

23 December 2013

Our Reference: SYD13/00805

Your Reference: SSI 13\_6042

Director Infrastructure Projects  
Department of Planning and Infrastructure  
GPO Box 39  
SYDNEY NSW 2001

**Attention: Ms Ingrid Ilias**

### **CBD and South East Light Rail Project – Response to EIS Display**

Dear Ms Ilias,

Thank you for your letter dated 13 November 2013 advising of the exhibition period for the CBD and South East light Rail (CSELR) Environmental Impact Statement (EIS). Roads and Maritime Services (RMS) is pleased to provide the following response to the exhibited documents.

RMS is continuing collaboratively with Transport for NSW (TfNSW), Councils and other key project partners to confirm the design and operational suitability of the proposal at various parts of the network. To achieve successful and integrated operation, this involves consideration of matters such as:

#### 1. Circular Quay to Wynyard

- Suitable access for The Rocks and Circular Quay.
- Reduced capacity along George Street due to the Grosvenor Street Stop.
- Potential network and transport issues due to increased complexity and demands at Grosvenor Street/Harrington Street/Lang Street and Bridge Street/Pitt Street combined with capacity reductions in George Street.
- Higher demands on the Hunter Street/Margaret Street corridor due to the closure of George Street to through traffic, combined with the proposed introduction of two-way traffic in Hunter Street, future Barangaroo development and Wynyard Lane access to the One Carrington Street development.
- Traffic incidents in one lane sections of George Street that will result in longer delays than normal and require enhanced monitoring and resources to manage.

#### 2. Wynyard to Bathurst Street

- Suitable speed zone for light rail, motor vehicle and pedestrian interaction.
- Complexity of George Street/Market Street intersection due to vehicle egress from the King Street to Market Street block of George Street.

#### 3. Bathurst Street to Liverpool Street

- Design of Central Street/George Street intersection considering Council proposal to reverse direction of Central Street traffic flow and close Wilmot Street to vehicles where it intersects with George Street.

- Integration of the proposed Liverpool Street cycleway design with George Street.

#### 4. Liverpool Street to Railway Square

- Chinatown stop design impacts on lane configuration and mid-block crossing between Goulburn Street and Campbell Street.
- Potential loss of two lane westbound capacity in Hay Street due to proposed realignment of existing Hay Street Inner West light rail tracks.
- Design of Railway Square intersection and lane allocations.

#### 5. Rawson Place to Chalmers Street

- Pitt Street/Eddy Avenue/Rawson Place intersection design.
- Proposed retention of coach parking westbound in Eddy Avenue and associated capacity and safety considerations.
- Pedestrian crossing facility across Eddy Avenue light rail corridor at Central Railway Station access.
- Multi-modal integration in Chalmers Street including lane allocation, access, alternate Randle Street use and rail replacement buses.
- Traffic diversions with light rail in George Street.
- Consideration of Sydney Trains and Transport Management Centre (TMC) requirements necessary to ensure that the best integrated arrangements can be provided for ongoing rail shutdown replacement bus services.

#### 6. Devonshire Street

- Operational performance with one lane shared turning and through movements.
- Traffic light priority allocation for light rail, Crown Street, Bourke Street and Cleveland Street.
- Facilities for pedestrian and cyclist movement between Central and Moore Park required during light rail construction and integrated operation.

#### 7. South Dowling Street

- Traffic light priority allocation for light rail, pedestrians and traffic.
- Disruption to South Dowling Street traffic and adjoining network.
- Enhanced safety, priority, access and less construction impacts with the light rail viaduct alternative.
- Suitable speed zone for light rail, motor vehicle and pedestrian interaction.
- Suitable connectivity for pedestrians and cyclists due to future Anzac Parade pedestrian bridge identified in the *Long Term Transport Master Plan*.

#### 8. Moore Park to Lang Road

- Compatibility with the future Anzac Parade pedestrian bridge identified in the *Long Term Transport Master Plan* is required.
- Operational performance of light rail crossing Lang Road will add complexity to the operation of the Anzac Parade/Cleveland Street/Lang Road intersection due to the increased size of the intersection and additional demand proposed.
- Operational performance of additional bus movements in Anzac Parade that will add complexity to the Anzac Parade/Cleveland Street/Lang Road intersection combined with the northbound Bus Zone located in the Anzac Parade left turn lane to Cleveland Street.

#### 9. Anzac Parade/Alison Road/Dacey Avenue intersection

- The proposed design of light rail crossing Alison Road will add complexity to the operation of the Anzac Parade/Alison Road/Dacey Avenue intersection due to the increased size of the intersection and additional demand proposed. Some form of mitigation is likely to be required at the intersection to cater for suitable traffic and transport operational performance.

#### 10. Anzac Parade – Alison Road to Kingsford

- The impact of right turn reductions along Anzac Parade will require further assessment considering likely redistributed right turn movements. This will include opportunities to lengthen

any retained right turn bays especially in the vicinity of High Street, Day Street and Barker Street. This may need to consider Bus Zone locations and designs.

- Opportunities for the location of the Carlton Street stop to be shifted slightly south to retain and integrate with the existing pedestrian traffic lights adjacent to Goodwood Street and the Balfour Lane pedestrian connection.
- A number of pedestrian crossing facilities that service people crossing Anzac Parade are typically designed in a staggered manner to reduce impacts on Anzac Parade traffic flows. The design of CSELR should aspire to try and retain or incorporate these where possible.
- Opportunities to enhance the design of the Kingsford Nineways intersection to be pursued collaboratively with RMS, TfNSW, Botany Bay City Council and Randwick City Council.

#### 11. Alison Road – Anzac Parade to Wansey Road

- Ongoing investigations involving RMS are required for design and assessment of Alison Road intersections adjacent to the Australian Turf Club.
- Passive surveillance, road safety, efficiency, access and connectivity should be equally considered for the Alison Road cross-section design for light rail, buses, cars, shared path and footpaths.
- Potential traffic redistribution to the adjoining road network may need to be considered further.

#### 12. Alison Road to High Cross Park

- Sharing light rail movements with right turn car movements in High Street should be further reviewed to see if there is an alternative solution, and will require consideration of traffic redistribution to the adjoining road network and any modifications required as a result.
- The High Cross Park light rail stop design appears to provide superior interchange for the large majority of public transport users. Alternative designs are considered less suitable.

#### 13. Sydney City Centre

- It is noted in the CSELR EIS that management of traffic redistributions and ongoing functionality of the Sydney City Centre resulting from light rail and the partial closure of George Street form part of the project scope. It is further noted that the *Sydney City Centre Access Strategy* will provide a framework to manage wider traffic redistributions in the City Centre complementary to CSELR. Measures required to manage redistributed traffic would likely include:
  - Parking removal, either continuously or during peak periods depending on the location.
  - Intersection modifications to achieve better network performance.
  - Prohibition of right hand turns on some parts of the road network.
  - Installation of closed circuit television and variable message signs at critical points on the network to operationally manage the network.
  - Other measures as required to improve network capacity/efficiency.

#### 14. Construction

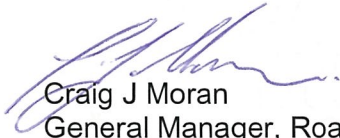
- Individual Traffic Management Plans (TMPs) will need to be prepared for each construction site in consultation with RMS, TMC, Councils and other agencies, prior to commencement of substantial construction at each site. The TMPs should be forwarded to RMS and TMC for review and approval.
- A Road Occupancy Licence (ROL) must be obtained from the TMC for any activity likely to impact on the operational efficiency of the road network, including the light rail corridor. A minimum of 10 working days processing time applies to each application. Traffic Control Plans are to accompany each ROL application.
- As part of the CSELR project scope, incident response resources should be provided to respond to and mitigate the impact of incidents that occur along the construction zones adjacent to traffic.
- The sections of George Street which will be closed for the construction phase will impact Emergency Services responding to incidents. Comprehensive consultation with Emergency Services is required to ensure an acceptable arrangement is achieved.
- During excavation of the tunnel under Anzac Parade the road surface must be monitored continuously to ensure that settlement issues do not develop. Real time monitoring must also

occur during the installation of any canopy tubes. Regular visual monitoring of the Anzac Parade carriageways must also be undertaken.

- As part of the CSELR project scope, an emergency response plan to the satisfaction of RMS and TMC must be prepared. It will need to set out the traffic management measures to be implemented in the event that excessive ground movement is recorded due to tunnel activities and lanes or carriageways on Anzac Parade are required to be closed.
- Concurrent works on Anzac Parade and Alison Road requiring capacity reductions in peak periods would not be able to be considered as they are alternate routes for each other. Restricting both routes would create unacceptable delay to customers travelling between the city/north and Randwick, Maroubra and Coogee areas.
- Tidal flow arrangements on Anzac Parade during the construction phase are not likely to be acceptable as extensive delays would occur in non-peak directions, detrimentally impacting intersecting streets.

Should you require any additional information relating to this submission, please contact Mr Shane Schneider – Manager, Major Projects Liason via [Shane.Schneider@rms.nsw.gov.au](mailto:Shane.Schneider@rms.nsw.gov.au) or on 8588 5614.

Yours sincerely



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