

Deakin Residents Association

Submission to [consultation on Light Rail Stage II](#) - May 2017

DRA has reservations about the adequacy of the consultation document and expresses the hope that this is only the first iteration of a process of consultation providing real input and prompting realistic consideration of the Light Rail Stage II project. Here we raise some local concerns and query the project's overall design.

We ask if the current bus service passing the Deakin shops will be removed, requiring passengers to a walk to Adelaide Ave. If so, we submit that transport services for Deakin residents and visitors would be further eroded.

Will elevators (lifts) be installed from Hopetoun Circuit underpass level to Adelaide Avenue level? The demographics of this area necessitate appropriate access facilities.

The proposed stops further down Adelaide Avenue and on Yarra Glen will require even longer walks to the medical and office precincts. We hoped the Light Rail would improve access to these important sites.

Overhead wires are not contemplated for the light rail within the NCA area and we note that the photographs in the consultation document show Yarra Glen to be wire-free, implying continuation of its clean landscape. Canberra streets don't have power lines because they are unsightly. DRA submits that the whole of Adelaide Ave should be overhead cable-free, especially given its processional status.

The consultation document says 90,000 people will live or study within 1 km of the Woden corridor by 2041. We wonder what, exactly, is the "Woden corridor" because that figure would seem to imply high-rise buildings on Adelaide Avenue which is currently flanked by embassies and a school. Are the Curtin horse paddocks destined for high-rise accommodation? Where is the integrated strategic analysis justifying this assertion? What are the expected destinations these people? How will Light Rail help? For Civic to Woden passengers, isn't the trip necessarily longer from than existing express buses, and much longer if the Barton route is adopted?

DRA notes that expenditure on Stage II will be much higher than Stage I because of expensive bridge works across Parkes Way, wire-free transit through NCA zone, bridge reinforcement to cross the Lake, circumnavigating Parliament House or realigning National Circuit, lifts on Adelaide Avenue and many more high-cost pieces of infrastructure. All the more important that benefit : cost analysis is thorough and realistic.

At the May 10 information day, when asked whether there was ceiling on costs or an unacceptable benefit ratio that would preclude further work on the light rail, presenters deferred to the vague notion of 'city building' to justify unlimited expenditure. Surely this is mistaken?

If Light Rail Stage II is the answer, what is the question?