Our new light rail vehicles unveiled

We are excited to unveil Sydney’s new Citadis light rail vehicles designed by Alstom, a global leader in rail transport infrastructure and an ALTRAC Light Rail partner.

More than 50 cities worldwide use Citadis vehicles, which maximise safety and accessibility, and reduce greenhouse gas emissions.

The vehicles will have large windows, ergonomic seats, CCTV and improved accessibility, with double doors and dedicated areas for wheelchairs and prams.

Production of the vehicles started last month at Alstom’s ‘centre of excellence’ in La Rochelle, France.

The vehicles will operate from the Randwick stabling yard, adjacent to Doncaster Avenue.

An environmentally-friendly light rail fleet

A total of 60 vehicles will run on the CBD and South East Light Rail route. Light rail vehicles will run in 30 coupled sets of two which, at 67 metres long, can carry up to 450 passengers per service – equivalent to nine standard buses. That’s capacity for up to 13,500 commuters across both directions during the peak.

The vehicles are environmentally friendly, being quieter than car traffic and using ten times less energy than a car (per passenger kilometre).

Wire-free in the CBD

The light rail vehicles will be powered by a third rail through the Sydney CBD, from Circular Quay to Bathurst Street.

In this section, the vehicles will take power through a third rail between the tracks which is safe, as it is only powered when the vehicle runs over the rail.

Without poles and overhead wires the CBD’s historic buildings and pedestrian boulevard can take pride of place.

We are looking forward to providing a reliable, environmentally-friendly journey for passengers from early 2019.

• Each coupled light rail vehicle set can carry up to 450 passengers – equivalent to up to nine standard buses.

• Light rail will bring increased comfort, reliability and certainty of travel times.

• Light rail vehicles are electric, with air conditioning and an accessible low-floor design.

• Light rail uses ten times less energy than a car (per passenger km).

• Between Circular Quay and Bathurst Street, vehicles will be powered by a third rail, with no overhead wiring.
Anzac Parade diversions for light rail tunnel construction

From April, work will start to build a temporary six-lane road adjacent to Anzac Parade between Lang Road and the Albert Tibby Cotter Bridge. This diversion will be used by traffic while the light rail tunnel under Anzac Parade is built, reducing the construction time to less than one year and significantly reducing the impact on the travelling public.

The use of the temporary road will reduce the initial construction timetable at this location by up to eight months. The original plan to build in two phases was estimated to have taken at least 16 months.

Once the tunnel is completed and light rail is running, fewer buses using Anzac Parade will mean reduced congestion and traffic relief during peak hour and major events.

The light rail tunnel under Anzac Parade will provide a direct link between Central Station and the sporting and entertainment precinct at Moore Park.

The temporary road just east of the existing road will be removed once the construction is completed. The faster construction plan will not mean extra tree removal beyond those already removed.

During construction of the tunnel, northbound buses will still use the Moore Park busway during the morning peak and southbound buses will operate on Anzac Parade.

Motorists and bus customers from the east will need to be mindful of potential delays. More advice and information for road users will be provided closer to the start of work. For further information: mysydney.nsw.gov.au For service and timetable information for Train, Bus, Ferry and Light Rail please visit transportnsw.info
First trees relocated

Around 40 trees have been relocated as part of work which started on Alison Road last month. The trees, located along Alison Road between Anzac Parade and Wansey Road, were taken to a nursery where they will be cared for before they are replanted.

To move the trees, arborists carefully trench around the root ball of the tree. The tree is then raised by a crane and its roots protected before it is gently lowered onto a truck for relocation.

The locations for replanting trees will be agreed with the relevant land owners, including Randwick City Council, City of Sydney and the Centennial Park and Moore Park Trust.

Protecting our wildlife

Each tree to be relocated is surveyed by the project ecologist to identify habitat trees and carefully relocate any animals, as close to their original location as possible, before work starts.

Animals requiring additional care are taken to a veterinary surgeon for assessment and may be passed on to a wildlife carer for ongoing care.

Three baby kookaburras safely removed during tree works in January 2016 were taken into the care of a wildlife volunteer while they matured and were recently released.

New trees to be planted

Many more trees will be planted than are removed for the light rail project. An extensive Revegetation Compensation Package is in place as part of the project conditions of approval.

The project team is required to replant a minimum of:
- 8 trees for every large tree removed
- 4 trees for every medium tree
- 2 trees for every small tree

More than 1,500 new trees will be planted as part of the project. Almost 900 of these trees will be along the light rail alignment, while the remainder will be planted within the local area.

New trees will have a minimum 200-litre root base, equivalent to approximately 3–4 metres in height (depending on the species).

Tree species will be selected to maintain the landscape and/or cultural values of the area. Where possible, trees will be planted near to where trees have been removed, in liaison with Councils and the Centennial Park and Moore Park Trust.

ALTRAC Light Rail has a requirement to maintain and ensure the growth and survival of new trees. ALTRAC Light Rail is committed to retaining as many trees as possible in the detailed design and construction of the CBD and South East light rail.

About 40 trees were relocated from Alison Road in February 2016. These trees will be cared for and replanted either along the light rail route or in a nearby location.
Construction underway in Randwick

Randwick is one step closer to light rail, with the first construction zones established on Alison Road between Anzac Parade and Wansey Road last month. Work is now underway to relocate and modify underground utilities.

The light rail team will be working hard to minimise disruption, maintain local access and ensure that people can still get around during construction.

The majority of work will be completed during the day where possible, and Alison Road will remain available with two lanes generally open in both directions to keep traffic flowing.

Construction zones won’t be occupied unless crews are working, and will remain open to through traffic at busy times. Reduced capacity and full closures will be concentrated to weekends and overnight.

We are looking forward to seeing the enormous efforts of our team in the CBD replicated in the South East.

Upcoming works

Upcoming construction zone dates include:

- **Zone 3**: George Street, between Bridge and Margaret streets, April 2016
- **Zone 21**: Light Rail corridor between Anzac Parade and Lang Road, April 2016
- **Zone 25**: Wansey Road, between Alison Road and High Street, May 2016
- **Zone 29**: Anzac Parade, between Todman Avenue and High Street, May 2016
- **Zone 7**: George Street, between Park and Bathurst streets, July 2016

Construction will start in Kingsford in June 2016 and Surry Hills from August 2016.

These dates are current at time of publication and subject to change during the course of construction.

Inner West Light Rail

As well as designing, building and operating the CBD and South East Light Rail, ALTRAC Light Rail also operates the Inner West Light Rail.

In response to increasing demand on the popular line between Dulwich Hill and Central, 90 additional services per week are now operating during peak times.

The extra services will cut waiting times with a service every eight minutes on weekdays between 8am and 9am and between 4pm and 6pm.

The afternoon peak has also been extended by an hour on weekdays to 7pm, with services every 10 minutes.

Customer journeys between 2013–14 and 2014–2015 increased from 3.9 million to 6.1 million, with journeys expected to increase further in coming years.

Contact details

Enquiries: projects@transport.nsw.gov.au
TFNSW Project Information Line: 1800 684 490
24hr Construction Response Line: 1800 775 465

Community Information Centre
Ground Floor, 388 George Street, Sydney
(entry on King Street)

For more information about the transport projects transforming Sydney CBD go to www.mysydney.com.au

Project website: www.sydneylightrail.com.au

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