

**From:** Jack  
**To:** [Committee, NCET \(REPS\)](#)  
**Subject:** Fwd: Proposed Canberra Light Rail, Civic to Woden  
**Date:** Sunday, 1 July 2018 8:49:33 AM

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Begin forwarded message:

Committee Secretary  
Joint Standing Committee on the National Capital and  
External Territories  
Parliament House  
Canberra  
ACT 2600

Dear Committee Secretary,

Proposed Canberra Light Rail, Stage 2, Civic to Woden.

## SUPPLEMENTARY COMMENTS.

What seems to be clear from reports of the Committee hearings so far, is that all aspects of this matter, especially alternatives to government preferences, need to be fully explored, perhaps even more than is normally the case.

Accordingly, I refer to my main submission below, and make some further comments in relation to press reports on hearings to date, keeping in mind the terms of reference of the Committee - primarily, the impact of the proposed light rail scheme on the National Triangle.

1. The travel distance in the ACT Government's preferred route, from Civic to the connection of State Circle with Capital Circle, is almost exactly the same as in the route I have put forward (being Civic-New Acton-West Basin-

ANU-Acton Peninsula-Lennox Gardens (expanded)-Parkes/Capital Hill-Barton-Deakin, and on to Woden). It is envisaged that the Civic-Woden travel time would be slightly less in my proposal, because the route includes the direct connection of Flynn Drive to State Circle.

2. I reiterate my view, and of others, that for a wide range of reasons, it is undesirable for the tram system to be installed anywhere on Commonwealth Avenue (or Kings Avenue), including on or between its bridge carriageways. And, that it is similarly undesirable for the tram system to traverse the Parliamentary Zone (Parkes). My suggested arrangement complies with those views.

3. It is envisaged that, contrary to the ACT Government's published opinion on a lake crossing involving Acton Peninsula (Fig.6 in the ACT's submission), my suggested new peninsula bridge location and form (reflecting Griffin's curved missing third central crossing, and springing from lower Lawson Crescent approximately between the Museum and AIATSIS) would not present insurmountable "technical and engineering challenges"; keeping in mind that my suggested route involving Acton Peninsula differs considerably from the ACT Government's version, which is unacceptably intrusive on the peninsula's important and historical north facing built and natural environment, and which would compromise the peninsula's distinctive land form.

4. My suggested route offers a wider and different range of connectivity and development opportunities, compared with the ACT's preferred route, (see my main submission), notably by providing tram stops at New Acton, ANU south,

Museum, the expanded Lennox Gardens, the junction of State Circle with Kings Avenue (for convenient access to Parliament House, the Parliamentary Zone/National Institutions, and Barton), and at the junction of State Circle with Sydney Avenue (also for Barton access).

5. Further to point 4 above, it should be remembered that there is widespread objection to proposed dense apartment development along the western edge of Commonwealth Avenue, south of Parkes Way. That development would destroy the vital open space character of the lake environment, along with important lake and mountain vistas from City Hill and Commonwealth Avenue itself. That development should be disallowed. Then the *raison d'être* for the tram route along Commonwealth Avenue becomes further eroded, bringing into play, the route I have suggested, which would still serve West Basin admirably.

6. The Acton route would stand ready to have the future Molonglo Valley line plugged into it near New Acton West (see Fig. 2 in the ACT Government's submission).

I request the Committee's permission in due course to circulate this letter further.

Yours faithfully,

Jack Kershaw FRAIA (retired), Former president Residents Rally for Canberra Inc, and Canberra Community Action on Acton Inc.