



Transport
for NSW

Sydney Light Rail

Centennial Park and Moore Park
Precinct Workshop
4 December 2013

Workshop Format

- Presentation from TfNSW team
 - Identify key design principles and constraints
 - Concept solutions
- Questions and feedback
- Next steps



Agenda

- Introductions
- Tramway Oval
 - *Bus operations – Nick Clark*
 - *Impacts on playing field – Ian Cashen*
- Stop design
 - *Passenger flows and public domain – Emma Townsend*
 - *Light rail operations / turnback design – Andy Wood*
- *Other impacts – Chris Paras / Ian Cashen*
 - Moore Park West
 - Showground Parking
 - Parklands Tennis
 - Robertson Road courts and fields
- Next steps



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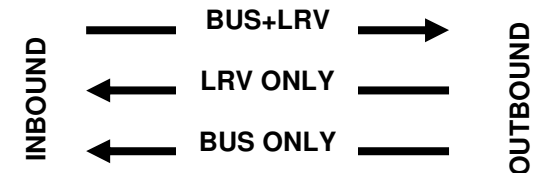
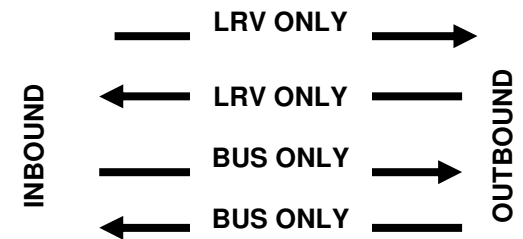
TRAMWAY OVAL

Key principles and constraints

- Mitigate impacts to Swans training field
 - Construction
 - Final
- Maintain efficiency light rail and bus operations
 - Construction
 - Final
 - Normal operation and events

Busway operations

- **Baseline (Definition Design)**
 - Two bus lanes and 2 light rail tracks.
 - One lane closed for part of construction period
 - Two lanes available after construction
 - Event bus loop remains in operation for events
- **Single bus lane alternative**
 - One bus lane north, one light rail track north one shared lane south
 - Both lanes closed during construction
 - Event bus loop used for normal operations and events



Busway operations

Post construction bidirectional bus operations need to be separate to Anzac Parade

Majority of buses on busway are from the Alison Road. They avoid the heavy right turn and associated congestion at the Anzac Parade / Alison Road intersection



Busway options

Summary impacts

Baseline

- Event bus loop needed for normal operation in construction
- Single bus lane available during construction to reduce impacts to Anzac Parade and the Alison Road intersection
- Bus turnaround needed for events during construction (may be beneficial to remain in final state to avoid crossing light rail tracks)

Single bus lane

- Event bus loop needed for normal operation in both construction and end state
- Closure of both bus lanes will overload the Alison Rd / Anzac Parade intersection (currently LoS F)
- Shared tram/bus lane decreases light rail reliability
- Complicates the design of the light rail stop
- Degrades transport services for passengers not using the light rail

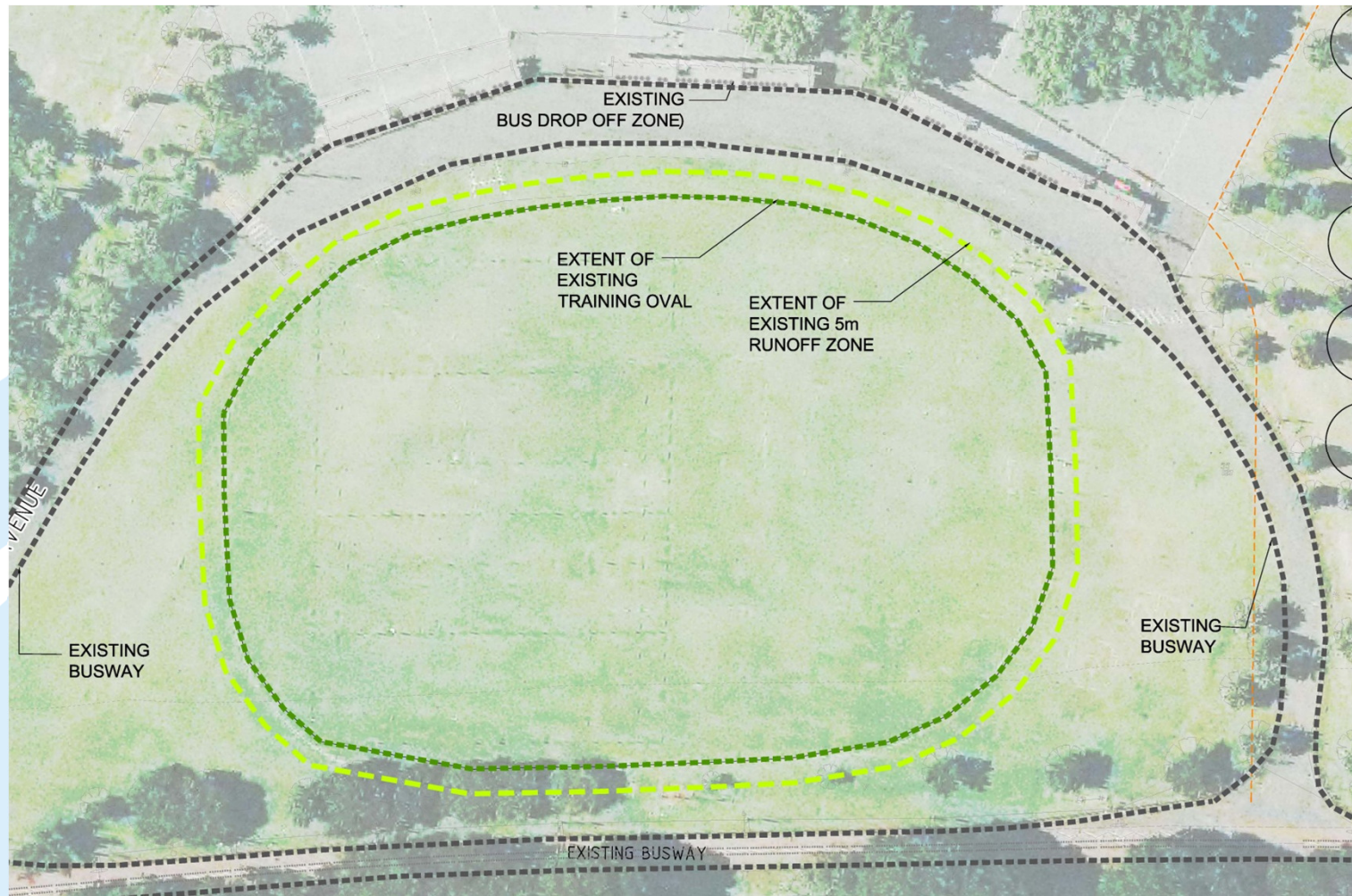
Concept solutions at Tramway Oval

- Construction
 - Diaphragm wall – larger construction footprint
 - Diaphragm wall – smaller construction footprint
- Alignment
 - Adjacent to busway (two bus lanes)
 - In busway (single bus lane and shared LRV/bus lane)
- Oval
 - No adjustment
 - Adjust location to east
- **Concept Solutions**
 1. Baseline (adjacent to busway, no adjustment)
 2. Adjust oval location
 3. Adjust oval location + alignment in busway

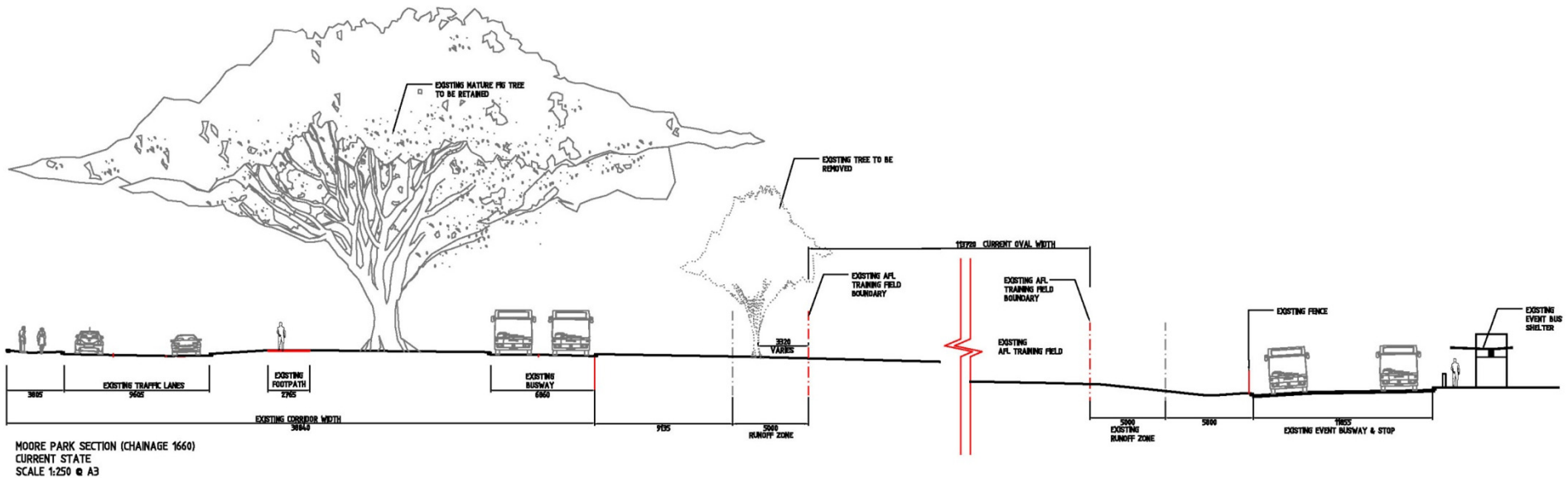


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Tramway Oval Current State

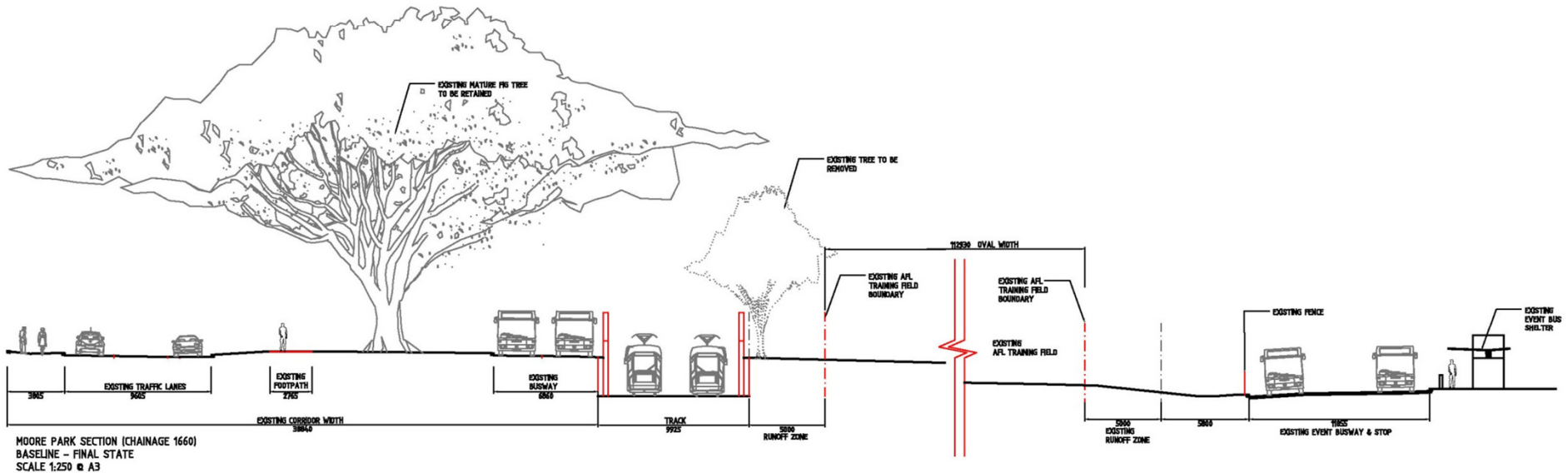


Tramway Oval Current State



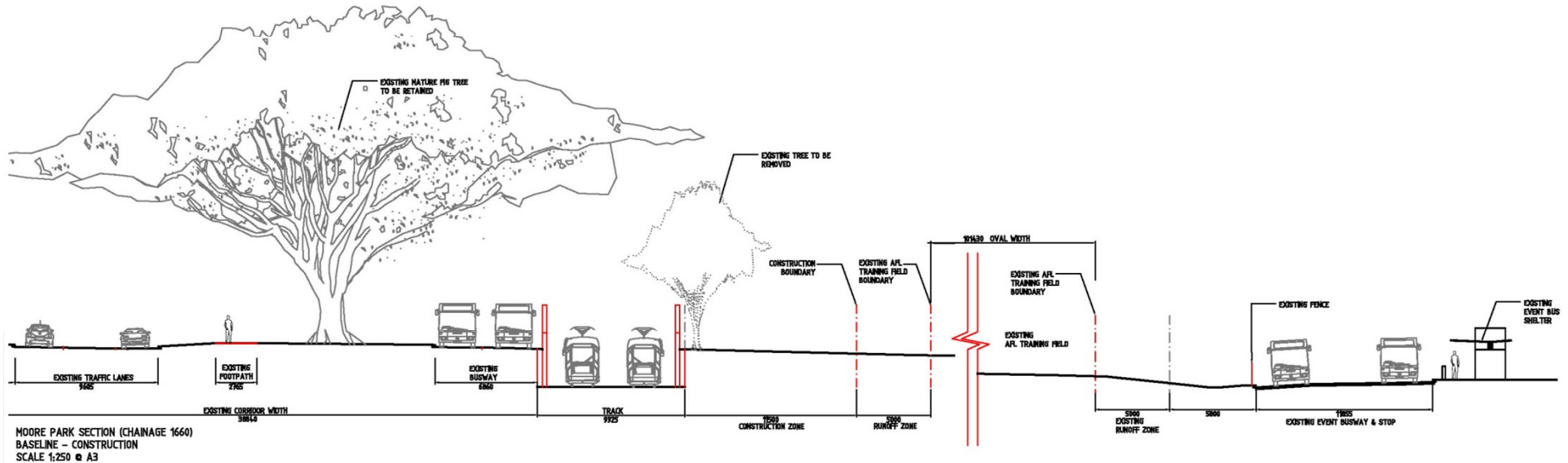
- Trees in runoff zone on western boundary (approximately 3.3m from boundary)
- Oval width 114m (approx)

Tramway Oval Baseline – Final State



- Trees in runoff zone on western boundary removed during construction
- With a new runoff of 5m from the portal structure, the available width for the oval is 113m (a 1m reduction in available playing field width from current state)

Tramway Oval Baseline - Construction

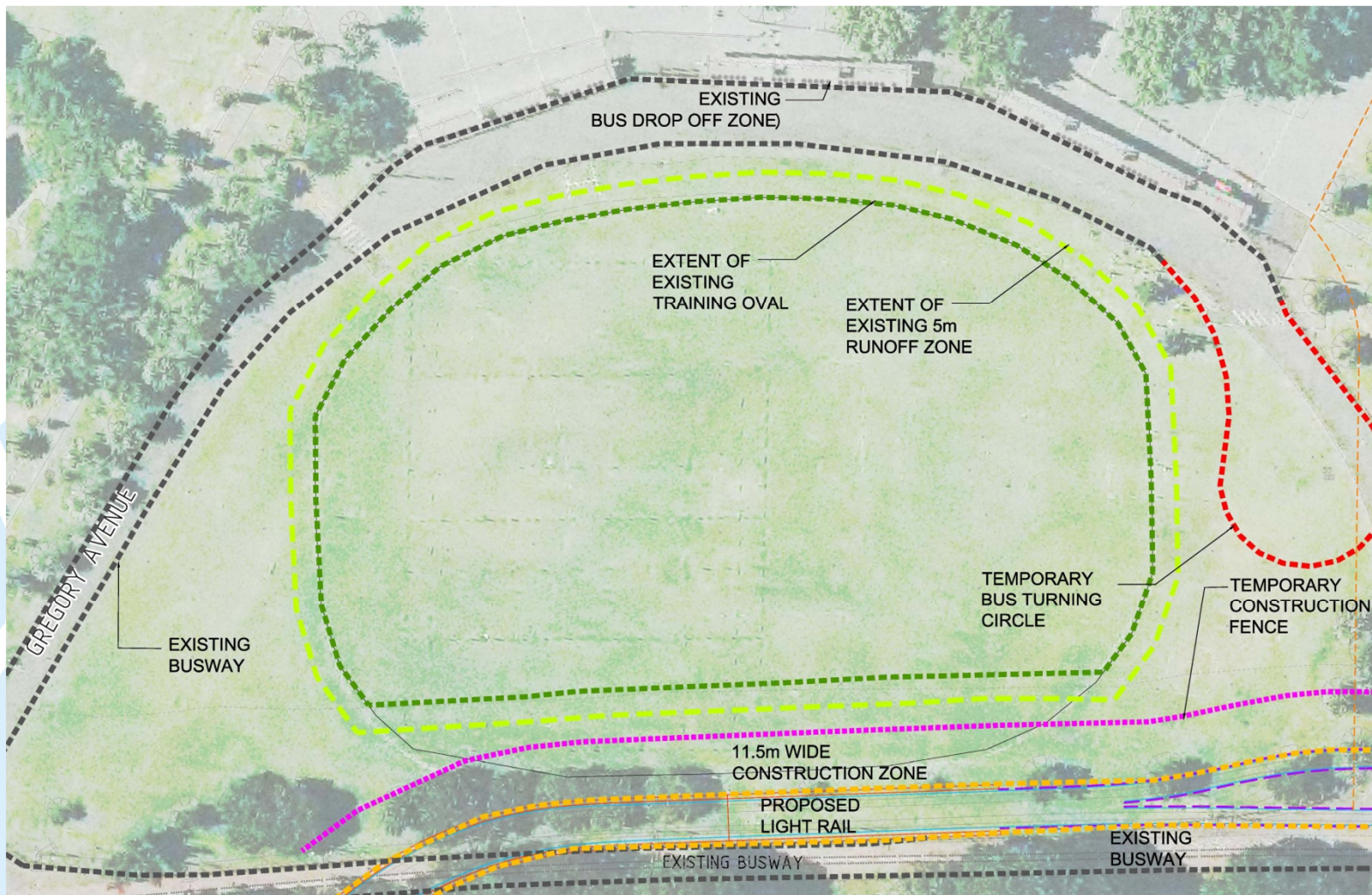


- Available oval width reduced to 101m with 5m runoff from construction boundary (i.e. construction impact is 13m reduction in available playing field)

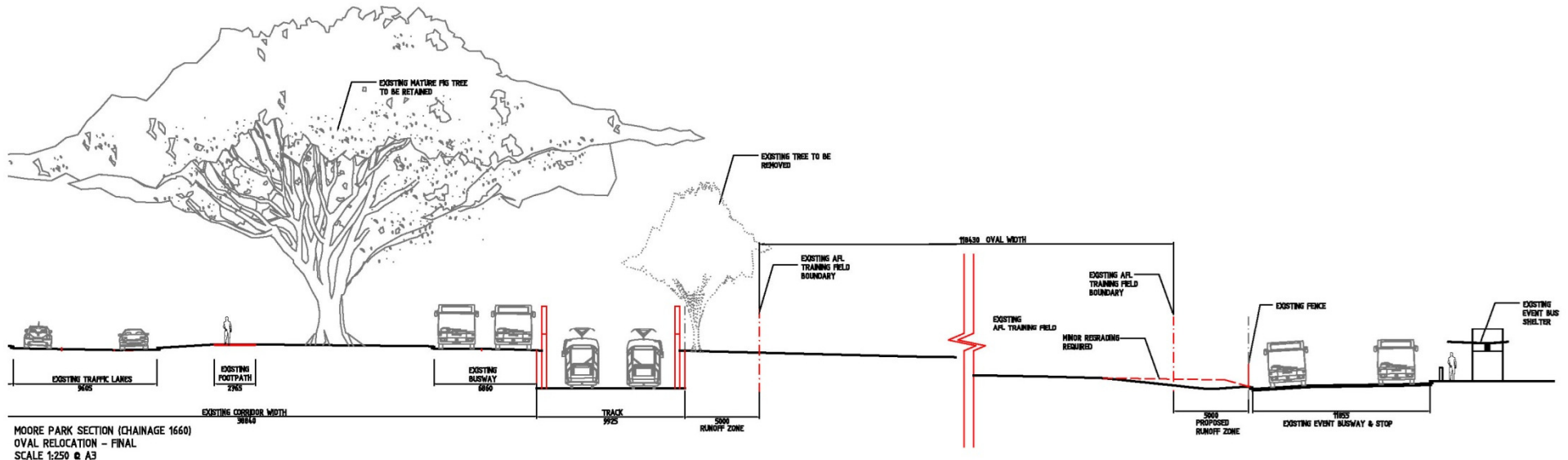


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Tramway Oval Baseline - construction



Tramway Oval Oval Relocation – Final

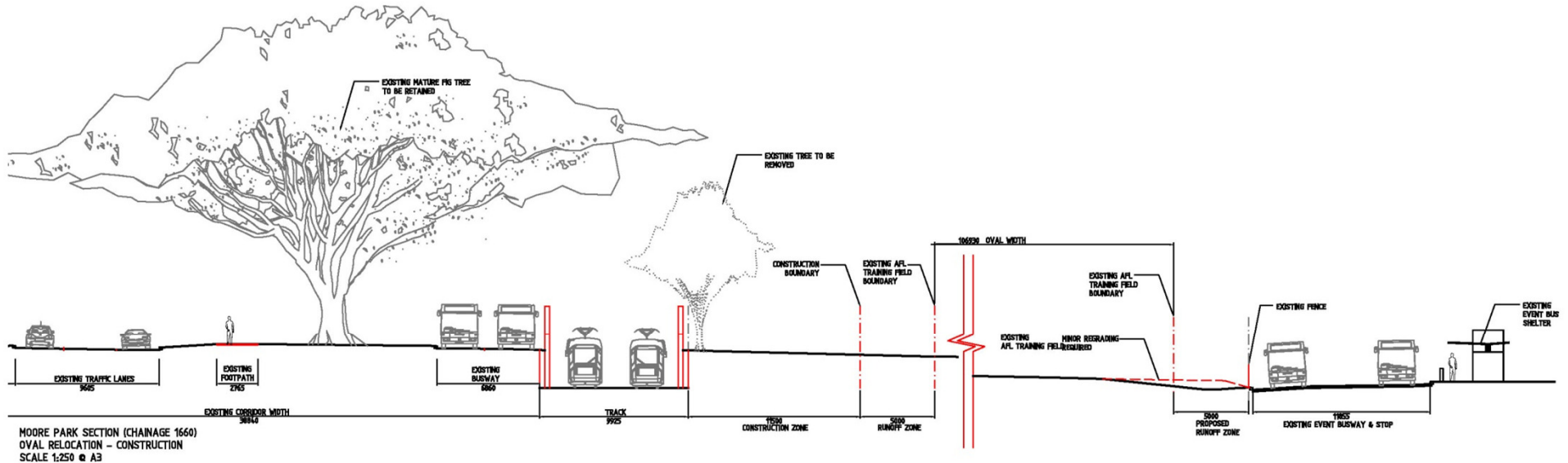


- Available oval width increased to 118m (4.5m increase over current state)
- Trees in runoff zone on western boundary removed during construction



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Tramway Oval Oval Relocation-Construction

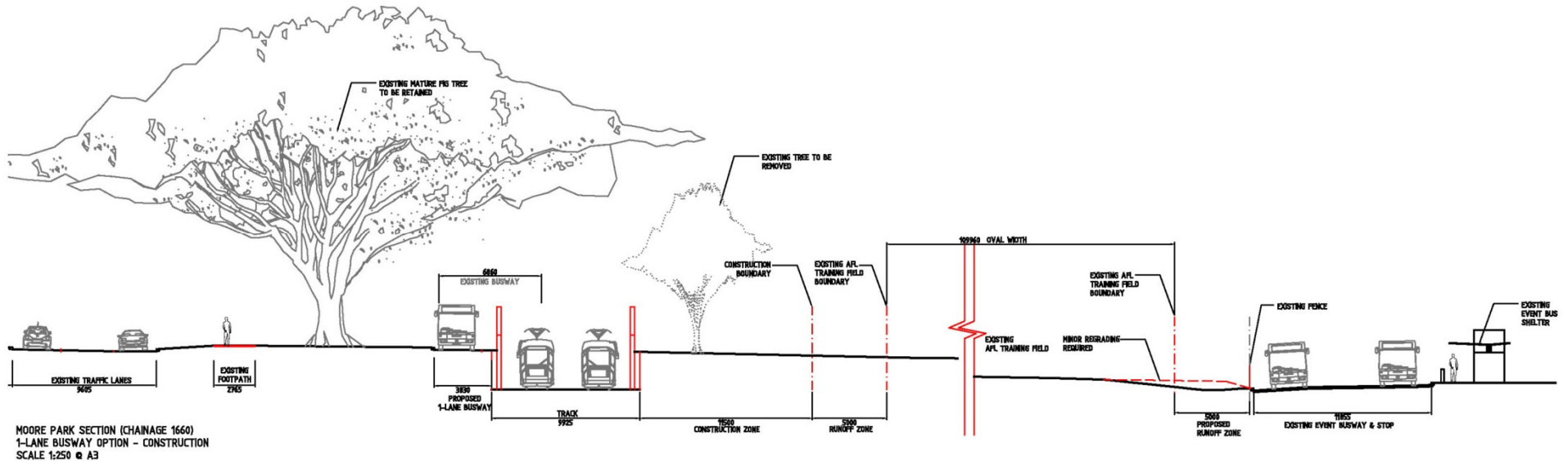


- Available oval width 107 m (temporary reduction of 7m)



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Tramway Oval Busway Option-Construction



- Available oval width 110 m (temporary reduction of 4m)

Tramway oval

Summary of impacts

Option	Final state impact	Construction impact *	Comments
Baseline	Reduce by 1m (no trees in runoff)	Reduce by 13m	
Oval relocated	Increase by 4.5m	Reduce by 7m	
Busway option + Oval relocated	Increase by 7.5m	Reduce by 4m	Significant operational impacts Tramway loop becomes permanent busway

* Expected construction duration of ~12 months for tunnel portal. Limiting the construction footprint is expected to extent the duration by 25-50%