

Buses not big enough to cope with demand for public transport Campaign to save Anzac Parade light rail needs your support!

PLANS for a light rail link to the eastern suburbs are again under threat. Residents of Kensington and Randwick—one of the densest urban areas in Australia—are crying out for better public transport. But Randwick Council still isn't listening.

Incredibly, the Council wants to remove the median strip along Anzac Parade in Kensington, threatening the crucial light-rail corridor.

The last ten years has seen a boom in high density residential developments around the University of New South Wales. More flats means more people, and unless something is done, this means more cars on local streets. As the development climbs higher over the Eastern Suburbs, our desperately overcrowded bus services can only get more and more inadequate.

It's standing room only—if you're lucky. Who hasn't watched one, two, or even three packed buses sail past, too full to stop? Who hasn't struggled to get to the doors in time to get off? Or waited impatiently as ticket-buyers and tourists file slowly aboard at busy stops?

Light rail can overcome these problems by dramatically expanding the capacity of public transport in the area. A comfortable, quiet, air-conditioned electric tram running at four minute intervals, can quickly pick-up as many passengers as three buses. Loading at busy stops is easy and fast because each vehicle has three or four large double doors and no steps. Separated from road traffic,

modern trams can make a fast run down Anzac Parade.

Good fortune has preserved much of the route needed for an eastern suburbs light rail link, but it is now seriously threatened! In a recent leaflet sent to local residents, Council complained that Anzac Parade has a 'freeway feel' due to high volumes of road traffic. Fair enough. But the Council's solution is to replace the median strip with traffic lanes to allow extra space for kerbside parking.

Randwick council sees too many cars, and responds with more asphalt! This is a huge threat to plans for a dedicated light rail corridor down the centre of Anzac Parade. Not surprising for a Council whose anti light-rail agenda drove them to sell the historic Coogee light rail corridor to developers.

Recognising the huge potential of light rail, Bob Carr said he envisaged a time when Sydney is criss-crossed by light rail networks. So why hasn't Randwick Council got the message?

Write to the Premier and the Minister for Transport, Carl Scully, asking them to ensure that this corridor is preserved, and light rail is put back on the agenda.



▲ This is the modern variotram currently servicing the inner west. If planning for Anzac Parade light rail started now, residents and students could be travelling on these comfortable modern vehicles within three years!

Light (rail) relief for Eastern Suburbs commuters

IN NOVEMBER 2000 EcoTransit Sydney, with the help of Clover Moore, the independent member for Bligh, launched a light rail proposal called the Bay Light Express. Since then the Bay Light has enjoyed wide popular support!

Stage One of this is called the Bay Light East. The link would follow the historic tramway alignment from the Sydney CBD along Oxford Street before joining Anzac Parade where it would use the dedicated corridor now used by buses, before returning to an on-street alignment along Anzac Parade, through Kensington to Maroubra Junction and then down to La Perouse.

This route is 14 kms long and would serve major facilities such as Fox Studios and Sydney Cricket Ground. Where traffic chaos exists now, large crowds could access these sites in comfort with low impacts on local communities.

The University of NSW would also be served, giving students and local residents a fast, high capacity service able to accommodate the 7,000 passenger trips into and out of the university on working days.

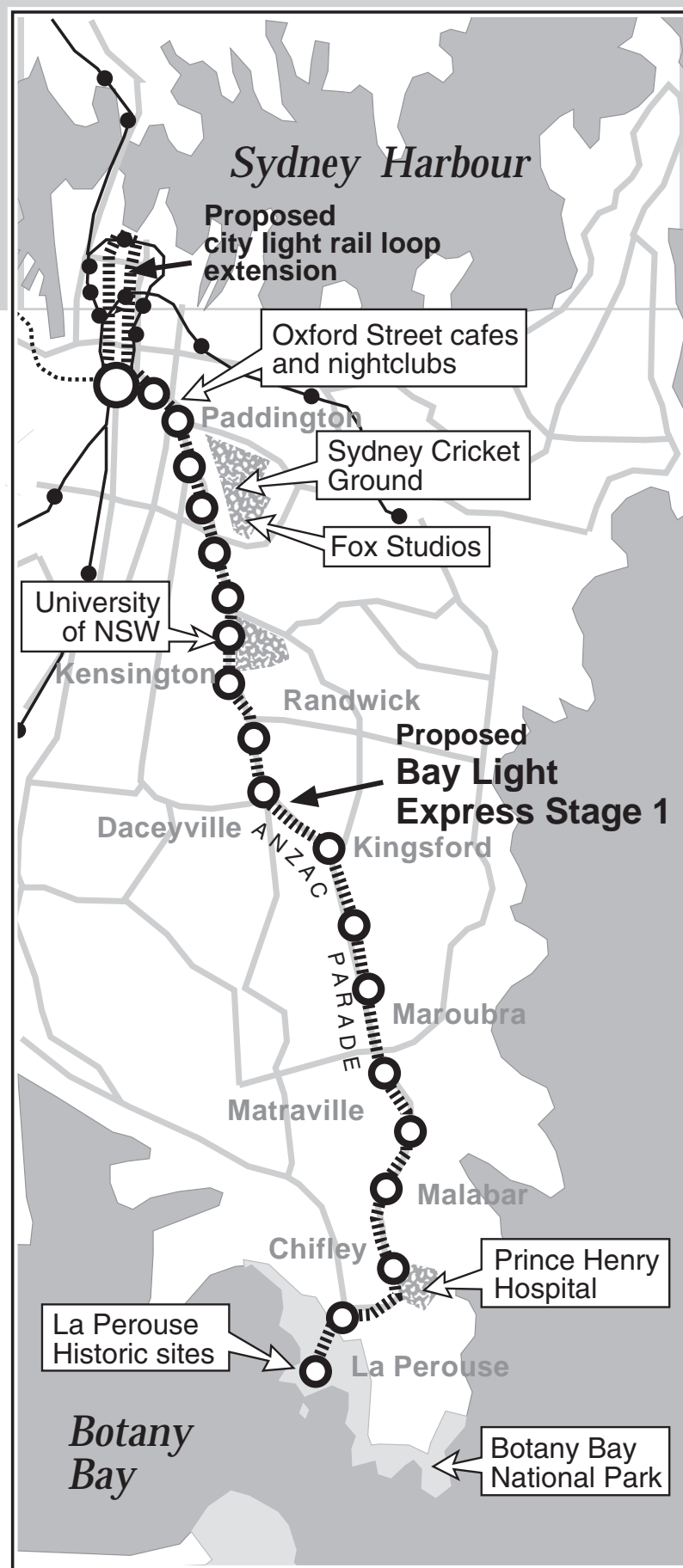
Improved amenity along Anzac Parade

A light rail service would facilitate traffic calming and improve pedestrian amenity along Anzac Parade. Mixed-use commercial and residential development could see reductions in the need for car parking because the Bay Light Express would make public transport faster, more convenient, and preferred to car use.

Retention of the median strip along Anzac Parade is absolutely vital if this is to take place.

Transit-based recreation

The La Perouse historic sites and Botany Bay National Park aren't just recreation destinations. They're also places of great heritage significance and are important for nature conservation. A light rail service would provide



fast public transport access and help save the values and amenity of these places from the damage caused by excessive car use.

Value for money

This section of The Bay Light Express proposal has an estimated construction cost of \$270 million.

To put that in perspective, the State Government is proposing to spend \$640 million on a short motorway tunnel under the CBD! So the Eastern Suburbs section of the Baylight proposal could be built for less than half the cost of a motorway that will only serve to increase traffic congestion ■

For more information on the Bay Light Express proposal and light rail down Anzac Parade, check out the EcoTransit Sydney website at <http://www.ecotransit.org.au>

LIGHT RAIL around the world

Everyone's doing it, we should too!

By MICHELLE ZEIBOTS
President, EcoTransit Sydney

LIGHT RAIL is an essential part of the transport networks of many European cities. Where public transport caters to around 25 to 30 per cent of all trips, light rail's higher capacity vehicles and faster loading and off-loading times make it an obvious choice for routes where public transport is overcrowded and needs to expand capacity.

In a landmark study of 47 European cities it was found that of the cities 25 using light rail systems as the backbone of their public transport networks, patronage levels increased by 20.3 per cent, on average, in the ten years from 1986 to 1996.

By contrast the 22 cities with bus-only systems saw patronage decline on average by 5.6 per cent. The results



◀ This light rail system is in Freiburg Germany. Line 8 at the stop *Studentenwerk*, shows low floor vehicles operating on grass easements with easy bicycle and pedestrian access.

of the study don't show that buses are inherently bad, but they do show that for public transport use to grow, systems have to be able to accommodate more users in a manner that is comfortable and easy to access.

Even in US cities, where car use is amongst the highest in the world, light rail is proving very popular. In Los Angeles, the 'Blue Line' system has just been upgraded from two- to three-car vehicle sets to cope with demand. Of the 50 largest cities in the US, all are either installing or expanding light rail systems.

By 1957 most of Sydney's trams had been removed. As a consequence, public transport patronage took a dive. Many people started using their cars instead because the bus network simply could not offer the service levels afforded by the tram network. It's time to bring the trams back in the form of modern light rail. ■

Bus and tram passenger trips in Sydney

| Passenger trips (millions) | Percentage of trips | Year |
|----------------------------|---------------------|------|
| 496 | 100* | 1947 |
| 293 | 59 | 1957 |
| 232 | 47 | 1966 |
| 166 | 33 | 1976 |
| 175 | 35 | 1986 |

* For base year reference only.

Kensington residents support Light Rail

Kensington residents support light rail for the area but Randwick Council continues to ignore them.

In plans to rejuvenate Kensington Town Centre that were exhibited in late 2001, Randwick Council proposed that the median strip on Anzac Parade be removed to increase the number of traffic lanes. Retaining the median strip is vital to the reintroduction of light rail.

At a meeting on 8 April 2002, Kensington Precinct residents voted unanimously to retain the green strip down Anzac Parade and requested that Randwick Council maintain, upgrade and retain this for light rail in the future and in the meantime as an island refuge for pedestrian safety. The Kensington Precinct Committee is the forum established by Randwick Council to enable residents to become involved in decisions affecting their local area.

A recent brochure distributed by Randwick Council to all Kensington residents ignores the resident's resolution, and claims that Council wants to create an Anzac Parade environment that feels less like a "freeway" and more like a village. The brochure goes on to state that "The median strip along Anzac Parade is wide and green, but a green space in the middle of a busy arterial road isn't a green space that residents can use."

Assoc. Prof Stephen Gatt, Chairman of the Kensington Precinct, said "Light Rail is just what the area needs. With its regular schedule and higher capacity, it would alleviate

many of the traffic and parking problems that affect Kensington, especially those at the University of NSW.

"Light rail would also reduce air and noise pollution. A single light rail vehicle has a capacity for 200 persons while buses can only carry 40 to 70 persons. A light rail service along the Anzac Parade has the potential to carry 8,000 people per hour, compared to buses which on present service levels have an upper capacity of only 3,000 people per hour.

"Light Rail could also invigorate the Anzac Parade corridor, offering visitors to the city the opportunity to tour the area's heritage, the Cricket Ground, Fox Studios, Centennial Park, then to Randwick Racecourse, NIDA, UNSW, continuing to Matraville Sports High School, Malabar Headland, and then out to La Perouse and Botany Bay National Park."

Join the community campaign!

1. Sign this letter. Cut it out and post it to:
EcoTransit Sydney
c/- Nature Conservation Council of NSW
5/362 Kent Street
Sydney NSW 2000
2. Photocopy the letter and get your friends to sign too!

EASTERN SUBURBS LIGHT RAIL CAMPAIGN

Mr Carl Scully MP
Minister for Transport
Parliament House
Macquarie Street
Sydney NSW 2000

Mr Bob Carr MP
Premier
Parliament House
Macquarie Street
Sydney NSW 2000

Dear Mr Scully and Mr Carr

Re: Reintroduction of Eastern Suburbs Light Rail

I would like to register my support for the re-introduction of light rail to the Eastern Suburbs, in particular the City to La Perouse Route via Kensington.

To this end, I support the retention of the Light Rail Corridor green strip in Anzac Parade, Kensington.

I believe that light rail will greatly improve public transport service in the area, help ease traffic congestion and reduce local air pollution.

Specifically:

1. Light Rail offers more capacity than buses – 8,000 places per hour in each direction compared to 3,000 in buses.
2. Light Rail is safe and quiet, with street level access – easier to use for elderly, people with prams and young children and people in wheelchairs.
3. Light Rail offers faster travel times than buses.
4. Light Rail offers reliable service.
5. Light Rail would break down the 'freeway' feel of Anzac Parade, especially when placed on a grassy strip.
6. Light Rail would re-invigorate La Perouse as a destination for visitors.
7. What better way to humanise this historic avenue than to restore an invaluable link between Sydney's two great harbours of Botany Bay and Port Jackson?

So please intervene to save the Anzac Parade light rail strip and improve public transport to the area with the re-introduction of light rail along Anzac Parade.

Signed: Date:

Name:

Address: P/Code:

I would like to join EcoTransit Sydney Inc.



NAME:

ADDRESS:

POSTCODE:

MEMBERSHIP
(please tick)

PHONE:

Family \$15

EMAIL:

Individual \$10

Post to:

Concession \$5

PO Box 630

Community Group \$25

Milsons Point NSW 1565

Donation \$

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