

The CBD and South East Light Rail will provide sustainable and reliable modern transport to Sydney's South East that will meet the needs of the community now and into the future.

Light Rail is an environmentally focused network that will reduce greenhouse gases and provide clean, efficient travel. We are working to minimise construction impacts and to preserve the heritage of local areas.

QUESTION AND ANSWER

Are all the old fig trees being removed along Anzac Parade?

No. The vast majority of Moreton Bay Figs on Anzac Parade will stay.

Of the 112 Moreton Bay Figs identified along the CBD & South East (SE) Light Rail route, 81 will be retained with some to be pruned. Only 19 have been removed or are scheduled for removal in major construction, with another 12 being investigated for relocation.

The loss of any tree is a disappointment but Anzac Parade will retain its traditional character while gaining environmentally sustainable and reliable light rail services.

How many trees that are to be removed are more than 100 years old?

Some of the larger figs are in excess of 100 years old. Many others such as the majority of those in the former Alison Road tram corridor are significantly younger and the result of plantings that have taken place from the 1950s to more recent decades.

Trees are classified not by age but on their level of maturity and health. Trees have varying life spans and age is not always the most critical factor. A number of large figs for instance are already in the final chapter of their life.

What measures have been taken to protect wildlife along the light rail route?

ALTRAC Light Rail employs a professional ecologist to ensure best practice for identifying and relocating fauna during construction.

Each identified habitat tree to be removed or pruned is surveyed by the project ecologist to identify whether there is any potential habitat that may have wildlife residing before work starts. If any wildlife is found, they are encouraged to relocate on their own or are relocated by the ecologist.

Any animals requiring additional care are taken to a veterinary surgeon for assessment and may be passed on to a wildlife carer for ongoing care.

Why can't underground tunnelling or the old tramway route be used for the project?

Underground systems deliver fewer stop locations and involve considerably greater expense with significant disruption during the construction process as tunnelling sites are identified and stops constructed.

Light Rail was assessed as the most effective system to meet the needs of the community now and into the future by delivering a sustainable, reliable modern transport.

Part of the old tramway currently acts as the existing bus roadway. The bus roadway will be retained during light rail operations to ensure maximum transport capacity both for day to day and special events. Light rail is using some of the previous tram corridor along the northern side of Alison Road.

Why do we need a light rail when we can just put more buses on existing routes?

We cannot meet current or future demand by adding more buses to already congested roads.

Anyone who travels from the South East knows the issues of reliability and traffic delays that can impact services and these will only increase in the future.

Over the next 10 years Sydney will accommodate a million more people. Daily trips to the City Centre will increase by 25 per cent to 775,000 by 2031.

We need to streamline the current system and provide additional capacity through a fully integrated transport network.

Light Rail will be critical in addressing future demand with reliability rates of 97 per cent.

Why was the light rail stop moved from the racecourse to other side of Alison Road?

The original proposed Alison Road south side alignment was thoroughly investigated by Transport for NSW. There was insufficient space on Alison Road to install light rail on that side and safely maintain all necessary transport services during major events in the area.

The revised alignment on Alison Road improves access for customers north of Alison Road and those travelling to and from Randwick TAFE and Centennial Park.

It prioritises 'everyday access' to the area ahead of casual event access and also offers improved pedestrian safety during special events by providing a new fully-signalised pedestrian crossing opposite Gate 1 of the Racecourse. This ensures safety and minimises conflicts between pedestrians, special event bus services and general road traffic.

The modification was released in 2014 and was put on public exhibition for consultation before being approved in February 2015 by the Minister for Planning.

Will the existing bike and walking paths around the light rail route be replaced?

Yes – the bike and walking paths will be relocated near the existing location. There will be some impacts during construction but every effort will be made to minimise these and maintain where possible.

Which trees are being transplanted?

Approximately 40 trees on the north side of Alison Road are being removed for relocation to a local nursery and maintained for later replanting by Randwick City Council.

The Tree Report identifies a number of trees that may be suitable for replanting. Where practical Transport for NSW will look to relocate trees subject to agreement by the relevant land owner (Centennial Park and Moore Park Trust, City of Sydney or Randwick Council).

Retaining as many trees as practical has and always will be a high priority. ALTRAC and Transport for NSW will continue on a tree-by-tree basis to look at ways to save as many trees as is practical throughout the design and construction process.

What is the revegetation plan and who will choose the type of trees and where they are planted?

An extensive Revegetation Compensation Package is in place as part of the project conditions of approval.

Our aim is to replant as close as possible to the location of the removed trees, in liaison with local councils and the Centennial Park and Moore Park Trust.

Where we can't plant close to those locations, we'll liaise with local councils and the Trust about new locations for the replacement trees.

Replacement trees will be of high quality stock and will generally be around 3-4 metres high, depending on the species, and with a root base of 200 litres.

The species, size and location of trees will be agreed with the landowner.

ALTRAC Light Rail is required to maintain and ensure the growth and survival of new trees over a number of years.

Revegetation commitment:

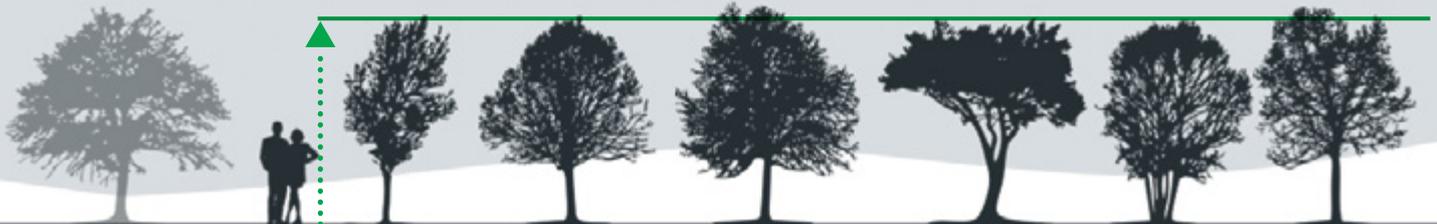
- 8 trees for every large tree removed
- 4 trees for every medium tree
- 2 trees for every small tree.

More than 1,800 new trees are expected to be planted as part of the project with the species of tree determined in association with the local council or the Centennial Park and Moore Park Trust. Almost 900 of these trees will be along the light rail alignment, while the remainder will be planted within the affected local government areas.

Can the community get involved with the revegetation process?

The community is encouraged to liaise with the local council or the Trust about the new locations for the replacement and transplanted trees. Ongoing Sydney Light Rail Community Forums and reference groups will also provide the opportunity for feedback on these and other issues.

For every tree removed during construction, between 2 and 8 new trees will be planted. Local councils will guide what tree species will be planted and where. At the time they are planted, the new trees will be 3 to 4 metres tall.



Between 1,800 and 2,200 trees will be replanted in the City of Sydney and Randwick City Council areas.

Almost 900 new trees will be planted along the light rail route.

We are committed to keeping or replanting trees rather than removing them where practical.