



Transport
for NSW



The new state
of business

Renaissance of Light Rail in Sydney – Key environmental challenges, opportunities and solutions

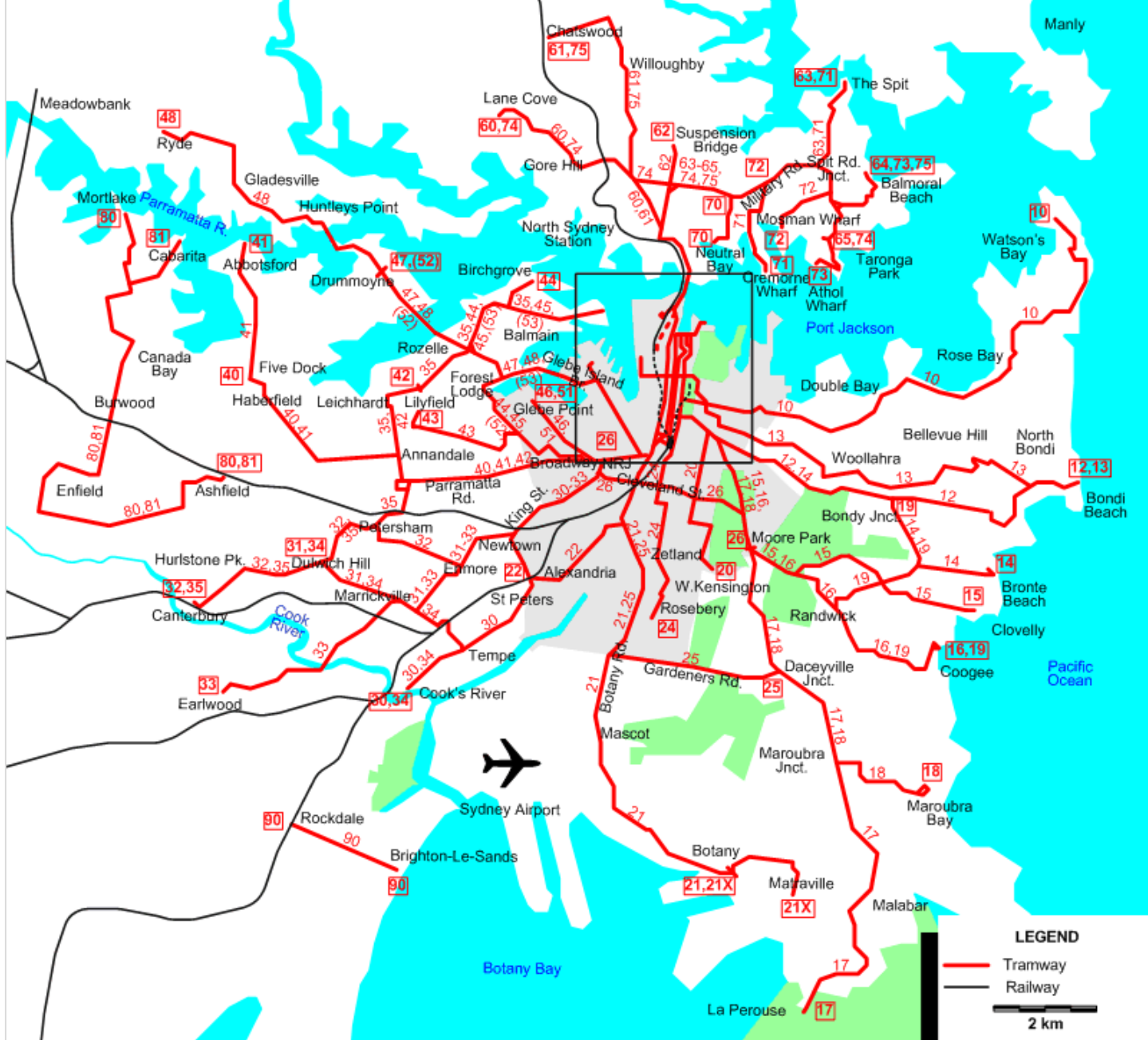


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Transport Projects

31 October 2014

Outline

- Brief history of trams in Sydney
- Current projects
- Inner West Extension
- CBD and South East Light Rail
- Lessons learned for future projects



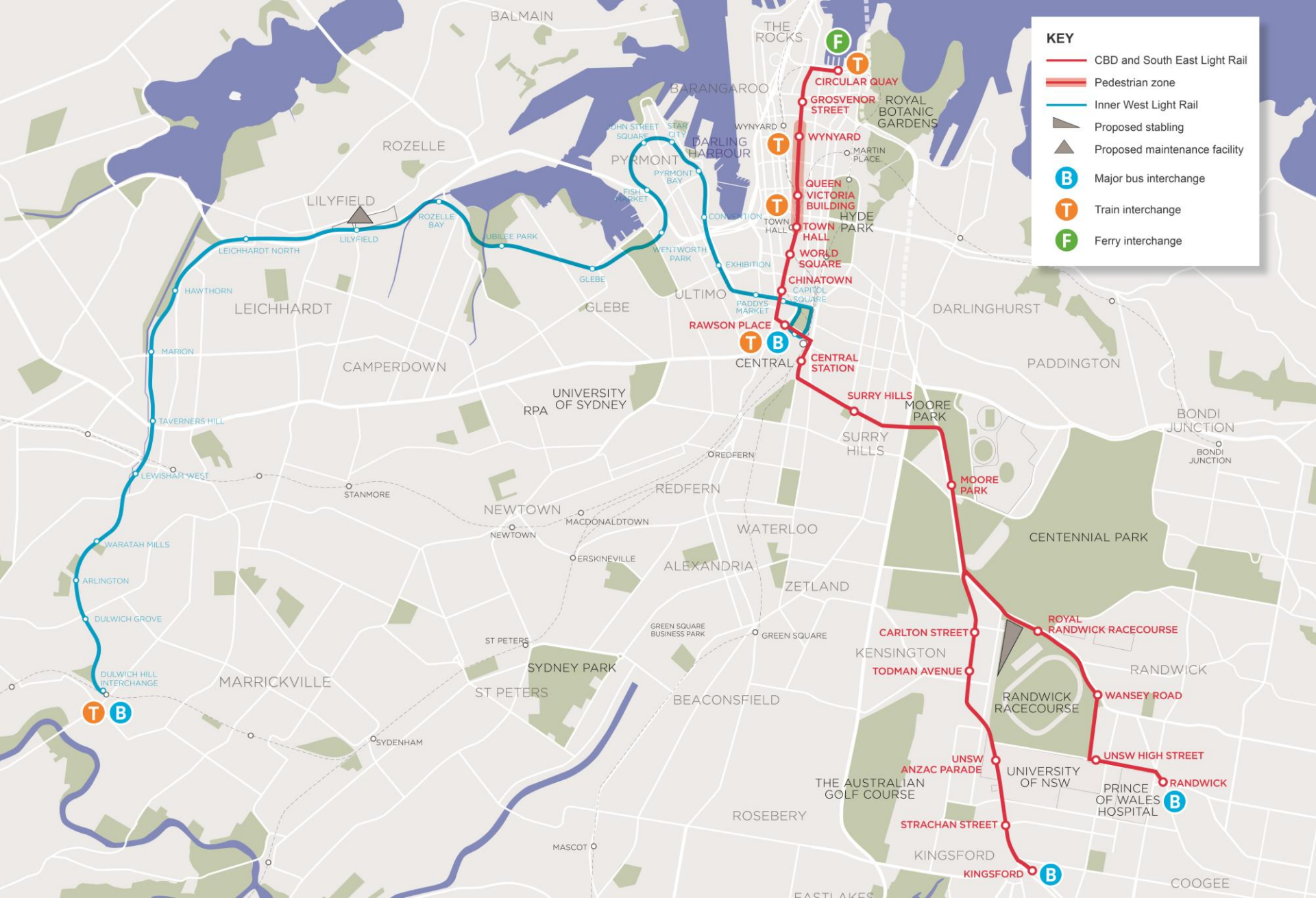


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GEORGE STREET AND MARKET BUILDINGS, SYDNEY, N.S.W.

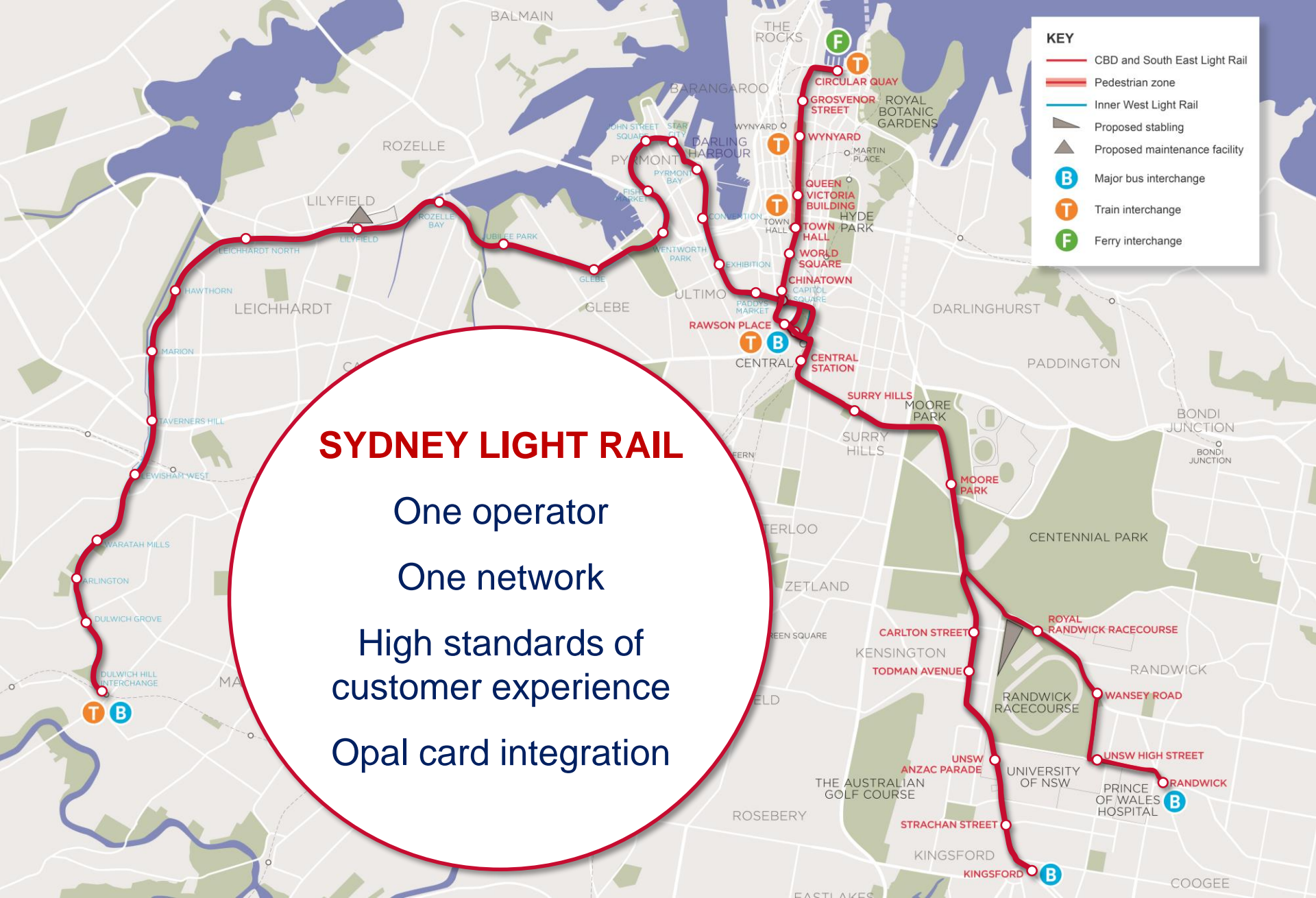






KEY

- CBD and South East Light Rail
- Pedestrian zone
- Inner West Light Rail
- ▴ Proposed stabling
- ▴ Proposed maintenance facility
- B Major bus interchange
- T Train interchange
- F Ferry interchange



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SYDNEY LIGHT RAIL

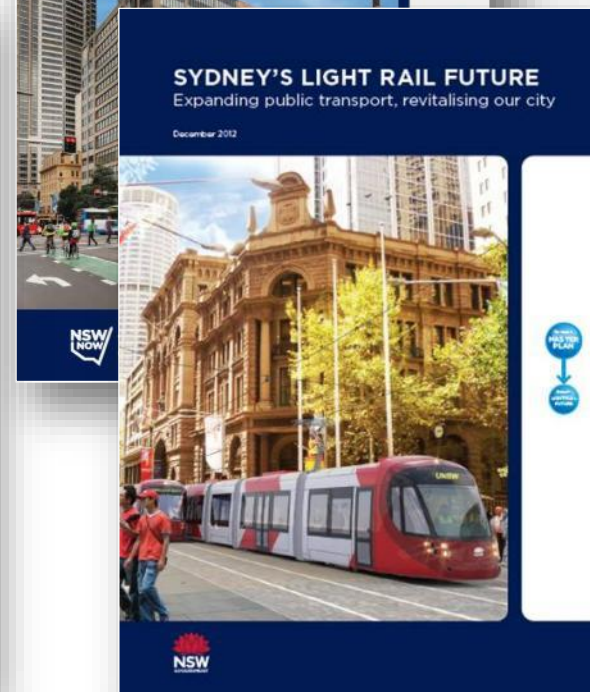
One operator

One network

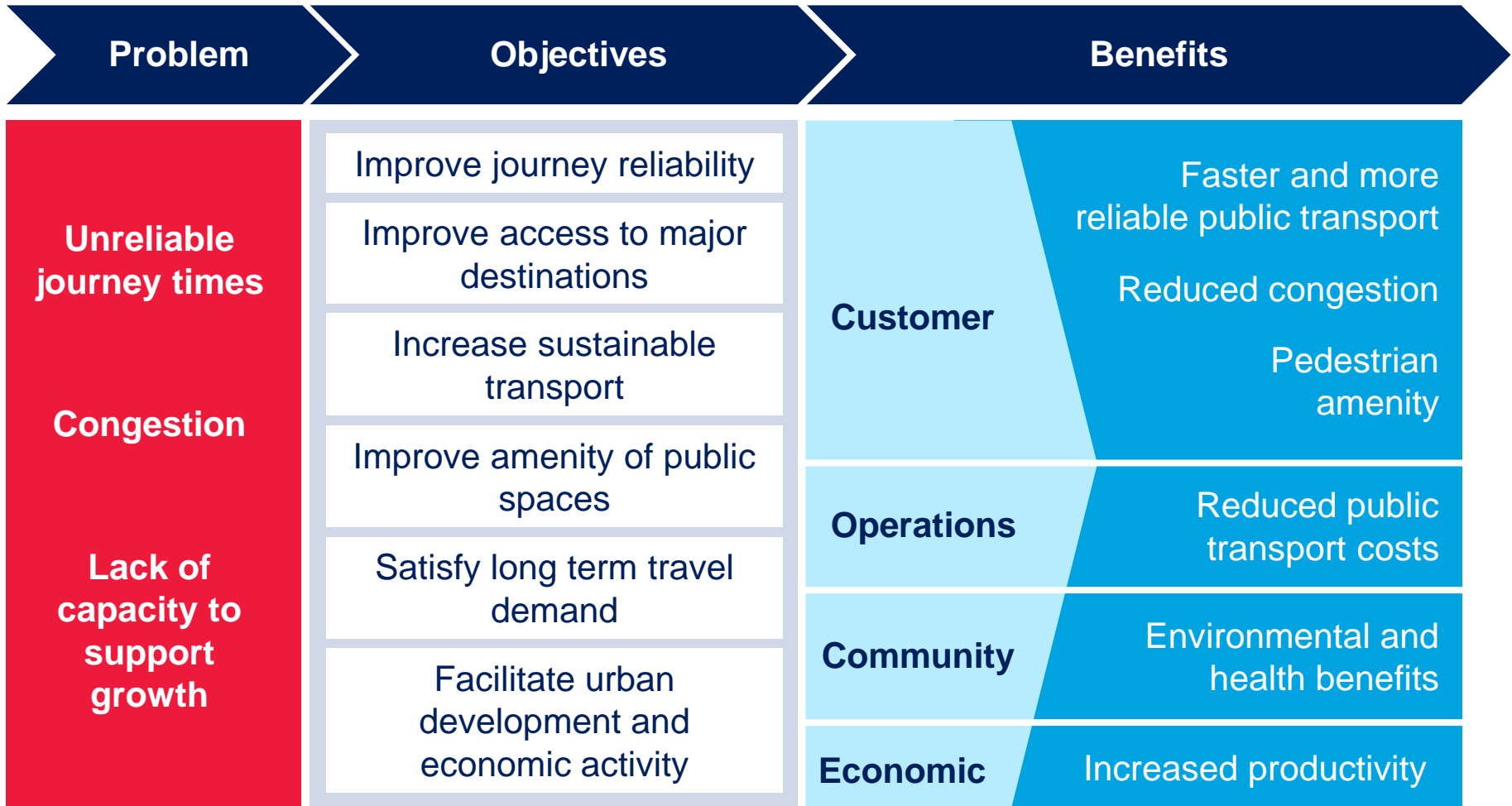
High standards of customer experience

Opal card integration

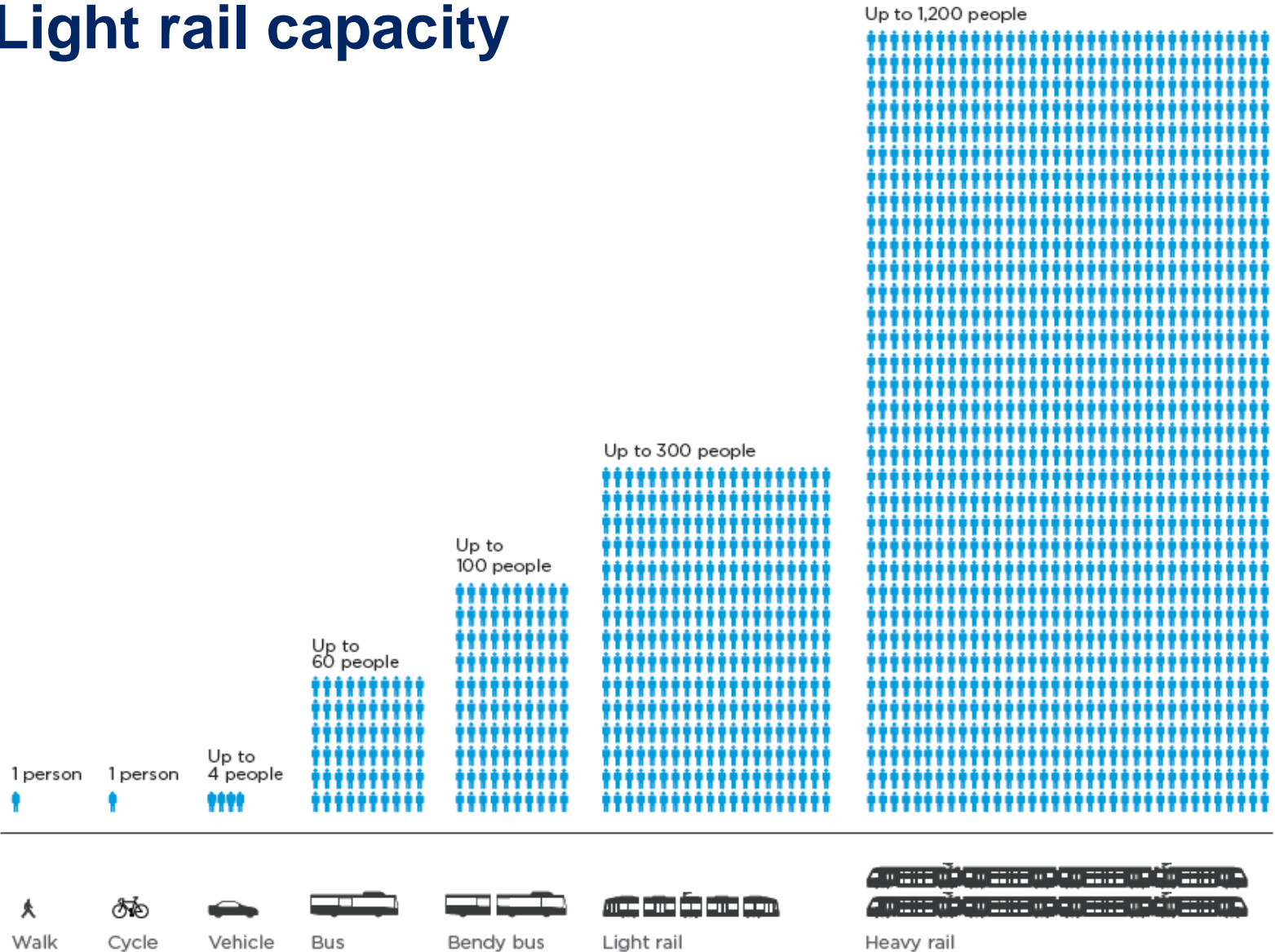
Strategic context

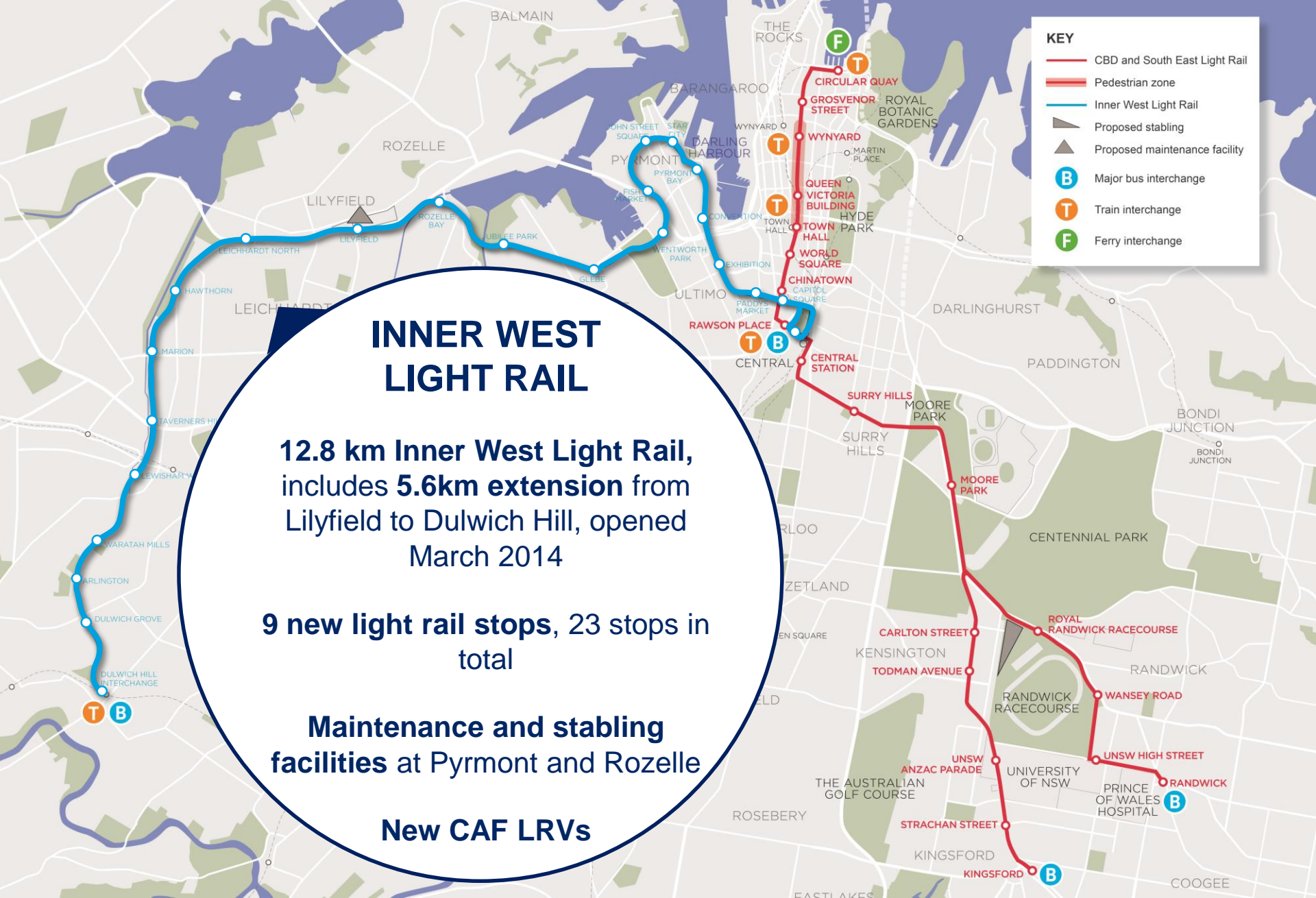


Why light rail?



Light rail capacity





INNER WEST LIGHT RAIL

12.8 km Inner West Light Rail, includes 5.6km extension from Lilyfield to Dulwich Hill, opened March 2014

9 new light rail stops, 23 stops in total

Maintenance and stabling facilities at Pyrmont and Rozelle

New CAF LRVs

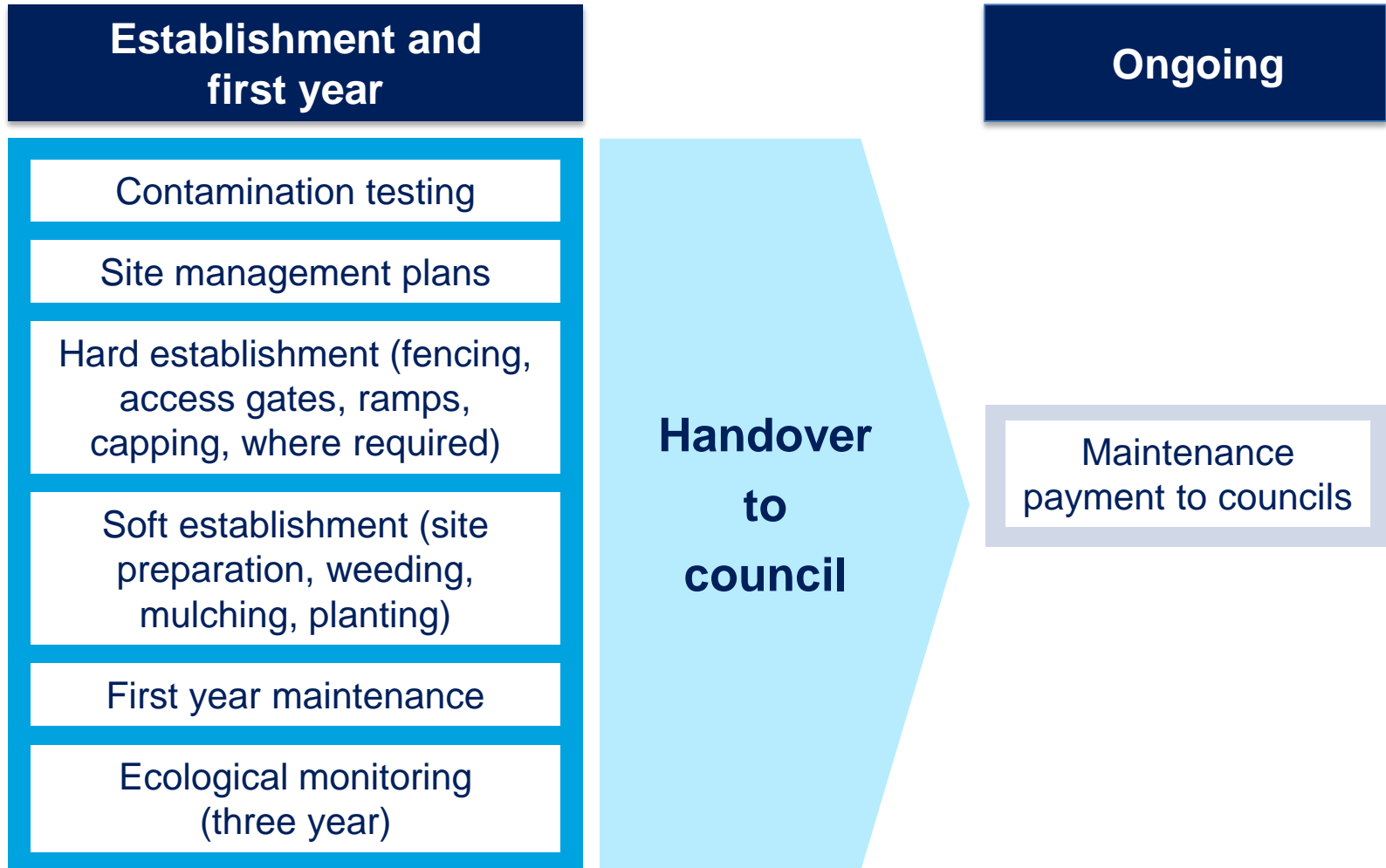
Arlington 2010



Arlington 2014



Compensation site inclusions and funding



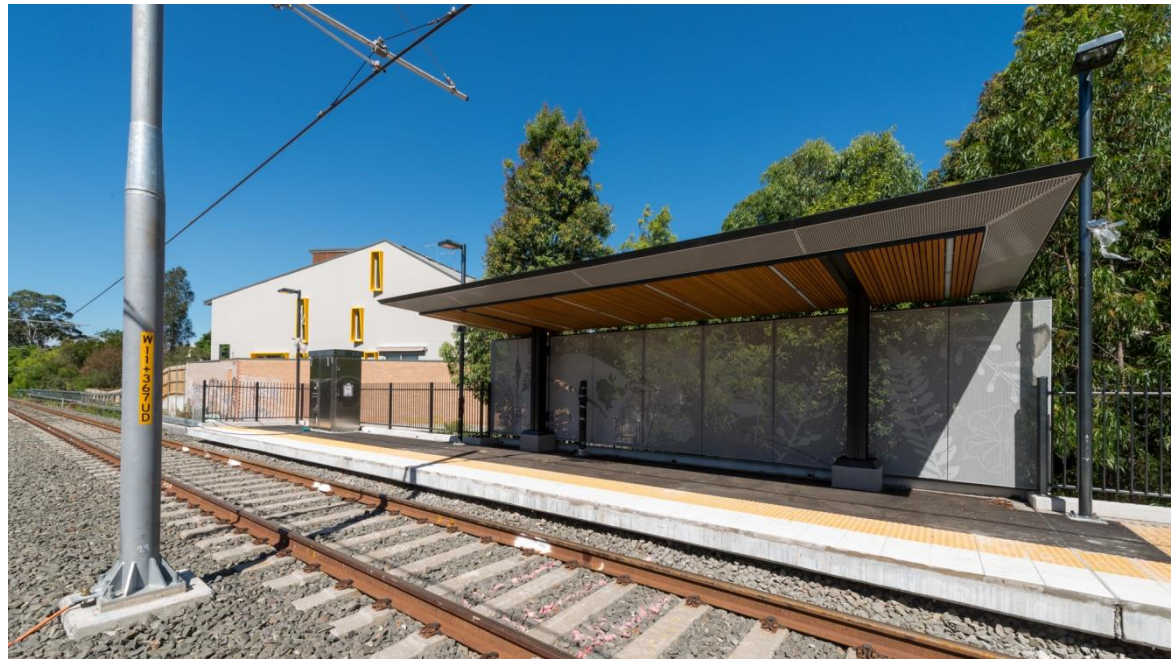
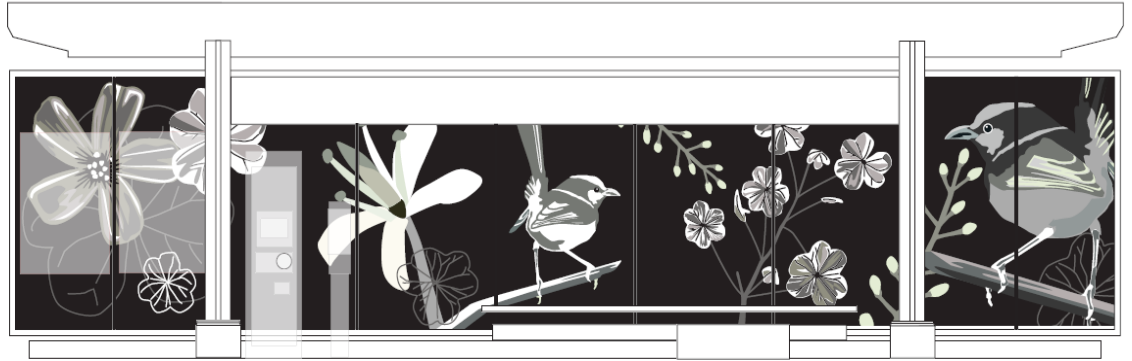
Taverners Hill 2011



Taverners Hill 2014



Public art



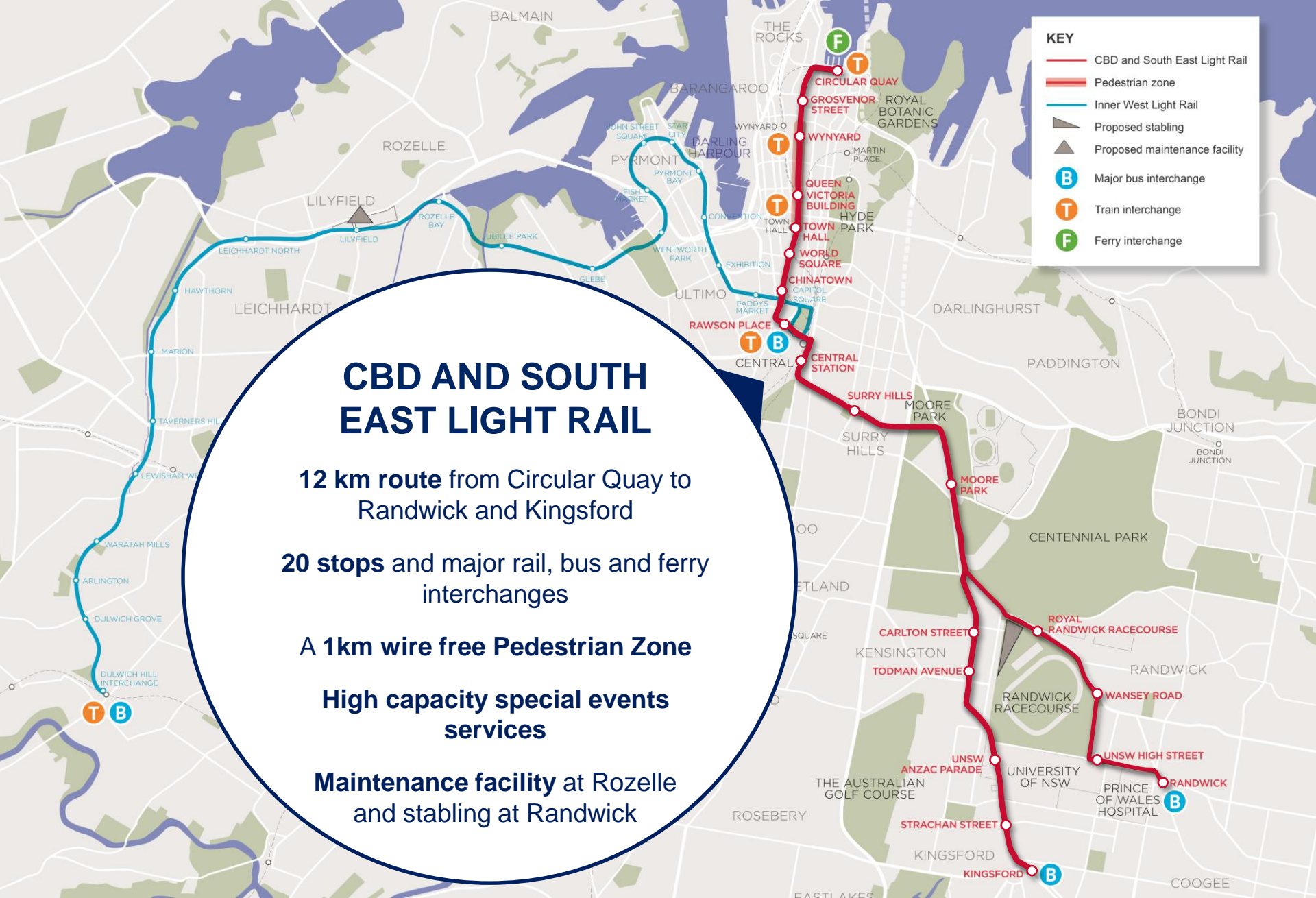


Findings – public art

Issue	Findings/Action
Implementation of public art	
<ul style="list-style-type: none">• Part of Urban Design and Stop Access Plan	<ul style="list-style-type: none">✓ Incorporated heritage interpretation✓ Integrating into infrastructure e.g. platform screens, footbridge, paths✓ Ensure local artists are engaged







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CBD AND SOUTH EAST LIGHT RAIL

12 km route from Circular Quay to Randwick and Kingsford

20 stops and major rail, bus and ferry interchanges

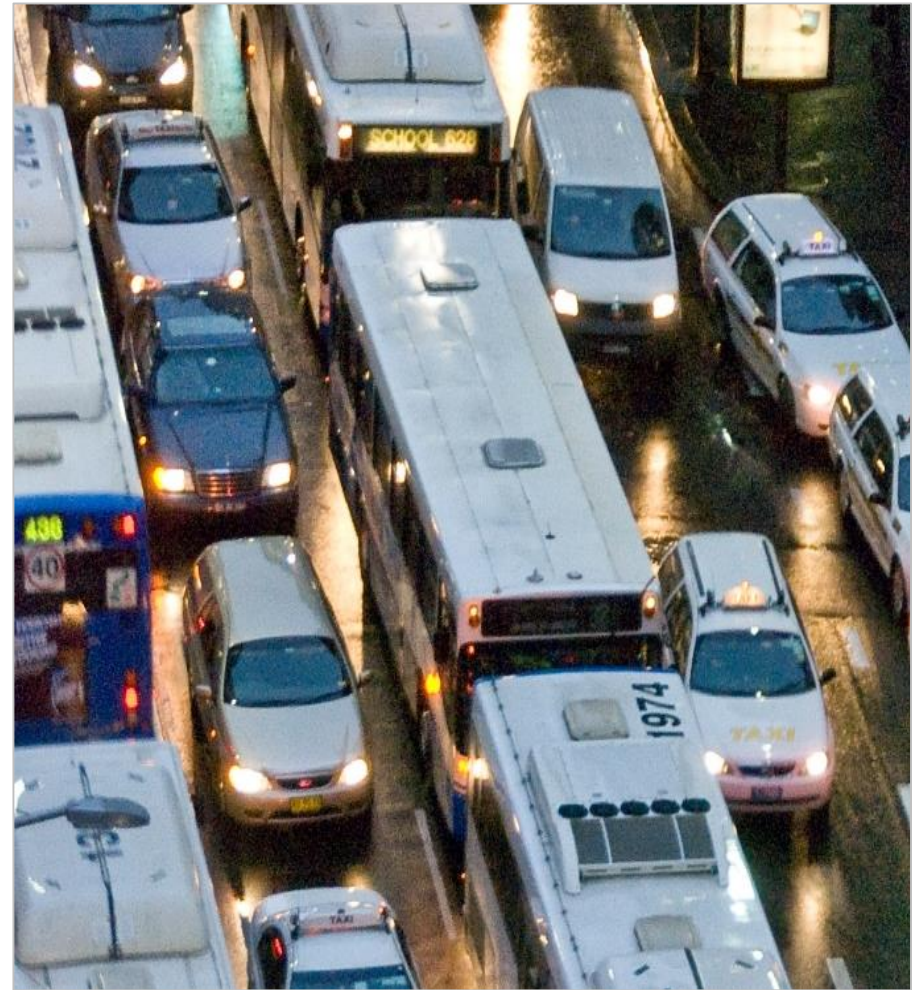
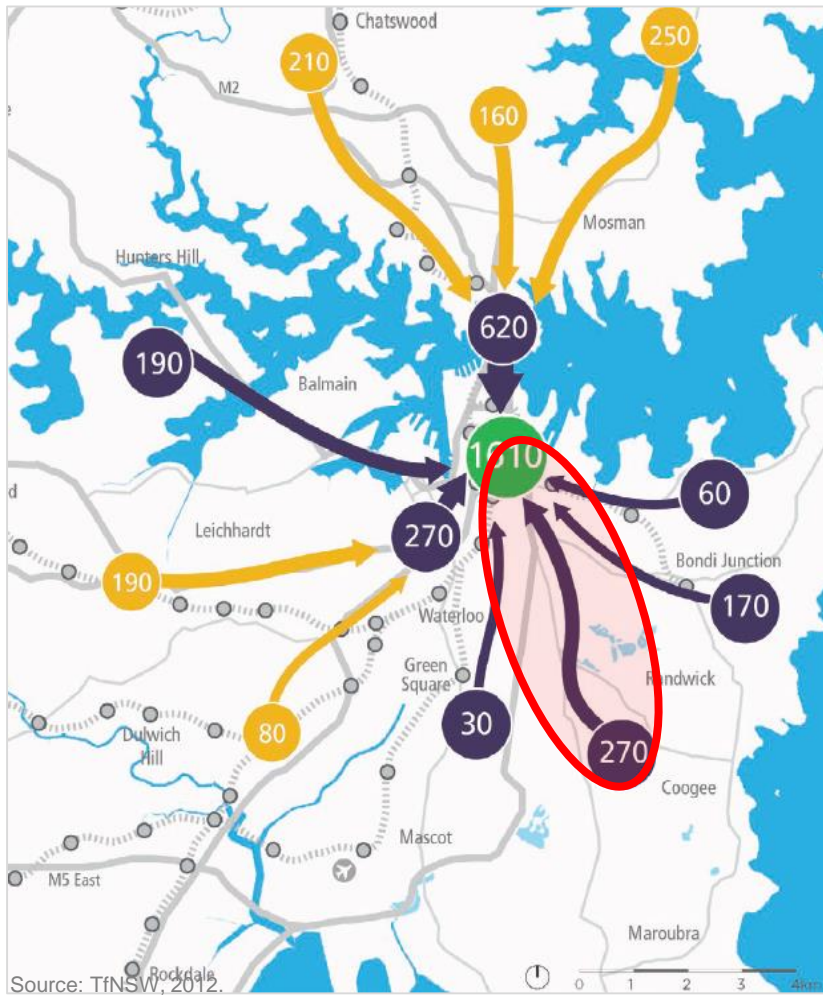
A 1km wire free Pedestrian Zone

High capacity special events services

Maintenance facility at Rozelle and stabling at Randwick

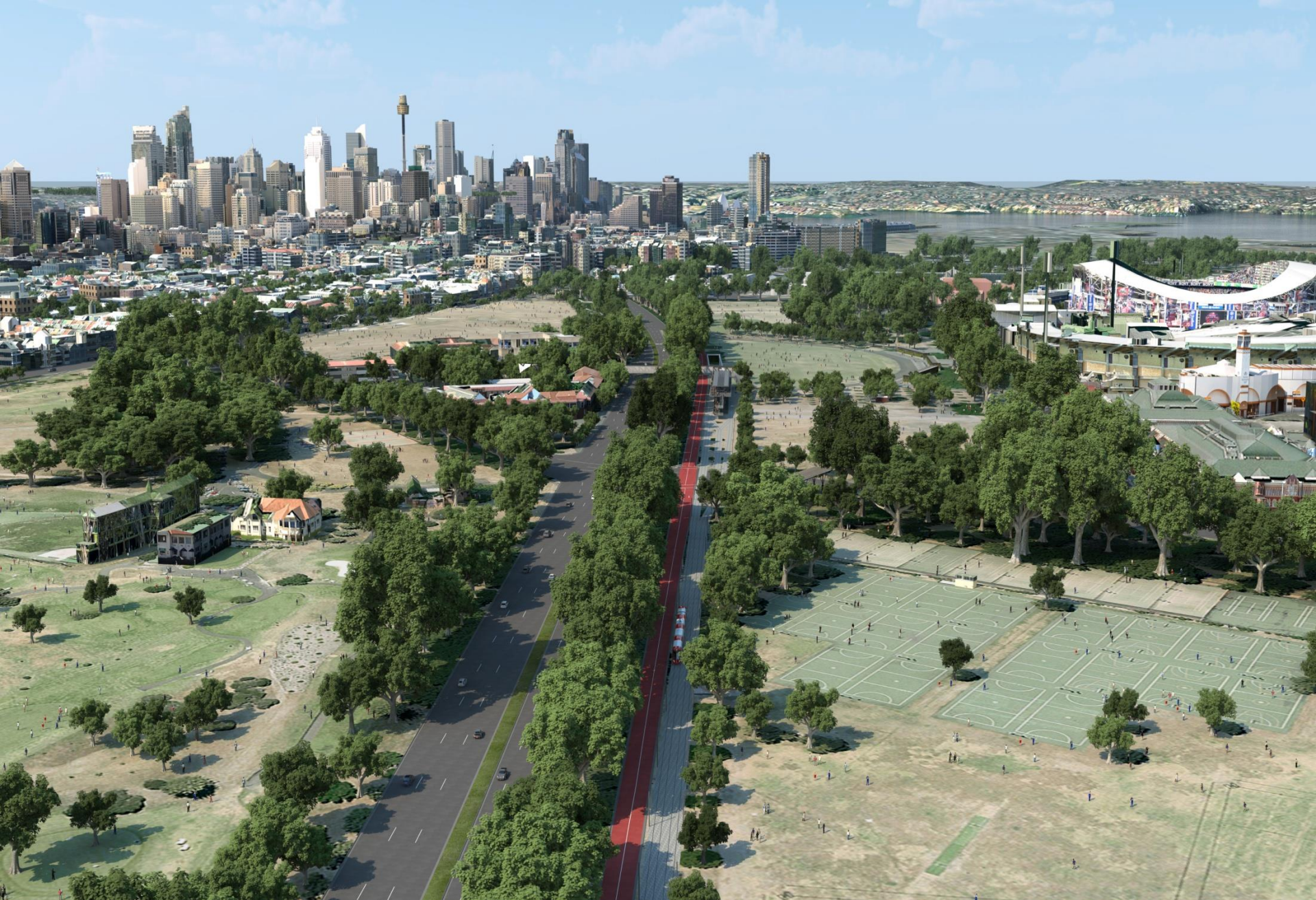
Congestion

AM (2hr) peak bus volumes to Sydney CBD

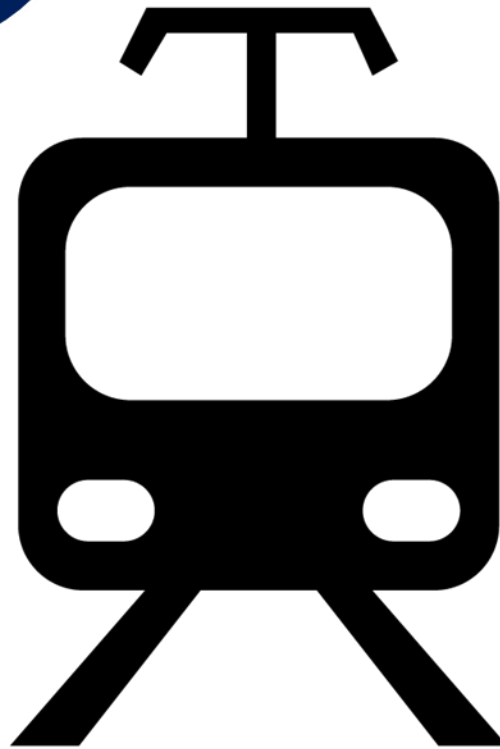












8:1
Up to 8 trees to be planted for every one removed

65
Minimum rating score under the ISCA IS rating tool

20%
of jobs sourced from the local community

100%
TfNSW will strive to offset 100% of operational energy

220
fewer buses per hour in the CBD during peak hour

95%
of construction waste diverted from landfill

Gold
Minimum rating under TfNSW's Sustainable Design Guidelines

+8,600m²
of new pedestrianised space created along George St

Planning approval



Key environmental issues

- Significant trees and open space
- Parking/traffic
- Noise impacts

Key project partners

City of Sydney Council



Australian Turf Club

Australian Turf Club

Centennial Park and Moore
Park Trust

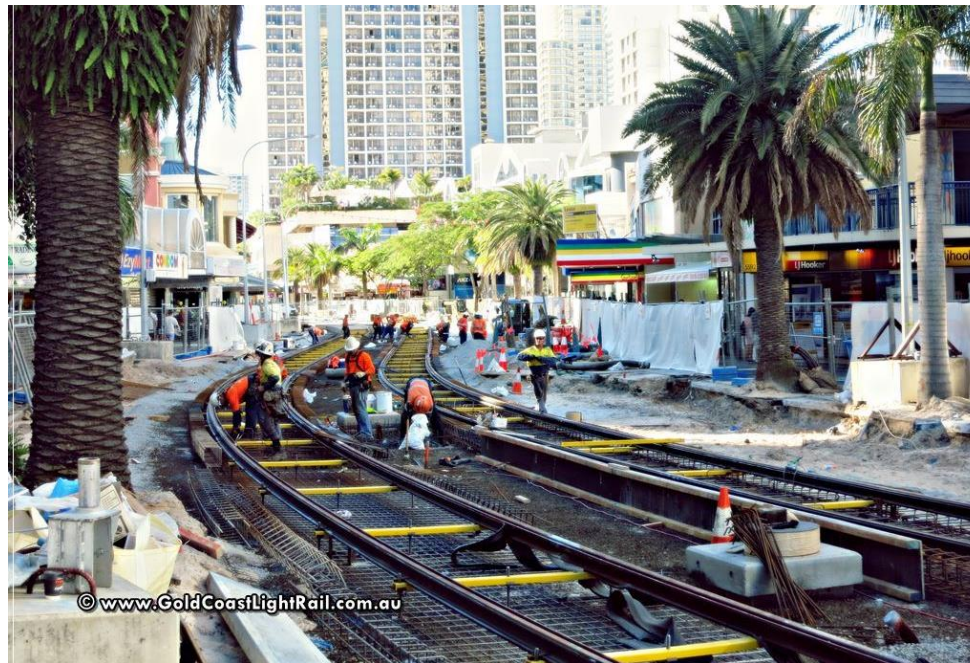


University of NSW



Randwick City Council





Keeping Sydney open for business

- Design - maintain local access including pedestrians
- Road rental regime to incentivise PPP to stay on schedule
- Get in. Get it done. Get out.



Lessons learned for future projects

- Ensure early partnerships are formed with key stakeholders
- Engage early with the community and look at opportunities for creating positive legacies
- Take a precinct approach to assessment for long linear projects
- Embed urban domain and public art opportunities into the project early to encourage greater accessibility and safety



Questions?