

**Request to be heard?:** No - Copy of Directions and

**Precinct:** General

**Full Name:** Rodney Reginald Watson (Rod)

**Organisation:**

**Affected property:**

**Attachment 1:**

**Attachment 2:**

**Attachment 3:**

**Comments:** I have read documents relating to transport planning in Fishermans Bend and fully support the proposals for light rail and eventually heavy rail. 1. Early establishment of light rail is applauded as are the two routes proposed. 2. Consideration should be given to build the light rail using sleepers and ballast rather than concrete or bitumen. This would ensure quieter running and sleeper/ballast would look aesthetically better in an environment that has open recreational spaces. In Copenhagen, there is a pedestrian bridge that retracts to allow shipping to cross. It may be worthwhile to consider such a bridge over the Yarra River; however, cost may be prohibitive. 3. All light rail track should be in its own reserve, fenced and all road crossing should be built as level crossings with boom gates as used on Route 109. LRVs should be able to have universal priority and should be able to cross at full speed. There should be a "ball park" figure of 500m between stops. No stops should be within the "free zone" in the City. Stops should have more weather protection than on current "super stops". This would probably be best achieved by having island rather than single face stops. 4. Maximum speed should be at least 70km/h if not 80km/h. [A section of light rail in Nottingham has a limit of 80km/h with single track plus crossing loops at each stop.] 5. As part of the planning process, consideration should be given extending the Williamstown-road route under the Yarra River to Newport North-road and thence to Douglas-parade [and further] to Williamstown. Unfortunately, another extension along Mason-street to North Altona would be prohibitively expensive due to dealing with engineering works around Newport Railway Station. 6. Looking at the increases in passenger numbers on the existing Sydney light rail since the extension to Dulwich Hill, it may be prudent to build stops to accommodate two coupled LRVs. To my knowledge, Melbourne has never run coupled sets and there will need to be negotiations with the RBTU about relevant issues such as passenger and crew safety. 7. Schools as generators of public transport should be built close to light rail stops. 7. Planning for busses should be early and include provision for safe bays for stops. Some minor roads should be kept wide enough for running of busses in the event of their being required if support for public transport is greater than initially predicted. 8. Protection for long-term heavy rail in terms of track, above ground and underground, should be enshrined in legislation. 9. Where possible, cycle paths should have underpasses at busy roads. Canberra's cycle paths are a good model. 10. Building heavy rail to Webb Dock is urgent if we wish to avoid congestion on inner-city roads.