



16 December 2013

### **BusNSW Response to the CSELR Environmental Impact Statement**

BusNSW is the peak body for the NSW private bus and coach industry whose members continue to provide essential services on a daily basis and provide a key interface with the travelling public. The BusNSW mission is to foster the efficient and sustainable growth of public transport in NSW and to promote the benefits of bus and coach travel. Buses and coaches play a vital role in delivering public transport in NSW. Improving bus and coach services in NSW will have a positive impact on congestion, the economy, reducing social exclusion, improving health and safety, reducing pollution, and improving energy security.

BusNSW welcomes the opportunity to comment on the CBD and South East Light Rail Environmental Impact Statement Overview and has the following comments and recommendations.

- The introduction of light rail and pedestrianising sections of George Street will ultimately cause greater congestion in other parts of the Sydney CBD road network. An integrated transport mode plan, as well as a layover that caters for coach parking on the Eastern side of the CBD will help alleviate this congestion caused by the disruption to the main artery of the Sydney CBD both for the short and long term. To ensure these streets aren't turned into congestion zones, the plan must consider an increase in bus zone and coach layover to reduce the potential for double parking along busy routes and outside hotels. This considers passenger safety as well as the overall road traffic network.
- BusNSW urge the plan to consider the exploration of shared zones, particularly mail zones (which are only utilised at certain parts of the day), that can be used as coach layover areas at other times. With regard to "Sydney

Buses only” parking locations we recommend that these also be considered to facilitate short term pick up and set down by other buses and coaches.

- BusNSW believe the Environmental Impact Statement does not adequately consider the impacts changes to the current operating environment of bus and coach services will have on customers. These changes will particularly impact areas of high tourist density at popular tourist sites and major event locations as well as the Eddy Avenue interchange and the proposed relocation of coach layover along sections of Pitt Street (which presents issues regarding passenger safety with uneven sections of road affected by tree roots causing trip hazards).
- The King Street Wharf layover is an important facility for the coach industry in the CBD. BusNSW and its members support the initiative of TfNSW to create the layover and believe that it has helped reduce the demand for parking in some areas of the CBD and subsequently reduced the congestion impact. However, the facility is difficult to access in peak periods, particularly during an event which cuts off the East and West sides of the city. BusNSW recommends TfNSW and The City of Sydney consider an additional layover area, similar to the King St Wharf layover, on the eastern side of the city to avoid the need for coaches to travel across the city in order to layover. This will reduce the congestion within the city streets and benefit the city plan.
- The Botanic Gardens Trust removing designated coach parking spots for individual car parking further justifies the need for more coach parking and layover on the eastern side of the city to alleviate congestion and reduce double parking and illegally parked vehicles. Recommendations were provided to TfNSW outlining areas which could accommodate this layover on the eastern side of the CBD; for example, the Domain car park, Sir John Young Crescent.
- BusNSW request details of the proposed CBD traffic flow strategy to better understand how buses and coaches are expected to move around the CBD during and after the light rail construction phase.
- Operators who run Regular Passenger Services into the CBD are concerned about the impacts changes to routes and bus stop locations during the construction and phase in of the Light Rail project. The EIS must consider these changes and the effects these will have on the overall CBD operating environment and traffic network.
- Members have also expressed concern regarding the trees and low hanging branches in the CBD, which can cause significant damage to buses and coaches. Foveaux and Jamieson streets were identified for urgent attention.

- Any proposed changes to Eddy Avenue should be developed in consultation with the Bus and Coach industry. This facility is important to the industry due to the influx of passengers/coaches it caters for, those arriving to Sydney and those embarking on tours from the facility. With an increase in the number of domestic and international tourists visiting Sydney, a world class facility, catering for these passengers, is required. A facility that enables safe pick up and set down of tourists as well as providing the best connectivity with other modes will improve customer experience and benefit the city. Destination NSW understands the nature of the tourism market (particularly the increase in Chinese tourists, resultant coach travel, airport transfers and tour experiences) and the need to utilise the Eddy Avenue terminal. A world class public transport facility has the capability for coach passengers to interchange seamlessly with rail, light rail and timetabled bus services. If, as proposed, coach facilities along Eddy Avenue are removed or reduced for the light rail network, TfNSW and City of Sydney must consider permanent alternative solutions that cater for the large number of passengers/coaches that use this facility. Rail replacement buses also use this area to access Central station and needs to be factored into a world class Bus/Coach terminal linking all major land transport modes. The current proposed alternative to move coaches along Pitt Street presents a number of problems for passengers and the industry and requires consultation to devise an appropriate solution. The bus and coach industry requests to be consulted regarding development of a public transport interchange capable of accommodating bus and coach transfers.

The CSELR acknowledges the need to engage and consult stakeholders on the efficient development of the Sydney CBD. BusNSW thank TfNSW for the opportunity to comment on the Environmental Impact Statement and seeks further involvement in future planning and development of bus and coach infrastructure projects and parking initiatives in the CBD. BusNSW look forward to working with the Department of Planning and Infrastructure, Transport for NSW and City of Sydney on this plan.



**Darryl Mellish**  
**Executive Director**  
**BusNSW**  
**27 Villiers Street,**  
**North Parramatta**  
**2151 NSW**  
[dmellish@busnsw.com.au](mailto:dmellish@busnsw.com.au)