

**From:** Busch, Jonathan [<mailto:Jonathan.Busch@transport.nsw.gov.au>]  
**Sent:** Thursday, 1 June 2017 5:34 PM  
**To:** Marcus Ray <[Marcus.Ray@planning.nsw.gov.au](mailto:Marcus.Ray@planning.nsw.gov.au)>; Sandy Chappel <[Sandy.Chappel@planning.nsw.gov.au](mailto:Sandy.Chappel@planning.nsw.gov.au)>  
**Cc:** Gastineau-Hills, William <[William.Gastineau-Hills@transport.nsw.gov.au](mailto:William.Gastineau-Hills@transport.nsw.gov.au)>; HEAD Steven <[Steven.HEAD@rms.nsw.gov.au](mailto:Steven.HEAD@rms.nsw.gov.au)>; Prendergast, Margaret <[Margaret.Prendergast@transport.nsw.gov.au](mailto:Margaret.Prendergast@transport.nsw.gov.au)>; Raimond, Tim <[Tim.Raimond@transport.nsw.gov.au](mailto:Tim.Raimond@transport.nsw.gov.au)>  
**Subject:** Kensington to Kingsford Gateway Advice

Hi Marcus, Sandy,

Thanks again for the opportunity to provide inputs into this gateway decision. I've consolidated advice from TfNSW and Roads and Maritime and recommend that there is additional capacity in this location for dwellings above the analysis conducted by Council – to 5,600 dwellings (2,100 new capacity). The EMM Consulting report underestimates the future capacity of the light rail (plus bus) system.

We request:

- The opportunity to brief Council on our analysis of the future capacity of the light rail (plus bus) system;
- The detailed modelling be completed prior to exhibition and that the proponents consult TfNSW and Roads and Maritime on scope; and
- The Gateway determination be suitably broad to allow for potential road corridor widening required to support the development. The extent of this widening would be determined by detailed modelling.

**Light Rail Analysis by TfNSW:**

- The \$2.1 billion CBD and South East Light Rail will transform public transport in Sydney, providing high capacity, clean and reliable turn up and go services, running services every four minutes between the CBD and Moore Park and eight minutes on the branch lines in each direction.
- Regarding future capacity, Transport for NSW or ALTRAC officials were not consulted with for the EMM report *Anzac Corridor future light rail station and system capacity* (dated 20 January 2017). The analysis and figures quoted in the report are incorrect.
- The South East transport plan has always comprised light rail plus bus to cater for current and future demand.
- From early 2019, light rail will deliver significant increases to public transport capacity throughout the day, with peak (7am to 7pm) capacity for 6,750 customers per direction per hour – with 15 services operating in each direction per hour, meaning total hourly capacity is 13,500 in both directions. As outlined in the EIS 2013, peak express bus routes will remain in service, supported by some all-stops and cross-regional routes.
- The EIS Modification Report and the CSELR PPP contract both make it clear that service frequency can increase to 20 services an hour in each direction as demand grows further – increasing light rail hourly capacity to 9,000 each way.
- Current planning would see a combined light rail and bus network deliver citybound morning peak (7-9am) capacity increases of more than 10 per cent from Kingsford and 30 per cent from Randwick, and a doubling of morning peak capacity from the CBD to UNSW and the Randwick hospital precinct – a significant and growing source of demand.
- The redesign of the bus network closer to 2019 will be based on the patronage and demand evidenced by Opal data (i.e. actual origin – destination information) as well as opportunities to

provide improved connections for customers and meet emerging sources of demand such as cross-regional travel.

- As well as increasing capacity, light rail is more reliable than bus services and offers peak services for a greater period of the day.
- Through Future Transport planning, TfNSW is considering additional investment to service this corridor over the 20 to 40 year horizon.

#### **Roads Analysis:**

- A review of the existing performance of the road network indicates that Southern Cross Drive, Anzac Parade, and some of the east-west links operate at 35-50% of speed limit throughout the three hour morning peak.
- The limited number and strategic importance of regional routes will experience additional congestion with other known developments such as the South Randwick Land and Housing Corporation site, Green Square and Waterloo. It is likely that significant further investment would be required, which is not currently planned.
- The detailed planning will allow for the impacts of this development to be mitigated subject to detailed transport modelling.
- To allow for appropriate transport initiatives including road capacity enhancements to be considered and evaluated in the planning proposal, we request that:
  - The detailed modelling be completed prior to exhibition and that the proponents consult TfNSW and Roads and Maritime on scope; and
  - The Gateway determination be suitably broad to allow for potential road corridor widening required to support the development. The extent of this widening would be determined by detailed modelling.

I'd be happy to discuss further at your convenience.

Regards,  
JB

Jonathan Busch  
A/Principal Manager  
Urban Renewal  
**Transport for NSW**

M 0466 504 581  
Level 3, 18 Lee Street, Chippendale, NSW 2008

<image003.jpg>

Use public transport... plan your trip at [transportnsw.info](http://transportnsw.info)  
Get on board with Opal at [opal.com.au](http://opal.com.au)

The contents of this email are sensitive in nature. If you have received this email in error, please notify the sender and remove the copy of the email from your records.

---

This email (including any attachments) may contain confidential and/or legally privileged information and is intended only to be read or used by the addressee(s). If you have received this email in error, please notify the sender by return email, delete this email and destroy any copy. Any use, distribution, disclosure or copying of this email by a person who is not the intended recipient is not authorised.

