

SERIES OF EMAILS Between Sydney Light Rail Action Group and Transport for NSW trying to find out the true figures on the trees, transport capacity and the Traffic Modeling for the CBD and South East Light Rail.

Transport for NSW have requested that we put this information up on the website, so here it is, unedited. Despite a freedom of information request, information about the traffic modeling, transport capacity and the business case and cost/benefit analysis between light rail and buses, the information has still not been provided...

THE MAIN INFORMATION WE ARE STILL SEEKING THE ANSWERS TO:

- a. The licensed and forecast average operational loadings for the light rail vehicles in the morning peak hour from 8am-9am on the CSELR
 - b. The number of buses to be replaced by the light rail vehicles in the morning peak hour from 8am-9am
 - c. The licensed and average operational capacities of those buses.
2. Documents revealing the details of any traffic modelling undertaken for the CSELR project. In this respect I specifically seek information which is not subject to cabinet-in-confidence provisions, which contains any of the following information:
- a. Cost/benefit analysis between light rail and electric buses
 - b. Cost/benefit analysis between light rail and business-as-usual (e.g. our current buses)
 - c. Forecast likely average light rail journey time from Kingsford to the City and Randwick to the City.'

If you have any updated information, please contact us
savethetreesandanimalscampaign@gmail.com

Final, Unanswered Email Request sent to Transport for NSW:
SENT: 28th October 2016.

The following is our belief only without prejudice.

Dear Transport for NSW,

Could you please answer these questions ASAP as they are in the public interest? If any of this information is already publicly available, will you please specify exactly where we can find this information citing websites, reports, and page numbers etc?

1) How many trees are likely to be killed in total for the CBD and South East Light Rail Project including 3rd party trees, and how many trees are likely to be pruned? How

many trees are likely to die from this pruning in the years following construction?
How long after the trees are pruned does ALTRAC need to care for the trees?

2) How many trees on ANZAC Parade are likely to be killed in total for the CBD and South East Light Rail Project, and how many ANZAC Parade trees are likely to be pruned? How many trees are likely to die from this pruning in the years following construction? Can you please provide all of the relevant approvals and comments and feedback from the local, state, federal and international bodies where the trees have heritage and significant listing and/or nominations?

3) How many trees will be planted along the route as compensation, and where are they to be planted? How many trees will be planted on ANZAC Parade as compensation? How long does ALTRAC need to look after these trees after they have been planted, and what happens if they die? If this work is being done by councils, please provide the necessary council contacts for providing this information.

4) How many buses will no longer enter the city between 8am and 9am weekdays due to changes from the CBD and South East Light Rail project and what is their maximum and realistic capacity?

5) What is the maximum and likely realistic capacity of the trains that will replace them between 8am and 9am weekdays? By maximum capacity we mean the nominal capacity e.g. 450 passengers per tram and the likely realistic tram capacity being how many people on average will actually travel on the trams in peak - e.g. may be something like 240 passengers per tram. (You may use Independent audits of other comparable light rail trams globally)

6) As the approval of the state significant critical infrastructure we believe was based on the fact that 220 buses would be removed from the city as a result of the CSELR, and the realistic capacity of 220 buses is 16,000 passengers per hour between 8am and 9am weekdays, and the trains replacing them will only be a maximum capacity of 6,750 passengers an hour. Can you please provide exact transport capacity statistics between 8am and 9am weekdays entering the city to justify the state significant critical infrastructure rating for this project?

7) Can you also provide all traffic modeling before and after the lengthened carriages, and also the traffic modeling taking into account the modifications to the WestConnex project, and all other construction related to the project, and specifically increases in housing density along the corridor? If this has not yet been undertaken, please let us know when it will be and by whom exactly?

8) As we believe the Department of Planning (And *Environment*) has or intends to increase the density for the ANZAC Parade and Light Rail corridor, can you please provide the traffic modeling projections based on this increase in capacity, or the effect that this increase in density will have on the CSELR corridor? If this is to be done by RMS, please let us know who to contact.

9) Can you please provide, or tell us where to find an analysis of the detrimental environmental and economic impact to Sydney, NSW and Australia as a result of this decrease in public transport capacity between 8am and 9am entering the city, and the removal of, we believe approximately 150,000 square metres of road space from our economy? As the light rail will be 'chock-a-block' on day one, this will only force more buses and cars on to the road, however there will be 150,000 square metres less road space on them to run.

Thankyou in advance for continuing to look after our environment, our infrastructure and our economy.

Yours sincerely,

John - on behalf of www.savethetreesandbusescampaign.com

John Bellamy

0414 755 621

john@johnbellamy.biz

UNANSWERED QUESTION TO John Brady, Transport for NSW
Sent 27th September 2016:

Dear Mr Brady,

Thankyou for the answers you have provided. But, you have only provided capacity figures from 7am-9am. Could you please provide capacity figures for the morning peak hour (8am-9am)?

You have also said that our claim is incorrect: - Approximately 220 buses will no longer enter the city in the am peak hour (8am-9am) due to changes resulting from the CBD and South East Light Rail. Transport for NSW states that these buses have an estimated capacity of 16,000 passengers per hour into the city. The buses are to be replaced with just 15 Light Rail Vehicles with a total capacity of just 6,750 passengers per hour into the city. This is a reduction of over 9000 passengers per hour.

If this statement is incorrect, could you please tell the community the current average operating capacity (Number) and the Total Operating Capacity (Number) of the 220* buses that will no longer enter the city in the am peak hour (8am-9am) and also for the 15 trams they replace?

- 1) Average operating capacity of the 220 buses _____(number)
- 2) Total operating capacity of the 220 buses _____(number)
- 3) Average operating capacity of the 15 trams _____(number)
- 4) Total operating capacity of the 15 trams__6,750__(number)

Many thanks

John Bellamy

0414 755 621

savethetreesandbusescampaign@gmail.com

FINAL EMAIL FROM TRANSPORT FOR NSW

Received 19th September 2016

FROM: John Brady, Transport for NSW

Dear John,

In response to your series of emails over recent weeks, please see below.

Bus and light rail capacity

The CBD and South East Light Rail project was proposed in 2012, and CBD bus routes overhauled in 2015, because the existing CBD bus network was increasingly unreliable – hampered by congestion on major roads to, from and within the CBD while also proving a major contributor to congestion itself.

On major routes through the CBD, bus travel speeds had dropped below 10km/h.

In addition to increasing public transport capacity between the CBD and South East, replacing hundreds of peak hour bus services with light rail will combat road congestion *within* the CBD and provide a more reliable journey time for South East commuters compared to buses. Removing hundreds of South East buses from the CBD also enables us to accommodate growth on other bus routes more easily.

From early 2019, light rail will deliver significant increases to public transport capacity throughout the day, in conjunction with a redesigned bus network that will continue to provide direct services between the South East and CBD, including existing peak period express services and some all-stops and cross regional routes.

Current planning would see a combined light rail and bus network deliver citybound morning peak (7-9am) capacity increases of more than 10 per cent from Kingsford and 30 per cent from Randwick, and a doubling of morning peak capacity from the CBD to UNSW and the Randwick hospital precinct – a significant and growing source of demand.

Currently, bus capacity into the CBD from the South East from 7-9am is 17,292 (8,778 from Kingsford and 8,514 from Randwick).

From 2019, combined bus and light rail capacity for the same two hours (i.e. 7-9am) will be at least 21,816 (9,984 from Kingsford and 11,832 from Randwick).

Travelling away from the city, current bus capacity to Randwick and Kingsford from 7-9am is 3,080 and 6,446 respectively, which becomes 8,774 and 7,850 respectively from 2019.

As previously advised, just 15 per cent of the South East bus fleet is comprised of articulated and 14.5-metre rigid buses, therefore the average operating capacity of buses in the region is 66. The exception to this is the M-Series routes, which are exclusively serviced by high-capacity buses with a maximum operating capacity of 110.

The high-capacity buses (articulated and 14.5 metre) will be prioritised for express services operating into the city centre, with the lowest-capacity buses to no longer service the Sydney CBD.

The maximum operating capacity of standard rigid buses in the region is 58 (the figure the above capacity numbers are calculated from), with planning for bus services carried out on a more conservative figure of 50, just as planning for light rail considers total operating capacity to be 450 when the manufacturer's listed total capacity is 466.

The project EIS lists the routes to remain as 372, x92, x94, x96, x97, x99, X73, X74, X77.

The redesign of the network closer to 2019 will be based on the patronage and demand evidenced by Opal data (i.e. actual origin – destination information) as well as opportunities to provide improved connections for customers and meet emerging sources of demand such as cross-regional travel.

As well as increasing capacity, light rail is more reliable than bus services and offers peak services for a greater period of the day.

As we have made clear to you repeatedly, the Sydney Morning Herald correction is incorrect and Transport for NSW made representations to that effect to the newspaper. As we have noted, it was based on an interpretation of average capacity not based on the reality that only 15% of the south east fleet is high capacity and that those high capacity buses will remain in service. With opportunities for increased light rail services beyond the frequency that will be provided from 2019 and opportunities to design a complementary light rail and bus network for South East customers, sufficient public transport capacity can be maintained.

Both the CBD & South East Light Rail EIS and Transport for NSW's contract with ALTRAC make clear those services can cater for increased demand by running as often as every three minutes in each direction – a capacity of 9,000 customers an hour in each direction.

It is important to remember that while the "peak" for bus services, including the limited window that express services operate, is focused around 8-9am and 5-6pm, light rail's peak period will be from 7am to 7pm with a service every four minutes between the CBD and Moore Park and eight minutes on the branch lines in each direction during that time.

Wheelchair access on light rail and standing room

Each coupled set will include eight spaces prioritised for use by wheelchairs. With 15 services in each direction every hour between 7am and 7pm, there will be 120 dedicated wheelchair spaces in each direction per hour – a total of 240 dedicated wheelchair spaces per hour.

In addition to this, the vehicles have been designed to maximise accessibility for all users, so wheelchairs can move right through the vehicles and park safely in sections other than the priority spaces.

All buses operating between the South East and the Sydney CBD have a minimum of two wheelchair spaces in keeping with DDA requirements.

With 450 passengers in a 67 metre Light Rail Vehicle, it is calculated there will be four passengers per square metre in standing areas. With 12 sets of doors per side, in these conditions access to seating, and boarding and alighting will be safe and efficient.

Terminating the light rail at Wansey Road

Options for alternate routes between the CBD and South East are explored in depth in the EIS and information about tree removal and revegetation is available on the Sydney Light Rail website. Servicing the Randwick Town centre is a key feature of the project and is not achieved by terminating the line at Wansey Road.

Spacing of stops

Regarding the spacing of stops along the route, from Circular Quay to Bourke Street, Surry Hills is four kilometres, with nine stops - a stop every 450 metres. From Moore Park to Kingsford is 3.5 kilometres, with six stops - a stop every 580 metres. From Moore Park to Randwick is also 3.5 kilometres, with five stops - a stop every 700 metres.

Meeks Street closure

Meeks Street was closed by Randwick City Council, to whom you should direct any questions on the topic.

Removal of bus stops

The assertion that the vast majority of bus stops will be eliminated is false. The EIS noted approximately 54 bus stops to be affected and the majority of these are in the CBD and have already been removed as part of the October 2015 CBD bus route changes.

To date we have closed a small number of stops on Anzac Parade, Alison Road and Cleveland Street to improve traffic flow. Stops will be reviewed in line with the development of the new South East bus plan however we do not envisage many more bus stop closures than what has been implemented to date.

Trees

The numbers and assertions you are currently making in regard to trees are totally incorrect.

The tree report (revision 6a and 6b) clearly notes that 1408 trees were assessed in total, whereas you are quoting that 1408 trees are 'impacted'. This is untrue.

Referencing the table you attached:

- 439 trees of varying sizes are to be removed and another 129 need to be removed but have the potential to be relocated.
- 120 trees in the CBD area are to be removed on request of the city of Sydney so that they can be replaced with a more suitable species.
- 717 trees are to be retained.

Some of the trees to be retained will be pruned in accordance with Australian standards. You can read further on this topic on our website.

The assertion that hundreds more of the 'Boulevard of trees' on Anzac Parade are to be killed is totally false. Only one significant fig is identified to be removed on Anzac Parade to accommodate a pedestrian bridge required to support Sydney Boys and Girls High School and we continue to explore options in regard to this tree. All others will remain.

Of 112 Moreton Bay Figs along our route, at least 81 will remain exactly where they stand.

High Street and parking loss

The terminus was moved to High Street on request from Randwick Council and the hospitals and provides a better urban planning outcome and avoids the need to impact High Cross Park.

While some parking in the area will be affected during construction, we are working with Randwick City Council on final plans for local parking and traffic that will support the integration of light rail once it is in operation, this includes prioritising access for patients and emergency vehicles along High Street and identifying locations for drop-off zones, short-timed parking and mobility parking. These plans are under development and will be released when available.

Working closely with Councils, new parking opportunities are being developed and implemented along the route to offset parking loss.

Future correspondence

The Coordinator General is extremely busy and cannot respond personally to the great number of enquiries we receive about our projects.

Transport for NSW's policy regarding email correspondence is [available here](#).

Correspondence can be emailed to projects@transport.nsw.gov.au or you can use our [online form](#).

I trust the above satisfies your interest in the subjects we have covered and that your future enquiries will follow the processes set out above. We look forward to you correcting the misinformation on your website and facebook, as you have committed to do, with the facts presented above.

Many thanks,
John (BRADY)
Transport for NSW

EMAIL TO TRANSPORT FOR NSW
SENT: THURSDAY 8th September, 2016

From: John Bellamy [<mailto:john@johnbellamy.biz>]
Sent: Thursday, 8 September 2016 3:51 PM
To: Prendergast, Margaret; Projects; ACCIONA; Minister For Transport NSW
Cc: Brady, John; editor@southerncourier.com.au; Brown, Alec (Alec.Brown); Warren, Scott; Martha Halliday; Wentworth Courier Courier; Michael Daley; Matt Thistlethwaite; Tony Bowen; Penny Sharpe; Mehreen Faruqi; David Shoebridge; Jamie Parker MP; Jenny Leong; Alex Greenwich MP; Ron Hoenig; Luke Foley; Anthony Andrews; Greg Moore; Scott Nash; Ted Seng; Kiel Smith; Harry Stavrinou; Murray Matson; Brendan Roberts; Noel D'Souza; Kathy Neilson; Geoff Stevenson; Lindsay Shurey; Pat Garcia; Robert Belleli; Minister For Transport NSW; Mike Baird; Gladys Berejikian; Bruce Notely Smith; Mitch Price

Subject: FINAL REQUEST - follow up on emails - official complaint PR
Importance: High

----- Original Message -----

From: [John Bellamy](#)
To: [Margaret Prendergast](#) ; projects@transport.nsw.gov.au ; [ACCIONA](#) ; [Minister For Transport NSW](#)
Cc: [John Brady](#) ; editor@southerncourier.com.au ; [Brown, Alec](#) (Alec.Brown@altraclightrail.com.au) ; [Scott Warren](#) ; [Martha Halliday](#) ; [Wentworth Courier Courier](#) ; [Michael Daley](#) ; [Matt Thistlethwaite](#) ; [Tony Bowen](#) ; [Penny Sharpe](#) ; [Mehreen Faruqi](#) ; [David Shoebridge](#) ; [Jamie Parker MP](#) ; [Jenny Leong](#) ; [Alex Greenwich MP](#) ; [Ron Hoenig](#) ; [Luke Foley](#) ; [Anthony Andrews](#) ; [Greg Moore](#) ; [Scott Nash](#) ; [Ted Seng](#) ; [Kiel Smith](#) ; [Harry Stavrinou](#) ; [Murray Matson](#) ; [Brendan Roberts](#) ; [Noel D'Souza](#) ; [Kathy Neilson](#) ; [Geoff Stevenson](#) ; [Lindsay Shurey](#) ; [Pat Garcia](#) ; [Robert Belleli](#) ; [Minister For Transport NSW](#) ; [Mike Baird](#) ; [Gladys Berejikian](#) ; [Bruce Notely Smith](#) ; [Mitch Price](#)
Sent: Thursday, September 08, 2016 3:50 PM
Subject: FINAL REQUEST - follow up on emails - official complaint PR

Thursday 8th September, 2016 - please share/forward to all relevant departments.

Dear Ms Prendergast and all

We would like to lodge an official complaint with Transport for NSW / Department of Transport and ALTRAC on the grounds that you are not providing the community with specific information that has been requested with regard to the CSELR project. Could you please respond with a receipt number and a timeframe for a response, or if not, the correct channels for complaints procedure and how to escalate the complaint?

This is the *third* email that we have sent with a request for information.

Obviously the main issue is capacity, and the fears that the community have that the CBD and South East Light Rail project will not be able to meet the current or future passenger demand for service. Particularly in light of Nick Greiner's comments. And also the recent herald article on the new metro <http://www.smh.com.au/nsw/revealed-new-metro-between-sydney-cbd-and-parramatta-20160831-gr5d6m.html>

" but the light rail line to the eastern suburbs would not justify a significant increase in development. That line is likely to be full from when it opens in 2019."

Please answer all of the questions below and attached, and questions from previous 2 emails.

- 1) What is the current capacity of buses from Kingsford and Randwick to Central/Circular Quay in the morning peak? (8am-9am)
- 2) What is the current passenger loading? (how many actual passengers travel on this corridor)
- 3) What will the future capacity of light rail be? What will the actual, real or operational capacity of the light rail from 2019-2029?

220 buses an hour with a capacity of 16,000 - 25,300 passengers an hour (70 person to 115 person buses) will no longer enter the city in the morning peak from 8am-9am. These buses will be replaced by 15 trams an hour into the city which is a crush capacity of 6,750 passengers an hour. (Actual or operational capacity will be less) "the net effect on public transport capacity into the city is negative. It's a loss." If all of this information from the following article was incorrect, or the incorrect 'interpretation', wouldn't you have corrected the correction that you requested from the Sydney Morning Herald? You have not, and unless you do, then every single one of the facts stated in this article are then must be completely true:

<http://www.smh.com.au/comment/the-new-light-rail-doesnt-deserve-to-be-called-public-transport-20160518-goxufp>

Express buses will travel behind the trams in a shared tram/bus corridor, but the

express buses won't be able to pick up any passengers after Kingsford along Anzac Parade.

The vast majority of all stop buses will be eliminated. The University of NSW express buses and Sydney Boys and Girls' express buses are to be cut as per attached report from the Environmental Impact Statement. If the transport planning has not been done yet, then is there a reason that the project should be continued until this is disclosed to the public?

If the deficit in capacity is to be made up by buses, then doesn't this defeat the whole purpose of building light rail in the purpose?

Look Forward to hearing from you, or how to escalate this complaint within the department, government, ALTRAC or ancillary bodies.

Sincerely

John

PS - just to be clear, every single person working on this project, is *choosing* to **kill** our beloved, heritage listed and *priceless* Anzac Memorial Trees. In all, 871 significant and heritage listed trees are to be impacted by this project and 1408 trees in total. You will plant 900 small trees along the corridor as compensation to Australians and 900 'elsewhere'. You are taking away all parking from Anzac Parade and High St in the corridor, [killing small business](#) and also in the CBD and Surry Hills. The UNSW stop is in the middle of the road with no fencing and will only carry max 'crushed' capacity 450 passengers every 8 minutes (including general public) You are taking away all parking from high st in the corridor, and putting in a 24 hour no stopping zone/clearway outside 91 medical centres which deal with [terminally and chronically ill patients](#) You are not providing information on how this will operate. What's more 15+ storey high developments are set to increase the density and passenger demand even further, on our area - how will we cope?

TREE DATA: From Environmental Impact Statement and Tree Report - please let us know if any of this information is out of date or incorrect and we will update our records.

http://www.savingsydneytrees.org/tree_maps_se_light

<https://sydneylightrailactiongroup.com/save-our-anzac-memorial-trees/>

<http://www.tec.org.au/component/content/article/160-our-campaigns/1103-save-our-trees.html>

http://www.tec.org.au/images/reports/Summary%20Report%20-%20Final_Tree%20Data%20-%20from%20Light%20Rail%20Project%20Arborist%20Report%20-%208%20February%202016.pdf

COPY OF EMAIL SENT TO TRANSPORT FOR NSW:
SENT: 5th September, 2016

Dear To: **Margaret Prendergast**

CC: John Brady, Scott Warren, Alec Brown, Martha Halliday, Wentworth Courier, Southern Courier, SMH, Other Media, Michael Daley, Matt Thistlethwaite, Penny Sharpe, Tony Bowen, Mehreen Faruqi, Ron Hoeing, Luke Foley. Sydney Light Rail Action Group Members and Supporters, Gladys Berejiklian, Mike Baird, Andrew Constance, Bruce Notley-Smith, Murray Matson, Mayor Noel D'Souza, Scott Nash, Brendan Roberts, Kiel Smith and Randwick Council (Please forward to all other relevant and interested parties and departments)

Dear Ms Prendergast,

Following up on the email we sent to you on the 18th of August. We haven't heard back from anyone on your team, although questions were officially lodged at the light rail forum. (see attached)

You have said that you will no longer communicate with us, but will you please tell the rest of the community and people of NSW how you plan on increasing capacity by 10% from Kingsford, 30% from Randwick and doubling morning peak capacity from CBD to hospital and University precincts?

Given that all University of NSW express buses are to be cancelled, 20 bus routes are to be cancelled, 220 buses will no longer enter the city (capacity 16,000 passengers an hour in the morning peak) and will be replaced by only 15 light rail vehicles per hour with a capacity of only 3,300-6,750 passengers an hour into the city. 220 buses are to be 'deployed' elsewhere - where will they be deployed?

Express buses will enter the city, but as you refuse to release the full cost/benefit analysis or business case, you need to justify to the community how it is worth spending over \$2.1 billion on a project that will impact 1277 trees, 871 significant and heritage listed trees, Kill Anzac Memorial Trees, cut public and private transport capacity, cut buses, cut parking, cut 54 bus stops, cut disabled and pram capacity per hour, cut convenience, cut safety and make our city less loveable and liveable.

There are so many other and better solutions.

If you continue to refuse to communicate with us, can you please tell us how we can lodge an official complaint?

Sincerely yours,

John

COPY OF EMAIL SENT TO TRANSPORT FOR NSW:
SENT: 18th August 2016

Dear Ms Prendergast,

Thanks for your email, and information - you have stated that. "**Current planning would see a combined light rail and bus network deliver citybound morning peak capacity increases of more than 10 per cent from Kingsford and 30 per cent from Randwick, and a doubling of morning peak capacity from the CBD to UNSW and the Randwick hospital precinct.**"

When the light rail begins operating, and for the first 10 years of operation, according to the Environmental Impact Statement, the CBD and South East Light Rail will only run **15 Light Rail Vehicles per hour**. This is a capacity of only 3,375 passengers an hour from Kingsford and 3,375 an hour from Randwick*

Can you please provide your current planning facts and figures that demonstrate how you will achieve this increase of more than 10% from Kingsford and 30% from Randwick, and a doubling of morning peak capacity from the CBD to UNSW and the Randwick hospital precinct, given that all UNSW express buses, and Sydney Boys and Girls' High school buses are to be eliminated?

The Sydney Light Rail Action Group attended your Sydney Light Rail forum last Wednesday night and we have attached the following questions which John Brady, Alec Brown, Martha Halliday and all the other TfNSW and ALTRAC staff were unable to answer. These questions were formally lodged with Anna at the welcome table, and the community wants to know when we will receive our answers to these simple questions.

Look Forward to hearing from you at your earliest convenience.

With best regards,

John Bellamy **0414 755 621**

john@johnbellamy.biz

www.sydneylightrailactiongroup.wordpress.com

*A combined total capacity into the city of 6,750 passengers an hour, or 13,500 both ways. (This is with up to 4,950 passengers standing in cramped conditions, and only 1800 seats an hour in one direction) According to the correction Transport for NSW requested to a Sydney Morning Herald article, Transport for NSW confirmed that the 220 buses that will no longer enter the city in the am peak hour have a capacity of around 16,000 passengers an hour, and that these buses are to be deployed elsewhere.

According to the Environmental Impact Statement, **The following bus routes are to**

be eliminated for the CBD and South East Light Rail: ·

- All UNSW Express buses: 890, 891, 892, 895.
- All Sydney Boys and Sydney Girls' High School Express Buses: 610/610e
- Limited Stop Buses: L94, M10, M50
- All Stop Buses: 373, 374, 376, 377, 391, 392, 393, 394, 395, 396, 397, 399

There are also 54 bus stops to be removed, with a walk of up to 2 kilometres between light rail stops.

Hundreds more trees are to be clear-felled and hundreds more are to be extensively pruned, including the Anzac Memorial Moreton Bay and Port Jackson Fig Trees lining the bus way in Moore

Park. <https://sydneylightrailactiongroup.wordpress.com/which-trees-are-to-be-destroyed/>

Save our Anzac Memorial Trees, Save Our Buses, Stop Congestion, Release The Facts, and come up with a better solution.

[Video Of Margaret Hope - Daughter of an Anzac Soldier From World War One comments on the tree destruction and light rail](#)

www.sydneylightrailactiongroup.wordpress.com

EMAIL RECEIVED FROM MARG PRENDERGAST, TRANSPORT FOR NSW, 13th JULY 2016

On 13 Jul 2016, at 18:13, Prendergast, Margaret
<Margaret.Prendergast@transport.nsw.gov.au> wrote:

Dear Mr Bellamy

Thank you for your interest in this important project.

The information below is provided in response to the *four* emails received from you in the last 24 hours.

The CBD and South East Light Rail EIS in 2013 noted that the Hills Weeping Fig located at Nine Ways needed to be removed to accommodate the light rail track and Kingsford terminus and no feasible alternate design to avoid the tree has been identified.

During a recent safety check of the tree by the ALTRAC Light Rail arborculturalist, it was discovered that significant parts of the tree are seriously affected by rot, including the trunk and a branch that hangs over the footpath and road. Having become aware of that safety risk, ALTRAC has erected fencing around the tree and removal will take place as soon as possible. Of course, as with all tree removals, all relevant fauna checks will be carried out by the project ecologist before any work

begins.

Unfortunately, building a major public transport project in an urban area requires some unavoidable tree removal. The tree you refer to at the corner of Wansey Road and High Street has been approved and publicly identified as needing to be removed since the Environmental Impact Statement was released in 2013.

We sought alternate designs that would reduce the impact on this large tree at the corner of Wansey Road and High Street, but it was found not to be feasible. To avoid removing this tree, the only possible alternate track alignment would instead remove the traffic lane from Wansey Road east of Arthur Street and require demolition of an apartment building at the corner of Wansey Road and High Street.

Large tree removal requires the closure of traffic lanes and for safety and convenience of road users, this is best done during the evening or early hours of the morning when traffic is at its lightest. As this tree was located in an area of high university student pedestrian activity, it was also safest to remove it during university holidays.

All necessary notifications were issued prior to removal and the tree was checked for habitat by a qualified ecologist before any removal commenced.

Tree impacts, including the two trees discussed above, were shown on aerial maps (page 19 and page 22) and described on page 26 of the [EIS Overview document](#), available on our website.

Regarding future capacity, the figures you have quoted in your emails and online are misguided and fictitious and, despite your claims, have never been confirmed by Transport for NSW or ALTRAC officials at any time. It is ridiculous that we would reduce public transport capacity – this is all about positioning us to cater for growth.

Light rail will have peak (7am to 7pm) capacity for 6,750 customers per direction per hour – meaning total hourly capacity is 13,500 in both directions. As outlined in the EIS, express bus routes will remain in service, supported by some all-stops and cross-regional routes.

Light rail will deliver significant increases to public transport capacity into and out of the Sydney CBD, integrated with a redesigned bus network. Current planning would see a combined light rail and bus network deliver citybound morning peak capacity increases of more than 10 per cent from Kingsford and 30 per cent from Randwick, and a doubling of morning peak capacity from the CBD to UNSW and the Randwick hospital precinct.

High-capacity buses (articulated and 14.5 metre vehicles) will be prioritised for express services operating into the city centre, with the lowest-capacity buses to no longer service the Sydney CBD. This is reflected in Transport's long-held statement that a light rail vehicle is the equivalent of up to nine standard buses.

It is important to note that the figure of 220 buses to be removed from the CBD refers to light rail replacement (i.e. Kingsford & Randwick services) and broader bus network changes not directly related to the south east. These bus figures are outlined in the Sydney City Access Strategy, Executive Summary, page 2 and the CBD and South East Light Rail EIS page 3-25 : 3.5.1- *“Addressing CBD congestion through transfer from existing buses and private vehicles. The CSELR proposal would reduce buses in the CBD by approximately 180 in the morning’s busiest hour. When combined with other bus network changes this would provide a reduction of approximately 220 buses.”*

Regards the benefits of the CBD and South East Light Rail project, I can direct you to the [Business Case Summary](#) available on our website.

This will be our last communication with you on the above matters.

Marg

Marg Prendergast Coordinator General CBD
CBD Coordination Office
<image001.jpg>

Use public transport... plan your trip at transportnsw.info
Get on board with Opal at opal.com.au

EMAIL TO TRANSPORT FOR NSW TUESDAY
SENT: 12th July 2016

From: John Bellamy [<mailto:john@johnbellamy.biz>] **Sent:** Tuesday, 12 July 2016 4:54 PM **To:** Brady, John; Prendergast, Margaret; Warren, Scott **Cc:** Brady, John; Brown, Alec; Bruce Notely Smith; Tara Larkin; Minister For Transport NSW; Murray Matson; Noel D'Souza; Joanna Hole; Randwick Tourism; Warren, Scott; Prendergast, Margaret; Michael Daley; Matt Thistlethwaite; Ron Hoenig; Jenny Leong; Mehreen Faruqi; Jamie Parker MP; Alex Greenwich MP; Penny Sharpe

Subject: When is the Moreton Bay Fig Tree On Kingsford Roundabout being destroyed?

Dear Margaret Prendergast and John Brady,
We have noticed that the Massive Historic Significant Heritage Listed Moreton Bay Fig Tree situated on the Kingsford Roundabout has been fenced off. When will this tree be chopped down? Our community deserves a chance to protest!

Yesterday, you chopped the tree of knowledge down under cover of darkness in the school and university holidays on a Sunday night, without even telling the local council! Shame on you all! You told us in writing it was not to be destroyed until November, but then neglected to tell us you changed your mind. What have you got to be afraid of?

Every taxpayer in NSW is paying Over \$2.1 billion to have our public transport capacity into the city slashed by nearly 60% in the am peak hour. Approximately 220 buses will no longer enter the city in the am peak hour due to changes resulting from the CBD and South East Light Rail.

Transport for NSW states that these buses have an estimated capacity of 16,000 passengers per hour into the city and are to be replaced with just 15 Light Rail Vehicles with a total capacity of just 6,750 passengers per hour into the city.

This is a reduction of over 9000 people per hour. The net effect on public transport capacity into the city is a negative! You say you are now going to add more buses to cope with the deficit in capacity. Makes you want to know why we need Light Rail in the first place? Who is it benefiting really?

Not only this, there will be 450 people on each tram, with only 120 seats and 330 people standing at a ratio of 4 passengers per square metre - can you confirm if this is correct? 4 passengers per square metre, or is it more? A Gold Coast tram takes 120 metres to stop when travelling at 60 kilometres per hour. How many people do you expect to die per year from our tram?

But, again, and most important of all, When will the tree on Kingsford Roundabout be chopped down?

Look forward to your urgent reply

John

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This is what you destroyed - your grandchildren will not be able to enjoy this tree because of what you have done.

We will never give up.

We will win.

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