Cotter Bridge should be redesigned and relocated to the Anzac Parade/Lang Road/Cleveland Street intersection where people want to cross. There is a clear model for a well designed overpass in the Netherlands
<https://bicycledutch.wordpress.com/2012/08/23/spectacular-new-floating-cycle-roundabout/> which would be suitable.

6. LIGHT RAIL: there is nothing light about the technology being used, which seems to be an American model, not a lightweight european style tram. Many thousands of cubic metres of

concrete, a forest of huge steel poles, heavy rolling stock. It is neither heavy nor light rail; underground heavy rail - part of the Sydney Trains system - should have been designed from Bondi Junction to Tempe to service the eastern suburbs and UNSW, with light rail filling in gaps, back on old routes. This is another example of the government's poor project scoping, and determination not to plough capital into heavy rail.

7. LIGHT RAIL: generally a good urban surface transport mode. But this project is scandalous. The cost overruns are symptomatic of the numerous mistakes from which government must learn.