

APPENDIX 6.

ADVICE ON TRAFFIC ISSUES RAISED IN SUBMISSIONS
MASSON WILSON & TWINEY

Barangaroo Part 3A Modification Report June 2008

Response to comments regarding transport from:

- o City Of Sydney
- o Sydney Buses

City of Sydney: Comments - Responses

Item	Comment	Response
1	Increased demand on transport network which is already at capacity. Impacts not adequately addressed. Transport Concept Plan not adequate.	TMAP is investigating measures required to meet the transport demands identified in Transport Concept Plan. This includes further detailed specialist studies, and an overall assessment of the road network's function with the development in place.
2	No firm public transport commitments given. Improvements critical.	The TMAP provides the mechanism for negotiation with agencies to agree on commitments required to support site.
3	Need for ferry wharf as rec. in Walker Inquiry	The possibility of a ferry wharf is in the previous Concept Plan. At the date of preparation of this modified concept plan the State Government's response to the Walker Inquiry was awaited.
4	Has not addresses impact of increase of existing train, bus, road, pedestrian infrastructure given lack of commitments.	The TMAP provides the mechanism for negotiation with agencies to agree on commitments required to support site.
5	Is 62% mode split to train realistic given distance to Wynyard.	The stringent parking controls that were approved in the Consolidated Concept Plan are an essential element of restricting car use for access to the site. With restricted access by car, train is the main alternative with extensive coverage of the broader Sydney Region. A direct pedestrian linkage from Hickson Road to Wynyard Station is being investigated as part of the TMAP. This would make Wynyard Station as convenient to Barangaroo as other comparable established parts of the CBD.
6	Future of Hickson Road not detailed. Identified as grand boulevard but will not be achieved by built form alone.	The Approved Consolidated Concept Plan outlines a description of the transport function of Hickson Road, and then need to maintain flexibility in order to incorporate other modes, if they were to eventuate. Final form of Hickson Road will be a matter for later detailed design as the scheme evolves.
7	Road layout particularly Globe Street should be reviewed in light of Gehl recommendations	Gehl Architect's specific recommendations that relate to Barangaroo (refer to pg80 of

Item	Comment	Response
		<p><i>Public Spaces Public Life Study – Sydney 2007</i>) would be better addressed by the specialist Pedestrian Consultant and by Barangaroo's Urban Designers.</p> <p>It should be noted that the Approved Consolidated Concept Plan describes the internal street network's road cross-sections and their transport function.</p>
8	COS should be included in Transport and Access Working Group for TMAP to be effective.	MoT to respond to this.

Sydney Buses' Comments - Responses

Item	Comment	Response
9	Previous concerns about traffic generation heightened by increase in commercial FS	This is noted. Assessment of traffic impacts has been undertaken under direction of RTA using Paramics network model of a substantial portion of the CBD's road network (extent of modelled area agreed by RTA).
10	Impact on overall CBD needs to be assessed where they extend beyond the intersections modelled by MWT	Assessment of traffic impacts undertaken under direction of RTA using Paramics network model of a substantial portion of the CBD's road network (extent of modelled area agreed by RTA). This extended beyond the intersections modelled by MWT and reported in the Transport Concept Plan.
11	Development will result in an 8% increase to the total number of passenger entering the CBD by bus during the AM peak. This is a significant increase.	<p>Noted.</p> <p>The Approved Consolidated Concept Plan identifies an increase in bus patrons of about 1,400 in the peak hour; this Modified Concept Plan submission identifies a <u>total</u> of approximately 2,000 in the peak hour – i.e., an increase of 600 above the Approved Consolidated Concept Plan. This increment (600 passengers/hour) is an increase of about 2 to 3% above the current demand.</p> <p>The Metropolitan Strategy nominates an employment capacity target for the City of Sydney of some 465,000 jobs, which it identifies as an increase of around 58,000 jobs over the 2004 level (pg 59 of Metropolitan Strategy). Barangaroo would contribute approximately a third of this additional capacity; consequently, there is a broader requirement, beyond Barangaroo, for a</p>

Item	Comment	Response
		<p>strategy to ensure that the overall increase in City employment can be served appropriately.</p> <p>Nonetheless, the overall development would generate a significant increase in bus passenger demand. Consistent with the Statement of Commitments, this should be addressed through the TMAP process.</p>
12	Structure of bus network to service site should be developed in consultation with State Transit. Network should be kept simple introducing small number of routes with high levels of service and good connectivity with other bus routes. Envisage new north south route where the level of service increases as site develops.	<p>Noted.</p> <p>A bus service strategy for the site was developed by a specialist firm in close consultation with TAWG and MOT's bus planning group. In broad terms that bus service strategy follows the points noted here by State Transit – namely: simplicity; good connectivity with other bus routes; and use of high frequency routes.</p> <p>The staged implementation of capacity ought to be addressed through detailed planning conditions of consent at later stages of project delivery.</p>
13	Effective capacity of Millers Point bus terminus has been reduced due to traffic changes in the Rocks and thus number of bus services to Millers Point has been reduced.	<p>Noted.</p> <p>This should be noted by the TMAP.</p>
14	Includes submission on Concept Plan.	Noted.