

Relevant Information for the Transport, Heritage and Planning Committee

FILE: S114074 **DATE:** 3 December 2018

TO: Lord Mayor and Councillors

FROM: Graham Jahn, Director of City Planning, Development and Transport

SUBJECT: Information Relevant To Item 4 – Post Exhibition – Planning Proposal – Danks Street South Precinct – Sydney Local Environmental Plan 2012, Sydney Development Control Plan 2012 amendment and draft Planning Agreement

For Noting

This memo is for the information of the Lord Mayor and Councillors.

Purpose

To provide further information on the transport service improvements announced by Transport for New South Wales on 14 November 2018 for Green Square.

Background

In May and June 2017, draft planning controls for the Danks Street South precinct were publicly exhibited covering six landholdings. There are no proposed changes to land use or density (Floor Space Ratio). The precinct lies within the Green Square Urban Renewal Area, being bounded by Bourke Street to the east, Danks Street to the north, Morehead Street to the west and McEvoy Street to the south and is counted as part of the original population.

Submissions received during the public exhibition raise issues with current public transport capacity and reliability in the area, which are likely to deteriorate further when the staged construction of up to 1,275 homes across six lots occurs from 2021- 2027.

Submissions called for an investigation into the current public transport issues and for urgent infrastructure upgrades to serve the rapidly growing population in the area. There are concerns that no significant improvements were planned or delivered in the short term.

As a result of efforts by the Lord Mayor and senior staff, the City and Transport for New South Wales worked collaboratively to investigate, confirm and quantify the issues and to develop a draft Green Square and Waterloo Transport Action Plan. The draft Action Plan identifies public transport solutions in the 0-5 year planning horizon, when additional rail capacity from the new Metro rail station at Waterloo will be provided.

While the draft Action Plan is not yet available for publication, a background paper, prepared by the City, provides further detail on the draft Action Plan, including key actions which will support the future development of Danks Street South and surrounding area. The background paper is provided as an attachment to the full Committee report.

Future improvements to rail services were announced in mid-2018. The first complement of bus service improvements detailed in the draft Action Plan was announced by Transport for New South Wales on 14 November 2018.

At the Council briefing session on 26 November 2018, further information was sought by Councillors on those announcements.

Transport service announcements

The related media release, which is provided as an attachment to the Committee report, includes the announcement of:

- (a) A new bus route 304, connecting Rosebery and Green Square to Circular Quay. This will operate 24 hours a day, seven days a week. The published timetable shows 25 inbound services between 7-9am on weekdays. It will serve eastern parts of Green Square, including East Village;
- (b) Additional services on the 343 bus route on Elizabeth Street (approximately 250 metres west of the site), with an 18 percent capacity increase between 7am-8am, and a 16 percent capacity increase between 8am-9am;
- (c) Improved bus capacity, travel time and reliability, with bus services 301-3 operating to Redfern, via the site of the future Waterloo Metro station. Operating services to Redfern will improve reliability, allow greater frequency, and reduce overall journey times for most trips; and
- (d) By 2024, Waterloo Metro station will provide 16 trains per hour in each direction, offering a rapid service, with capacity, to the City Centre, Lower North Shore and Macquarie Park. There is opportunity for interchange of bus services in connection with the Metro station, which will be facilitated by the changes to routes 301-3 outlined above.

Together the announcements will result in an increase in capacity on bus services for the area equivalent to additional capacity for more than 3,500 customers each week day or 20,000 additional weekly passengers. The improvements are to be rolled out from Sunday 2 December 2018. A map of the updated bus network for Green Square and Waterloo is attached to this memorandum.

For the Danks Street South precinct and neighbouring residents, the announcements mean 93 buses operating along Bourke and Elizabeth Streets within the morning 7am – 9am peak, equivalent to a 13 percent increase on current service levels. Almost half of these services will start near Green Square, increasing capacity for Green Square residents. More destinations will be served by Danks Street buses, including Redfern, Central, mid-City, Circular Quay and the North Shore.

These recent announcements follow pledges by the Minister for Transport and Infrastructure in June 2018 for additional rail services on the Airport Line through Green Square, following technology improvements which will come online progressively from the early 2020s, as part of the 'More Trains, More Services' program. This will result in 15-16 trains an hour by 2024, up from 11-12 trains maximum currently. More train paths will also be created with the Waterloo Metro station from 2024 onwards. Increasing capacity on trains has the additional knock-on effect of increasing capacity on buses for passengers further north of Green Square Station.

The transport service improvements will dovetail with additional network development strategies currently either in train or under consideration to reduce congestion on peak-period services and provide capacity and resilience in the transport network. These include:

- (a) The commencement of CBD and South East Light Rail services in 2020, which enables a bus network with greater emphasis on connections for Green Square and Waterloo. The November 2018 media announcement of new bus services and increased frequencies is the first stage of this evolution of the bus network;
- (b) The completion of the Eastern Transit Corridor through Green Square in the short term. Services here will serve the high density areas in the east of Green Square that are furthest from Green Square Station and the future Waterloo Metro Station and offer an additional north-south transit corridor, relieving pressure on Bourke Street;
- (c) A potential Metro station at Zetland as part of the Sydney Metro West project. The City has argued that this could be provided as the initial terminus of MetroWest, before extension to the South-East at a later date. It would secure fully-available rail capacity, with services beginning at Zetland.

The resulting public transport network pattern (shown in Attachment A) offers a greater choice, by feeding rail stations, which connect with the whole of Sydney, as well as the City Centre. It also sets up Waterloo as a major node for the future.

Green Square and Waterloo Transport Action Plan

The City continues to work with Transport for New South Wales to secure endorsement of the draft Action Plan by the Minister for Transport and Infrastructure. Once endorsed by the Minister, the actions will be further developed to enable their implementation to 2024, including securing agreed funding.

A number of actions in the draft Action Plan will also build on the City's existing programs implemented in partnership with Roads and Maritime Services. Subject to funding being agreed, actions include:

- (a) Walking and bicycle connections to Waterloo Metro will be improved.
- (b) Improved pedestrian crossing opportunities will be provided across Green Square and Waterloo, including a new intersection across Lachlan Street at Gadigal Avenue by 2020.
- (c) A cycleway connection to University of New South Wales by early 2020.
- (d) Behaviour change programs will aim for mode shift, or peak spreading to take advantage of spare capacity outside the peaks. These will build on TfNSW's Travel Choices Program and the City's award winning project, "Give Yourself a Lift", in Green Square.
- (e) 40km/h speed limits will continue to be implemented on local streets, to improve amenity, reduce crash risk and increase the use of walking and cycling.

There will be regular reports to the community to update on progress with the Action Plan.

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Attachments

Attachment A. Updated Bus Network for Green Square and Waterloo

Approved



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Director City Planning, Development and Transport