



Traffic and Transport Management Plan

A sub plan of the Operational Environmental Management Plan.

Information

Issue Date:

15/10/2026

Next Review Date:

01/09/2027

Network:

City-South West

Version:

06

Document Number:

SMCSWTS2-MTS-CSW-TF-PLN-002803

PDCS Reference

n/a

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Compliance Table

Traffic and Transport Management Plan (TTMP) has been updated to reflect the extension of Sydney Metro operations to the Southwest corridor from Sydenham to Bankstown. The original Chatswood to Sydenham section of the TTMP was developed in accordance with the Conditions of Approval for CSSI 7400, while the Marrickville to Bankstown station section is subject to the Conditions of Approval for SSI 8256.

Accordingly, this revision retains the operational management framework and associated controls established under CSSI 7400 and, where applicable, incorporates updates to address the requirements of SSI 8256. Table 1 presents the relevant CSSI 7400 conditions applicable to the Chatswood to Sydenham section, while Table 2 presents the corresponding SSI 8256 conditions applicable to the Marrickville to Bankstown station section.

Table 1 CSSI 7400 Relevant Conditions – Chatswood to Sydenham

Reference number	Requirement	Document Reference
D3 (Operational Environmental Management Plan – OEMP)	Where an OEMP is required, the Proponent must include the following OEMP sub-plans in the OEMP: Traffic and Transport	This Plan.
D4	Each of the OEMP sub-plans must include the requirements set out in Condition D2 (a), (b) and (c).	Sections 4 and 5
D2	An OEMP is not required for the CSSI if the Proponent has an Environmental Management System (EMS) or equivalent as agreed with the Secretary, and can demonstrate, to the written satisfaction of the Secretary, that through the EMS: (a) The performance outcomes, commitments and mitigation measures, made and identified in the EIS as amended by the documents listed in A1, and requirements specified in the conditions of this approval can be achieved. (b) Issues identified through ongoing risk analysis can be managed. (c) Procedures are in place for rectifying any non-compliance auditing, incident management or any other time during operation.	Sections 4 and 5
D5	The OEMP sub-plans must be developed in consultation with relevant agencies as identified in Condition D3. Where an agency(ies) request(s) is not included in an OEMP sub-plan, the Proponent must provide the Secretary justification as to why. Details of all information requested by an agency to be included in an OEMP sub-plan as a result of consultation, including copies of all correspondence from those agencies, must be provided with the relevant OEMP sub-plan.	Section 2
D6	The OEMP sub-plans must be submitted to the Secretary as part of the OEMP.	Section 1.2
D12	Traffic on local roads around each station must be monitored 12 months before the CSSI commences operation and for a period of no less than 12 months after commencement of operation. If monitoring indicated unacceptable traffic intrusion on local roads/streets as a result of operation of the CSSI beyond those that could reasonably be predicted in the EIS and/or Interchange Access Plans(s) in Condition E92, appropriate traffic management measures to mitigate the monitored impacts must be implemented following consultation with the TfNSW Operations Planning and relevant Road Authorities.	Section 6.1
E75	The CSSI must be designed, constructed and operated with the objective of integrating with existing and proposed road and related transport networks and minimising adverse changes to the safety, efficiency and accessibility of the networks, and facilitate an improved level of service in relation to permanent and operational changes. Detailed design and assessment of related traffic,	Section 4

Reference number	Requirement	Document Reference
	parking, pedestrian and cycle accessibility impacts and changes shall be undertaken: - in consultation with, and to the reasonable requirements of the Traffic and Transport Liaison Group(s) established under Condition E77; - in consideration of existing and future demand, connectivity (in relation to permanent changes), performance and safety requirements; - to minimise and manage local area traffic impacts; - to ensure access is maintained to property and infrastructure; - to meet relevant design, engineering and safety guidelines, including Austroads, Australian Standards and RMS (RTA) requirements. Copies of civil, structural and traffic signal design plans shall be submitted to the Relevant Road Authority for consultation before the commencement of the relevant works.	
E76	Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users must be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be prepared in consultation with the Traffic and Transport Liaison Group before the completion and use of the subject infrastructure and must be made available to the Secretary upon request.	Section 5
E77	The Proponent must establish a Traffic and Transport Liaison Group(s) (TTLGs) to inform traffic and transport management during construction and operation of the CSSI. Management measures must be coordinated with and approved by the RMS following endorsement by the TfNSW Operations Planning and consultation with the Relevant Roads Authority. The TTLG must comprise representatives from the Relevant Road Authorities(ies) (including the RMS, relevant Councils, and the Barangaroo Delivery Authority as appropriate), transport operators (including bus and taxi operators), emergency services and Port Authority of NSW as required. The TTLG must be consulted on to inform the preparation of the Construction Traffic Management Plan(s) and Interchange Access Plan(s).	Section 4
E78	The Proponent must undertake supplementary analysis and modelling as required by the TTLG to demonstrate that construction and operational traffic can be managed to minimise disruption to traffic network operations, public including changes to and the management of pedestrian, bicycle and public transport networks transport services, pedestrian and cyclist movements. Revised traffic management measures must be incorporated into the Construction Traffic Management Plan(s), Interchange Access Plan(s) and Station Design and Precinct Plan(s).	Section 4
E92	The Proponent must develop and Interchange Access Plan for each station to inform the final design of transport and access facilities and services, including footpaths, cycleways, passenger facilities, parking, traffic and road changes, and integration of public demand and transport initiatives around and at each station. The Interchange Access Plan(s) must consider walking and cycling catchments and consider: - station access hierarchy consistent with the transport planning principles defined in the EIS; - safe, convenient, efficient and sufficient access to stations and transfer between transport modes (including subterranean connections and the safeguarding of additional entrances in response to land use change and patronage demand); - the maintenance or improvement of pedestrian and cyclists' level of service within justified proximity to stations; - current transport initiatives and plans; - opportunities and constraints presented by existing and proposed transport and access infrastructure and services;	Section 4.2 and Interchange Access Plans (IAPs) which are separately approved

Reference number	Requirement	Document Reference
	- patronage changes resulting from land use, population, employment, transport infrastructure and service changes; - integration with existing and proposed transport infrastructure and services; - pedestrian, cycle, bus, taxi, vehicle and emergency vehicle access and parking infrastructure and service changes; - legislative requirements and applicable guidelines; - safety audits, including but not limited to a review of traffic facility and cycle changes to ensure compliance with Austroads design criteria; - final design, infrastructure, management and service measures and the level of access and service to be achieved for all users; - the contents of the Interchange Operations and Maintenance Plan (IOMP) and operational management provisions for future operational requirements, including maintenance, security and management responsibilities. The Interchange Access Plan(s) must be prepared in consultation with the TTLG and the Design Review Panel and must be supported by traffic and transport analysis. Where necessary, consultation must also be undertaken with major landholders adjoining station precincts. The Plan(s) must detail a delivery and implementation program which must be provided to and agreed by the Secretary before commencement of permanent aboveground facilities at any station site.	
E93	In developing the Interchange Access Plan(s), the Proponent must consider: - traffic and accessibility design requirements; - the Station Design and Precinct Plan(s) required by Condition E101.	Section 4.2 and IAPs which are separately approved
E94	The Proponent must in consultation with the TTLG review the need and opportunities for lift access between Hickson Road and High Street and which meets the objective of increasing the patronage catchment to Barangaroo Station and improved community accessibility. The review must be presented in the Interchange Access Plan and the findings implemented by the Proponent.	Section 4.2.3.2
E96	The Interchange Access Plan(s) must be reviewed by a qualified traffic and transport professional(s), independent of the detailed design process for the CSSI, having regard to the requirements of this approval.	Section 4.2 and IAPs which are separately approved
E97	The Proponent must provide adequate bicycle infrastructure at stations that form part of the project and provide adequate areas for future expansion of that infrastructure.	Section 4.2 and IAPs which are separately approved
E98	The Proponent must undertake an audit of bicycle patronage at stations and end-of-trip facility adequacy 12- and 36-months following commencement of operation of the project to ensure the level of bicycle parking and end-of-trip facilities available are adequate in terms of both quantity and quality. The audit must be undertaken with the Relevant Council(s), RMS, Bicycle NSW and relevant local bike user groups.	Section 6.3

Table 2 SSI 8256 Relevant Conditions – Marrickville to Bankstown

Reference number	Requirement	Document Reference
E54	The CSSI must be designed, constructed and operated to integrate with existing and proposed road and transport networks and minimise adverse changes to network safety, efficiency and accessibility.	Sections 4.1, 4.2 and 5 and station-specific IAPs
E55	Permanent road works, including vehicular access, signalised intersections and facilities for pedestrians, cyclists and public transport users, must be subject to safety audits.	Sections 4.2, 5 and 6 and approved IAPs and safety audit records

Reference number	Requirement	Document Reference
E56	Traffic and Transport Liaison Group(s) must inform traffic and transport management during construction and operation.	Section 2, Table 4 and Appendix E
E57	Supplementary analysis and modelling must be undertaken as required by the TTLG to demonstrate that traffic can be managed to minimise disruption to road, public transport, pedestrian and cyclist networks.	Sections 5, 6.1 and 6.3
E58	An Interchange Access Plan must be developed for each station to inform the final design of transport and access facilities and services, including footpaths, cycleways, passenger facilities, parking, traffic and road changes, and public-domain integration.	Section 4.2 and IAPs which are separately approved
E59	In developing the Interchange Access Plan(s), traffic and accessibility design requirements and the relevant Station Design and Precinct Plan(s) must be considered.	Sections 4.2 and 5 and IAPs which are separately approved
E60	The Interchange Access Plan(s) must be reviewed by a suitably qualified traffic and transport professional independent of the detailed design process.	Sections 3.5.1, 4.2 and 6 and IAPs which are separately approved
E61	Adequate bicycle infrastructure must be provided at stations, with adequate space retained for future expansion.	Sections 4.2, 5 and 6.3 and IAPs which are separately approved
E62	Bicycle patronage and end-of-trip facility adequacy must be audited 12 and 36 months after commencement of operation in consultation with relevant councils, Transport for NSW, Bicycle NSW and local bike user groups.	Section 6.3

1. Introduction

1.1. Overview and context

Metro Trains Sydney Pty Ltd (MTS) has prepared this operational Traffic and Transport Sub Plan (TTMP) to identify traffic and transport impacts associated with the Sydney Metro Chatswood to Sydenham and in this revised TTMP from Sydenham to Bankstown project (the Project).

This TTMP outlines operational management measures that are applied to activities across the Project alignment to manage traffic and transport risks.

1.2. Plan purpose

This TTMP forms part of the Operational Environmental Management Plan and has been developed to address the applicable Conditions of Approval for both components of the Project. The Chatswood to Sydenham section is governed by CSSI 7400, as modified by CSSI 7400 MODs 1 to 9. The Marrickville to Bankstown section is governed by SSI 8256, as modified, including the operational traffic, transport and interchange requirements in Conditions E54 to E62. Accordingly, this TTMP provides the operational traffic and transport management framework, or equivalent OEMP Sub Plan, for the full corridor and must be read and implemented in accordance with the approval applying to each section. The Plan is to be submitted prior to commencement of the relevant operations to the satisfaction of, or in consultation with, the Planning Secretary and the applicable transport, road authority and non-private transport operator stakeholders, as required by the relevant approval.

1.3. Background

The Project Plan relates specifically to the operation of the M1 metro rail line and associated stations between Chatswood Station and Bankstown Station.

Note: This Plan does not include the Northwest section of the M1 metro rail line, as it wasn't a contractual requirement for the Northwest OEMP.

The Project passes through the local government areas (LGAs) of Willoughby, North Sydney, City of Sydney, Inner West and Canterbury – Bankstown

Key operational components of the Project include:

- About 15.5 kilometres of twin rail tunnels (two tunnels located side-by-side) between Mowbray Road, Chatswood and Bedwin Road, Marrickville. The tunnel corridor extends about 30 metres either side of each tunnel centre line and around all stations.
- About 250 metres of above ground metro tracks between Chatswood Station and the northern dive structure.
- A northern dive structure (about 400 metres in length) and tunnel portal south of Chatswood Station and north of Mowbray Road, Chatswood.
- A southern dive structure (about 400 metres in length) and tunnel portal north of Sydenham Station and south of Bedwin Road, Marrickville.
- Metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Gadigal and Waterloo, as well as underground platforms at Central Station and above ground platforms at Chatswood Station and from Sydenham Station to Bankstown Station.
- Underground pedestrian links and connections to other modes of transport (such as the suburban rail network) and surrounding land uses.
- Services within each of the stations, including mechanical and fresh air ventilation equipment and electrical power substations.
- A permanent power supply from Surry Hills to Gadigal Station.
- A substation (for traction power supply at Artarmon).
- A services facility (for traction power supply and an operational water treatment plant) adjacent to the southern dive structure.

Key operational components of the Marrickville to Bankstown section include:

- Approximately 13 kilometres of existing surface rail corridor between Marrickville and Bankstown converted and upgraded for metro operations.
- Ten upgraded metro stations at Marrickville, Dulwich Hill, Hurlstone Park, Canterbury, Campsie, Belmore, Lakemba, Wiley Park, Punchbowl and Bankstown.
- Upgraded track, station, access and interchange infrastructure required to support safe, accessible and reliable metro operations.
- Pedestrian, cycling, bus, taxi, kiss-and-ride and road-network interfaces identified in the approved station-specific Interchange Access Plans and Station Design and Precinct Plans.
- The revised Bankstown Station design, including the north–south connection across the rail corridor between Appian Way and Restwell Street.
- Associated rail systems, station services, operational access, maintenance facilities and ancillary infrastructure within the Marrickville to Bankstown corridor.

The Project is governed by two planning approvals under Part 5.1 of the NSW *Environmental Planning and Assessment Act 1979*. The Chatswood to Sydenham section was declared Critical State Significant Infrastructure and approved by the Minister for Planning on 9 January 2017 under CSSI 7400, as subsequently modified. The Marrickville to Bankstown section was approved by the Minister for Planning on 12 December 2018 under SSI 8256 and has subsequently been modified three times: SSI 8256 MOD 1 – Bankstown Station, approved 22 October 2020; SSI 8256 MOD 2 – Timeframe flexibility, approved 2 June 2025; and SSI 8256 MOD 3 – Modification to the construction definition, approved 1 April 2026. The operational impacts, commitments and mitigation measures for each section are documented in the environmental assessment documentation supporting the applicable approval, as modified.

The Project was declared Critical State Significant Infrastructure (CSSI) and approval was granted by the Minister of Planning on 9 January 2017 (CSSI 7400), including the following modifications (Development Consent):

- MOD 1 – Victoria Cross and Artarmon Substation (approved 18 October 2017)
- MOD 2 – Central Walk (approved 21 December 2017)

- MOD 3 – Martin Place Metro Station (approved 22 March 2018)
- MOD 4 – Sydenham Station and Metro Facility South (approved 13 December 2017)
- MOD 5 – Blues Point Acoustic Shed (approved 2 November 2018)
- MOD 6 – Administrative Changes (approved 21 February 2019)
- MOD 7 – Administrative Changes (approved 24 June 2020)
- MOD 8 – Blues Point Access Site (approved 25 November 2020)
- MOD 9 – Extension to standard construction hours (approved 30 June 2022).

1.3.1. Summary of SSI 8256 MOD 1

SSI 8256 MOD 1 is the **Bankstown Station modification** for the **Sydney Metro City & Southwest – Sydenham to Bankstown Upgrade**.

Table 3 SSI 8256 Summary

Item	Summary
Modification name	SSI 8256 MOD 1 – Bankstown Station / revised design of Bankstown Station.
Approval date	Approved on 22 October 2020.
Approval being modified	SSI 8256, which was originally approved on 12 December 2018 for the Sydenham to Bankstown metro conversion.
Main change	Revised design for Bankstown Station, including a new north-south connection across the rail corridor between Appian Way and Restwell Street.
Project scope context	SSI 8256 covers construction and operation of an approximately 13 km metro rail line between Marrickville and Bankstown, including ten metro stations and ancillary infrastructure.
Administrative changes	MOD 1 also included administrative corrections and updates to definitions and agency names/titles in the approval.
Assessment issues considered	The decision considered issues including non-Aboriginal heritage, station design, and traffic and transport. The modification was publicly exhibited from 21 May 2020 to 4 June 2020, with eight submissions received, including two objections.
Reason for approval	The decision notice states that the modification was considered to align with Canterbury-Bankstown Council's Complete Streets Policy, that consultation issues were addressed through existing and recommended conditions, and that the project was in the public interest.

1.4. Plan scope and objectives

This Plan addresses traffic and transport impacts associated with the Operation and Maintenance phase of the Project (O&M).

The key objective of the TTMP is to ensure that the environmental assessment documentation, mitigation measures, approval conditions and licence or permit requirements relevant to operational traffic and transport under CSSI 7400 and SSI 8256 are identified, scheduled and assigned to the responsible MTS functions, as outlined in:

The key objective of the TTMP is to ensure all EAD, mitigation measures and licence/permit requirements relevant to traffic and transport are described, scheduled and assigned responsibly, as outlined in:

- The Environmental Assessment Document (EAD) prepared for the Project
- The applicable conditions and commitments under CSSI 7400 for Chatswood to Sydenham, and SSI 8256 for Marrickville to Bankstown.

- NSW EPA Environment Protection Licence (EPL)
- All relevant legislation and other requirements described in Section 3.1.

Other objectives of this TTMP are to ensure:

- Traffic and Transport requirements relevant to Operations and Maintenance are clearly identified.
- Outline systems that will be used to support Traffic and Transport management.
- List all environmental aspects and impacts related to Traffic and Transport (with risks and opportunities) and significant related impacts associated with the work.
- Document procedures to be followed to manage the identified aspects and significant impacts, risks and opportunities.
- Clearly indicate the respective environmental management roles and responsibilities of MTS.
- To comply with the relevant requirements of the NSW Government Environmental Management System Guidelines (3rd Edition) (August 2013).

1.5. Sydney Metro context

Sydney Metro is Australia's biggest public transport project and provides a high-capacity, turn-up-and-go railway service across Sydney.

Chatswood to Sydenham context

The Chatswood to Sydenham component, retained from TTMP Version 4, extends Sydney Metro services from Chatswood through new twin tunnels beneath Sydney Harbour and the Sydney CBD to Sydenham. It includes the metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Gadigal and Waterloo, new underground metro platforms at Central, and above-ground metro platforms at Sydenham. This component connects with the Metro North West Line at Chatswood and provides interchange with the wider rail, bus, light rail, ferry, walking and cycling networks.

The Chatswood to Sydenham section improves access to key employment, commercial, education, residential and cultural precincts and supports high-capacity connections through the Sydney CBD. Its station interchanges prioritise safe and efficient pedestrian access, cycling facilities and transfers to other public transport modes, with limited reliance on private vehicle access.

Marrickville to Bankstown context

TTMP Version 5 extends the operational context to the approximately 13 kilometre Marrickville to Bankstown section of the corridor. This section forms part of the Sydney Metro City & Southwest – Sydenham to Bankstown Upgrade and includes the conversion and upgrade of ten stations at Marrickville, Dulwich Hill, Hurlstone Park, Canterbury, Campsie, Belmore, Lakemba, Wiley Park, Punchbowl and Bankstown, together with associated rail, station, access and interchange infrastructure.

The Marrickville to Bankstown section extends the M1 Metro North West & Bankstown Line from Sydenham through Sydney's southwest to Bankstown and integrates the upgraded stations with surrounding pedestrian, cycling, bus, taxi, kiss-and-ride and road networks. Together, the Chatswood to Sydenham and Marrickville to Bankstown sections provide a continuous metro corridor from Sydney's northwest, beneath Sydney Harbour and through the CBD, to the southwest. The corridor is designed to support a metro service every four minutes in each direction, with capacity for approximately 40,000 customers per hour.

2. Consultation

In accordance with the applicable Conditions of Approval, the TTMP has been prepared and revised in consultation with TfNSW Operations Planning (formerly the TfNSW Coordination Office), relevant road authorities, non-private transport operators, the Traffic and Transport Liaison Group (TTLG), Sydney Metro Authority and other relevant stakeholders. Consultation records have been retained across successive revisions of the TTMP.

TTMP Version 4 consultation

The consultation undertaken for TTMP Version 4 has been retained in this section and in Table 3. This included presentation of the TTMP to the TTLG on 29 May 2024, consultation with the relevant road authority and non-private transport operators, distribution of the TTMP to a TTLG member who requested a copy, review by Sydney

Metro Authority, and closure of the comments raised by DPHI. The TTLG comprised representatives from the agencies and stakeholder groups relevant to the TTMP consultation requirements.

Key issues raised from the consultation are listed below. The TTMP presentation is shown in Appendix D. The TTMP was created with consultation with Sydney Metro Authority. Appendix E contains the agenda and attendees of the TTLG for the 29th of May 2024, as well as the minutes from the meeting showing any comments raised from the TTMP presentation. It also contains the email sent from MTS to SMA with the TTMP attached for distribution to the TTLG attendee who requested a copy of the TTMP, therefore closing out all comments raised from the consultation.

TTMP Version 5 consultation

Additional consultation was undertaken for TTMP Version 5 to support extension of the Plan to the Southwest corridor. Sydney Metro Authority provided the approved Interchange Access Plans and associated technical documents to MTS on 20 August 2026 to inform the update. MTS subsequently submitted the draft updated TTMP to Sydney Metro Authority for review on 4 September 2026. These Version 5 consultation activities have been added to Table 4 without removing or replacing the consultation records retained from Version 4.

Table 4 provides the cumulative consultation record for TTMP Versions 4 and 5, including the consultation status, key issues raised, MTS response and close-out date.

Table 4 Consultation details

Agency	Key issues raised	MTS update	Date Closed
TfNSW Operations Planning	TfNSW Operations Planning requested a copy of the TTMP (v2) which was emailed to them on 29 May 2024	N/A	26 th June, 2024
Relevant Road Authority (North Sydney Council, City of Sydney Council, Inner West Council)	TTLG Meeting on 29 th May, 2024 (reviewed TTMP v2)	N/A	26 th June, 2024
Non-private transport operators	One member of the TTLG requested a copy of TTMP v2	N/A	26 th June, 2024
Sydney Metro Authority	Formatting and text issues.	Sydney Metro reviewed TTMP V3 has confirmed that it is satisfied that all consultation has been adequately closed out, to fully address DPHI comment #4.2	2 nd August, 2024
DPHI	Comment 4.1 – This plan does not adequately reflect the interim arrangements that will be in place at first passenger services. Text needs to be added to this plan explaining that there will be interim arrangements as agreed with the Planning Secretary. A copy of that agreement should also be appended to the subplan once it becomes available.	See Section 4.3 which outlines information regarding Day 1 interim arrangements. See Appendix F which displays the final and endorsed Day 1 interim arrangements for the Metro stations.	2 nd August, 2024
DPHI	Comments 4.2 – Section 2 and ‘Table 2-1: Consultation Details’ do not provide adequate close out of consultation with government agencies/stakeholders. Please provide details of the consultation for each agency and stakeholder in the manner prescribed by condition A9 of the approval. As DPHI is not the approval	Section 2 and Table 2.1 reflects further external consultation details. Appendix E now displays the agenda, attendees and minutes of the TTLG meeting from the 29 May 2024 where MTS presented the TTMP. Appendix E also shows communication between MTS, SMA and an attendee	2 nd August, 2024

Agency	Key issues raised	MTS update	Date Closed
	authority for this document, Sydney Metro is responsible for satisfying itself that all consultation has adequately closed out and the subplan should reflect this.	of the TTLG regarding their comment on the TTMP.	
SMA	Provided copies of Interchange Access Plans (IAP's)	Update of TTMP to include whole of Southwest corridor	20 August 2026
MTS	Update of TTMP with SW updated content submitted to Sydney Metro, TfNSW Operations Planning and Relevant Road Authority's	Submission of Draft TTPM for review	4 September 2026
MTS	Presentation of TTMP with SW updated content to Traffic and Transport Liaison Group (TTLG)	Copy of presentation provided to all stakeholders for review	23 September 2026

In accordance with SSI15_7400 REMM OpT1 all proposed pedestrian integration measures for Victoria Cross and Martin Place stations were consulted with stakeholders (including relevant councils) and incorporated into the Interchange Access Plan (IAP). IAP's are available for viewing on Sydney Metro website.

2.1. TTMP submission and publication

The OEMP was submitted to DPHI for information one month before the commencement of operations. This updated TTMP and the other OEMP sub-plans will be submitted to DPHI before commencement of the operations but are not required to be submitted one month before First Passenger Service. Submission, consultation and information requirements will be managed in accordance with the approval applying to the relevant corridor section.

The OEMP and its sub-plans will be made publicly available on the MTS website in accordance with the publication requirements applying under the relevant approval. Condition D8 is a condition of CSSI 7400 and applies to the Chatswood to Sydenham section; it is not a condition of SSI 8256. Any separate timing, submission, endorsement, information or publication requirements under SSI 8256 will be satisfied for the Marrickville to Bankstown section before commencement of the relevant operations.

The OEMP will be published on the MTS website once DPHI have given final approval of the plan to satisfy the requirement of CoA D8 of the Project's Development Consent.

3. Statutory requirements

3.1. Legal and other obligations

The legislation, guidelines and policies considered during development of this Plan are listed below.

- *Disability Discrimination Act 1992*
- *Sydney's Cycling Future* (Transport for NSW, 2013c)
- *Disability Standards for Accessible Public Transport 2002*
- *Australian Standards AS1742, AS 1743 and AS 2890*
- *Austroads' levels of service.*

3.2. Development consent conditions

The Project is governed by two planning approval frameworks. The Chatswood to Sydenham section was declared Critical State Significant Infrastructure and approved by the Minister for Planning on 9 January 2017 under CSSI 7400, as subsequently modified. The Marrickville to Bankstown section forms part of the Sydney Metro City & Southwest – Sydenham to Bankstown Upgrade and was approved by the Minister for Planning on 12 December 2018 under SSI 8256. SSI 8256 has subsequently been modified three times: MOD 1 – Bankstown Station,

approved 22 October 2020; MOD 2 – Timeframe flexibility, approved 2 June 2025; and MOD 3 – Modification to the construction definition, approved 1 April 2026. The conditions of approval applying to both approval frameworks include traffic and transport management requirements relevant to operation of the Project. The applicable CSSI 7400 requirements for the Chatswood to Sydenham section, and how they are addressed, are provided in Table 1. The applicable SSI 8256 requirements for the Marrickville to Bankstown section, and how they are addressed, are provided in Table 2.

The SSI 8256 Conditions of Approval relevant to the operational traffic and transport management of the Marrickville to Bankstown section are:

- **E54 – Transport network integration:** The CSSI must be designed, constructed and operated to integrate with existing and proposed road and transport networks and minimise adverse changes to network safety, efficiency and accessibility.
- **E55 – Road safety audits:** Permanent road works, including vehicular access, signalised intersections and facilities for pedestrians, cyclists and public transport users, must be subject to safety audits.
- **E56 – Traffic and Transport Liaison Group:** Traffic and Transport Liaison Group(s) must inform traffic and transport management during construction and operation.
- **E57 – Supplementary analysis and modelling:** Supplementary analysis and modelling must be undertaken as required by the TTLG to demonstrate that traffic can be managed to minimise disruption to road, public transport, pedestrian and cyclist networks.
- **E58 – Interchange Access Plans:** An Interchange Access Plan must be developed for each station to inform the final design of transport and access facilities and services, including footpaths, cycleways, passenger facilities, parking, traffic and road changes, and public-domain integration.
- **E59 – IAP design considerations:** In developing the Interchange Access Plan(s), traffic and accessibility design requirements and the relevant Station Design and Precinct Plan(s) must be considered.
- **E60 – Independent IAP review:** The Interchange Access Plan(s) must be reviewed by a suitably qualified traffic and transport professional independent of the detailed design process.
- **E61 – Bicycle infrastructure:** Adequate bicycle infrastructure must be provided at stations, with adequate space retained for future expansion.
- **E62 – Bicycle facility audits:** Bicycle patronage and end-of-trip facility adequacy must be audited 12 and 36 months after commencement of operation in consultation with relevant councils, Transport for NSW, Bicycle NSW and local bike user groups.

3.3. Revised environmental mitigation measures

For the Marrickville to Bankstown section, references in this Plan to network integration, road safety audits, TTLG consultation, supplementary analysis and modelling, Interchange Access Plans, independent review, bicycle infrastructure and post-opening bicycle audits are to be read as implementing SSI 8256 Conditions E54 to E62. Where an equivalent CSSI 7400 requirement is discussed, the applicable approval is identified by corridor section.

The operational traffic and transport REMMs in the table below arise from the CSSI 7400 environmental assessment documentation and apply to the Chatswood to Sydenham section unless otherwise stated. Operational traffic and transport requirements for the Marrickville to Bankstown section are addressed through the SSI 8256 Conditions of Approval, the applicable SSI 8256 environmental assessment commitments, the approved station-specific Interchange Access Plans and the controls identified in this Plan.

Table 5 REMMs associated with operational traffic and transport

REMM	Requirement	Document Reference
OpT1	Enhancement of pedestrian infrastructure in the vicinity of Victoria Cross and Martin Place stations would be investigated further in consultation with (as relevant to the location) the CBD Coordination Office, Roads and Maritime Services and the relevant local council. (Victoria Cross Station and Martin Place Station)	Sections 4.2.2 and 4.2.4
OpT2	Access would be maintained to neighbouring properties.	Section 5
OpT3	The design of the interface between the Frank Channon Walk extension and the signalised intersection at Mowbray Road / Hampden Road (including any shared zone	Section 4.2.9

REMM	Requirement	Document Reference
	proposal) would be developed in consultation with Roads and Maritime Services and Willoughby Council. (Chatswood Dive Site).	
OpT4	Transport for NSW would work with local councils to minimise adverse impacts of operation on parking and other kerbside use in local streets, such as loading zones, taxi zones and coach zones.	Section 4
OpT5	During detailed design, Transport for NSW would consult with Inner West Council, Roads and Maritime Services and other stakeholders on strategies to reduce the number of staged pedestrian marked foot crossings at the Edinburgh Road / Edgeware Road intersection. (Marrickville Dive Site).	Section 4.2.10

3.4. Revised environmental performance outcomes

The operational transport and traffic performance outcomes in the table below are drawn from the CSSI 7400 environmental assessment documentation. For the Marrickville to Bankstown section, equivalent operational outcomes are delivered through SSI 8256 Conditions E54 to E62, the applicable SSI 8256 environmental assessment commitments, approved Interchange Access Plans and the operational controls in Sections 4 to 6.

Table 6 Operational desired performance outcomes associated with transport and traffic

Desired performance outcome	Environmental performance outcome	Document reference
Transport and traffic Network connectivity, safety and efficiency of the transport system in the vicinity of the project are managed to minimise impacts. The safety of transport system customers is maintained. Impacts on networks capacity and the level of service are effectively managed. Works are compatible with existing infrastructure and future transport corridors.	- The Project would appropriately integrate with existing and planned future transport infrastructure including active transport. - Access to properties would be maintained - Metro customers would be provided with a safe and secure service. - The Project would reduce station crowding, increase rail networks reach and use, improve network resilience, and improve travel times within the global economic corridor.	Sections 4 and 5

3.5. Roles and responsibilities

Key roles and responsibilities applicable to this Plan are presented in the table below. Further details regarding roles and responsibilities are outlined in Section 5.1 of the OEMP.

Table 7 Roles and responsibilities

Roles	Responsibilities
Learning & Development Manager	Work with Environment & Sustainability Lead to develop training packages addressing environmental risk. Develop and implement the training delivery schedule for the O&M Phase, including environmental and sustainability aspects. Operate reasonably independently, in accordance with MTS's policies; quality, safety and environmental management systems; processes and relevant legislation.

Roles	Responsibilities
Environment & Sustainability Lead	Key point of contact for environmental and planning approvals and sustainability stakeholders, including but not limited to DPIE, EPA, ISCA. Be an emergency contact and available to be contacted by EPA, DPIE and The Sydney Metro Authority Representatives. Notify MTS, OpCo2 and agencies as required in response to environmental incidents and potential incidents. Identify and maintain a register of relevant legal, MTS IMS requirements, contractual and other requirements. Ensure the project induction includes appropriate training regarding the requirements of this OEMP, the EPL and any other key obligations. Ensure identified risks are analysed and evaluated according to agreed criteria. Regularly review identified risks and controls and maintain a risk register. Ensure regular inspections, observations, monitoring and audits are conducted to check the effectiveness of controls and that compliance is maintained. Review subcontractors' performance and compliance with MTS environmental and sustainability requirements. Enter and close out all environmental incidents in the O&M Phase Reporting System. Identify and implement corrective and preventative actions after incidents and share lessons learned within the MTS team or other projects, as applicable. Support the Head of Safety, Quality, Risk & Environment with the delivery of key O&M milestones in alignment with MTS legal and regulatory requirements, business objectives and key performance indicators. Provide environmental oversight, direction and leadership regarding the environmental and sustainability management of the Project.
Head of Safety, Quality, Risk & Environment	Enter and close out all environmental incidents in the O&M Phase Reporting System. Identify and implement corrective and preventative actions after incidents and share lessons learned within the MTS team or other projects, as applicable. Support the CEO-MTS on MTS operations and the management of stakeholders including, The Sydney Metro Authority, EPA and other State and Federal government bodies and other government agencies. Review the Project's management systems and key management plans to ensure and maintain compliance with the requirements of the MTS IMS, CoA and EPL. Ensure environmental incidents are managed and reported to Metro, DPIE & EPA in accordance with the planning approval and EPL requirements. O&M related investigations, compliance inspections, and data and trend analysis to mitigate safety and environmental risks. Maintain MTS compliance with relevant environmental standards, and legal and regulatory requirements. Support the GM of Safety, Quality, Risk & Environment with the delivery of key O&M milestones in alignment with MTS legal and regulatory requirements, business objectives and key performance indicators.

Roles	Responsibilities
	Ensure preventative and corrective actions requested are completed within appropriate timeframes through efficient monitoring. Ensure identified risks are analysed and evaluated according to agreed criteria. Regularly review identified risks and controls and maintain a risk register. Expected to operate reasonably independently, in accordance with MTS's policies; quality, safety and environmental management systems; processes and relevant legislation. Ensure regular inspections, observations, monitoring and audits are conducted to check the effectiveness of controls and that compliance is maintained. Responsible for establishing and executing O&M asset management strategy and asset management plan in adherence to the OEMP. Review subcontractors' performance and compliance with MTS environmental and sustainability requirements. Expected to operate reasonably independently in accordance with MTS's policies, Integrated Management System, processes, Safety Management System and relevant legislation. Enter and close out all environmental incidents in the O&M Phase Reporting System. Expected to operate reasonably independently in accordance with MTS's policies. SQRE management system, processes, and relevant legislations. Identify and implement corrective and preventative actions after incidents and share lessons learned within the MTS team or other projects, as applicable. Expected to operate reasonably independently in accordance with MTS's policies. SQRE management system, processes, and relevant legislations. O&M related investigations, compliance inspections, and data and trend analysis to mitigate safety and environmental risks. Providing the delivery of internal and external communication (media, government, and stakeholder relations). Maintain MTS compliance with relevant environmental standards, and legal and regulatory requirements. Ensure identified risks are analysed and evaluated according to agreed criteria. Regularly review identified risks and controls and maintain a risk register.
General Manager, Safety, Quality, Risk & Environment	Ensure preventative and corrective actions requested are completed within appropriate timeframes through efficient monitoring. Expected to operate reasonably independently, in accordance with MTS's policies; quality, safety and environmental management systems; processes and relevant legislation. Responsible for establishing and executing O&M asset management strategy and asset management plan in adherence to the OEMP. Expected to operate reasonably independently in accordance with MTS's policies, Integrated Management System, processes, Safety Management System and relevant legislation. Expected to operate reasonably independently in accordance with MTS's policies. SQRE management system, processes, and relevant legislations.
General Manager, Engineering & Maintenance Delivery	Expected to operate reasonably independently in accordance with MTS's policies. SQRE management system, processes, and relevant legislation. Responsible for establishing and executing O&M asset management strategy and asset management plan in adherence to the OEMP.
Head of Asset Management	Expected to operate reasonably independently in accordance with MTS's policies, Integrated Management System, processes, Safety Management System and relevant legislation.
Infrastructure Engineering Manager	Expected to operate reasonably independently in accordance with MTS's policies. SQRE management system, processes, and relevant legislations.

Roles	Responsibilities
Infrastructure Delivery Manager	Expected to operate reasonably independently in accordance with MTS's policies. SQRE management system, processes, and relevant legislations.
Security Manager	Expected to operate reasonably independently in accordance with MTS's policies, Integrated Management System, processes, Safety Management System and relevant legislation.
Head of Customer Operations	Expected to operate reasonably independently in accordance with MTS's policies, Integrated Management System, processes, Safety Management System and relevant legislation.
Head of Corporate Relations & Communications	Providing the delivery of internal and external communication (media, government, and stakeholder relations).

3.5.1. Interchange Access Compliance Matrix roles and responsibilities

For the Plan, the Interchange Access Compliance Matrix assigns ownership to the business function responsible for maintaining the interchange access outcome during operation and maintenance, rather than the team that originally delivered the infrastructure.

This approach provides a clear operational accountability pathway for maintaining compliance with SSI-8256 conditions, Interchange Access Plans, Station Design and Precinct Plan commitments, Walking and Cycling Strategy requirements and associated operational access obligations.

Table 8 MTS Compliance Matrix roles and responsibilities

MTS Owner	Key responsibilities in the Interchange Access Compliance Matrix
Environment & Sustainability Lead	Verify compliance with SSI-8256 conditions in relation to Walking and Cycling Strategy requirements. Provide evidence for independent audits and Sydney Metro reporting.
Head of Asset Management	Ensure pedestrian pathways, ramps, stairs, lifts, handrails, bicycle facilities, lighting and access infrastructure remain operational. Schedule and complete inspections. Rectify defects identified through inspections. Maintain asset maintenance records and work orders.
Head of Customer Operations	Maintain passenger access routes, station forecourts, wayfinding signage and customer information assets. Ensure station accessibility arrangements remain available to customers. Monitor access issues reported by station staff and customers. Participate in periodic site inspections.
Head of Customer Operations	Manage bicycle parking compounds, shelters and related customer facilities. Maintain public domain furniture were assigned to MTS. Ensure interchange amenities remain fit for purpose. Maintain inspection records.
Head of Customer Operations	Monitor operational impacts on pedestrian, cycling and public transport interfaces. Assess access impacts from possessions, maintenance works or operational changes. Ensure temporary traffic and pedestrian controls maintain approved access arrangements. Review incidents affecting station access.
Head of HSQRE	Assess pedestrian and customer safety risks associated with station access arrangements. Review incidents, near misses and customer complaints involving interchange infrastructure. Recommend corrective actions where safety issues are identified.
Head of Asset Management	Maintain the Interchange Access Compliance Matrix. Monitor safeguarded future-access corridors and reserved infrastructure identified in Station Design and Precinct Plans and approval conditions. Ensure assets or maintenance activities do not compromise future access provisions. Maintain records of protected corridors and interfaces.
Head of Asset Management	Ensure maintenance contractors fulfil TTMP inspection and reporting requirements. Verify contractor performance against access-related maintenance obligations. Maintain evidence of completed inspections and corrective actions.
Document Controller	Maintain current versions of the matrix. Archive inspection records and evidence. Ensure supporting documents are retained and accessible for audit purposes.

Table 9 Station-specific ownership examples

Station requirement	Primary owner	Supporting owner
Marrickville shared pedestrian and cycle path	Head of Asset Management	Head of Customer Operations
Dulwich Hill pedestrian, cycling and interchange access infrastructure	Head of Asset Management	Head of Customer Operations
Hurlstone Park pedestrian, cycling and station access infrastructure	Head of Asset Management	Head of Customer Operations
Canterbury pedestrian, cycling, bus interchange and public-domain interfaces	Head of Asset Management	Head of Customer Operations
Campsie bicycle parking, public plaza and pedestrian overpass safeguarding	Head of Customer Operations	Head of Asset Management and Security Manager
Belmore pedestrian, cycling, interchange and public-domain infrastructure	Head of Asset Management	Head of Customer Operations
Lakemba pedestrian, cycling, interchange and accessibility infrastructure	Head of Asset Management	Head of Customer Operations
Wiley Park future Shadforth Street access safeguarding	Security Manager	Head of Customer Operations
Punchbowl underpass safety and security and future pedestrian overpass safeguarding	Security Manager	Head of Customer Operations
Bankstown pedestrian connection, interchange, accessibility and precinct interfaces	Head of Asset Management	Head of Customer Operations and Security Manager

Table 10 Recommended RACI structure for TTMP interchange access compliance

Activity	Environment Lead	Head of Asset Management	Head of Customer Operations	Security Manager	Head of SQRE
Maintain compliance matrix	A	C	C	C	C
Quarterly inspections	C	R	R	R	C
Compliance assessment	A/R	C	C	C	C
Defect rectification	C	A/R	R	R	C
Audit support	A/R	C	C	C	C
Annual TTMP review	A/R	C	C	C	C
Incident review	C	R	R	R	A/R

A = Accountable
R = Responsible
C = Consulted

Asset owners shall undertake inspections, maintain supporting records and implement corrective actions where deficiencies are identified. Compliance status shall be reviewed at least annually and following any material modification to station access arrangements.

3.6. Training

All employees, contractors and utility staff working on the Project will undergo site induction training, in accordance with the Training Management Plan (SMCSWTS2-MTS-CSW-PM-PLN-002136) and Section 5.2 of the OEMP. The site induction training will provide initial training on various environmental aspects, including traffic and transport management issues/measures.

Records will be kept of all personnel undertaking the site induction training, including the contents the training, date and name of trainer/s.

Targeted training or specific training will also be provided to personnel with a key role in traffic and transport management, if required.

4. Traffic and transport management strategy

4.1. Strategic traffic and transport impacts

The Project's design aims to avoid or reduce impacts associated with operational traffic and transport. It would improve road traffic conditions by providing a convenient and efficient travel alternative to the use of private car.

The strategic traffic and transport related impacts and benefits of the operation of the project are outlined below.

- Catering for growth in demand.
 - Demand for rail services in Sydney is projected to grow by about 100,000 trips in the AM peak hour by 2036.
- Increased accessibility and trip diversity.
 - Sydney Metro City & Southwest increases the network rail catchment through the provision of:
 - New stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street (Gadigal), and Waterloo as well as new underground platforms at Central Station and aboveground platforms at Sydenham Station.
 - Upgraded Southwest stations (heritage listed) Sydenham to Punchbowl
 - More direct connections to high-capacity Sydney CBD stations at Martin Place and Gadigal.
 - Additional interchange capability at Central, Martin Place, Sydenham and Bankstown, enabling increased network connectivity and demand for rail services.
- Reduce train crowding.
- Decreased station crowding.
- Improved conditions for bus customers.
 - Sydney Metro City & Southwest is part of an integrated public transport network with high-quality bus connections to the stations and easy transfers for customers travelling to and from locations beyond walking distance.
- Improved conditions for road users.
 - By encouraging people to use the metro network, Sydney Metro City & Southwest will reduce the number of trips that would otherwise be made on the road network.

Traffic and transport performance outcomes will be validated through operational monitoring and audits, as detailed in Sections 6.1 and 6.3, while commitments and mitigation measures outlined in the EIS for operational traffic and transport performance are achieved through the nominated design features within each subsection as outlined in Section 4.2. Ongoing risk analysis including supplementary analysis and modelling, will also be carried out through operational monitoring once the project is operational, as detailed in Section 5.

4.2. Location and transport integration of each Metro Station

Interchange Access Plans (IAP's) have been developed for each station by applying transport and access standards, guidelines, principles and strategies to the physical and operational context of each interchange. They

consolidate the requirements for safe and efficient customer transfer and identify potential barriers or risks to effective access, considering anticipated patronage and movement patterns once metro services are in operation.

The IAPs for the Chatswood to Sydenham stations were prepared to respond to CSSI 7400 Condition E92. The IAPs for the Marrickville to Bankstown stations were prepared to respond to SSI 8256 Condition E58. Across both sections, the IAPs provide detailed interchange deliverables, inform the design of transport and access facilities, and identify the customer amenities, shelter, road and traffic management measures required for safe, accessible and efficient interchange.

- Respond and comply with CoA E92.
- Provide detailed interchange deliverables.
- Inform the interchange design of transport and access facilities, including footpaths, cycle paths and bike parking, bus stops (temporary transport requirements considered), and car parking.
- Identify customer amenities, shelter, road and traffic management required to ensure easy, accessible, safe and efficient customer transfer.

The IAP's support seamless, well-integrated customer journeys across connecting modes and provide for access to and from metro services that is easy, efficient and safe. To support a range of trips across multiple destinations, Project stations will act as both origins and destinations throughout the day, with the role of each station varying by local land use, transport connectivity and customer demand. Some stations will also perform a significant transfer role between transport modes, supporting efficient movement across the wider transport network.

Due to the location and transport role of each station, metro customers are generally not expected to access stations by private car. No car parking is provided at metro stations between Chatswood and Sydenham, and no additional parking is proposed for stations between Sydenham and Bankstown, except where existing park-and-ride or local parking arrangements are identified in the relevant Interchange Access Plan.

All customer bicycle parking areas are designed to align with customer demand profiles, support appropriate access choices, manage local access and network impacts, and increase the practical station catchment for customers travelling by bicycle.

During operation, the stations provide access for operations and maintenance activities. Sufficient space is provided for the accommodation of buses in the event of planned or unplanned disruption of normal operations.

Transport modes serving each station are shown in the table below.

The following station summaries describe the local access context, primary interchange facilities, forecast access demand and operational traffic and transport management focus for the Southwest stations.

They are presented in the same station-feature format used for the Crows Nest to Sydenham station sections and should be read together with the relevant Interchange Access Plans and the Interchange Access Compliance Matrix in the table below.

Table 11 Transport modes serving each station

Station	Walking	Cycling	Trains	Light rail	Bus	Ferry	Coaches	Taxi	Kiss-and-ride
Chatswood	✓	✓	✓		✓		✓	✓	✓
Crows Nest	✓	✓			✓			✓	✓
Victoria Cross	✓	✓			✓			✓	✓
Barangaroo	✓	✓			✓	✓	✓	✓	✓
Martin Place	✓	✓	✓		✓			✓	
Gadigal	✓	✓		✓	✓			✓	
Central	✓	✓	✓	✓	✓		✓	✓	✓
Waterloo	✓	✓			✓			✓	✓

Station	Walking	Cycling	Trains	Light rail	Bus	Ferry	Coaches	Taxi	Kiss-and-ride
Sydenham	✓	✓	✓		✓			✓	✓
Marrickville	✓	✓			✓			✓	✓
Dulwich Hill	✓	✓		✓	✓				✓
Hurlstone Park	✓	✓			✓			✓	✓
Canterbury	✓	✓			✓			✓	✓
Campsie	✓	✓			✓			✓	✓
Belmore	✓	✓			✓			✓	✓
Lakemba	✓	✓			✓			✓	✓
Wiley Park	✓	✓			✓			✓	✓
Punchbowl	✓	✓			✓			✓	✓
Bankstown	✓	✓	✓		✓			✓	✓

4.2.1. Crows Nest Station

Crown Nest Station is located south-east of the St Leonards strategic centre and provides options for customers to travel to and from the area.

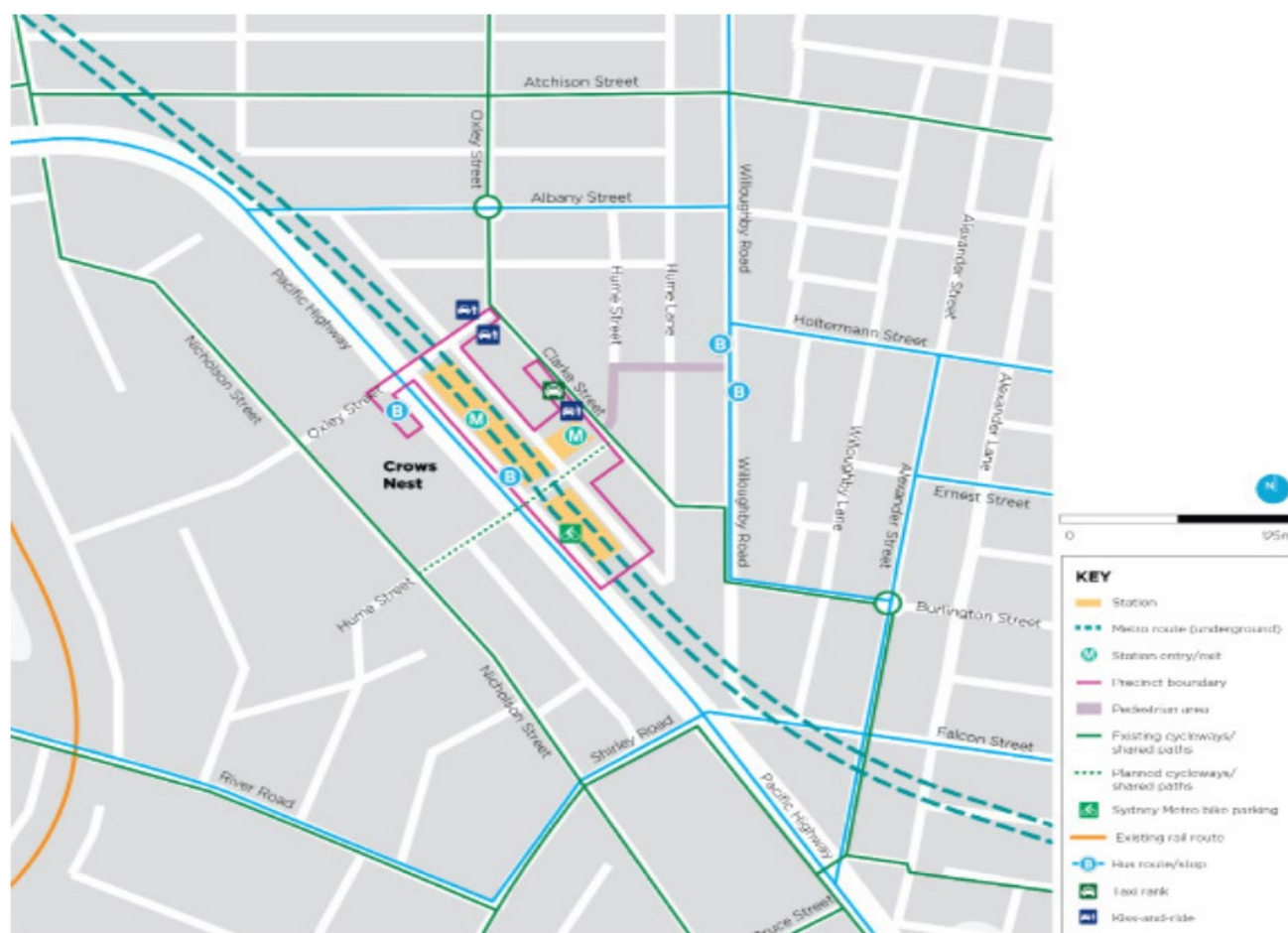
4.2.1.1. Crows Nest Station features

Table 12 Crows Nest Station features

Feature	Description
Station entry	- An eastern entry on the corner of Hume Street and Clarke Street. - A western entry on the Pacific Highway towards Oxley Street.
Transport interchange	Walking, cycling, bus, taxi and kiss-and-ride.
Main features and traffic arrangement	- Upgraded signalised pedestrian crossing and widened pedestrian crossing at the Pacific Highway/Oxley Street intersection. - Formal pedestrian crossings on Clarke and Hume streets. - Widened pedestrian crossing at the Pacific Highway/Hume Street intersection. - New bike parking on the corner of Hume Street and the Pacific Highway. - A new separated cycleway on Hume Street. - New kiss-and-ride bays on Oxley Street. - New taxi bays on Clarke Street. - Implement a changed traffic configuration from a two-way operation to a one-way westbound operation on Hume Street between Pacific Highway and Clarke Street. - Existing bus stops close to the station retained and relocated on the Pacific Highway. - Enhancement of pedestrian crossings at intersections of Oxley Street, Pacific Highway, Hume Street and Clarke Street.
Customers	Local retail, leisure, residential and existing employment precincts.

The figure below provides the station overview.

Figure 1 Crows Nest Station overview (Source: Interchange Access Plan, Crows Nest, February 2022)



4.2.1.2. Passenger Demand

Forecast for the 2036 AM peak hour indicated that Crows Nest Station would see approximately 4,600 metro customers boarding and around 5,650 customers alighting, reflecting the mixed-use nature of the area serving both residents and commercial workers.

The forecast arrival modes for the station are:

- Walking – 75 per cent
- Cycling – 1 per cent
- Bus – 17 per cent
- Kiss-and-ride – 7 per cent.

The 2036 AM peak hour demand profile and customer connectivity profiles show the following characteristics:

- Majority of customers accessing and egressing the station by walking.
- Bus makes up a higher access mode than it does for egress mode.
- These observed trends are likely to be reversed in the PM peak.

This demonstrates the need to provide appropriate ongoing pedestrian facilities in the vicinity of the site and efficient and seamless transfer between bus stops in the precinct and station entrances.

4.2.1.3. Pedestrian Integration

Patronage data indicate that the station significantly increase pedestrian flows in the local precinct.

Patronage analysis of the station and streetscape indicates there are limited impacts to pedestrians and road traffic due to the presence of the station. As a suburban station, the patronage is significantly lower than most Sydney CBD stations, with volumes being less than 10 people per minute along most footpaths and crossings.

Except for some locations, the majority of footpaths in the area continue to operate frequently. In both the AM and PM peak periods, the most heavily used footpaths and crossings to access the station include:

- Oxley Street (southern side) between Clarke Street and Pacific Highway immediately around the station entry
- North-south pedestrian crossing at the intersection of the Pacific Highway and Oxley Street
- Pacific Highway (eastern side) north of Oxley Street

Pedestrian arrivals and departures are the highest proportion of journeys to and from the station.

The station provides a reduction in the amount of space allocated to vehicles, and the reallocation of space to pedestrians to support increased pedestrian volumes within the precinct. The reallocation of road space display:

- Increased building setbacks resulting in more space for footpaths.
- New cycleway on Hume Street between Nicholson Street and Clarke Street.
- Reduction of space allocated to roads due to new Clarke Lane shared zone, increased footpath space and new Hume Street cycleway.

Previously to the Project, there were no formal pedestrian crossings on Hume Street, Clarke Street, Clarke Lane or Oxley Street. The Project has provided improvements to the pedestrian crossing (signalised and zebra) at surrounding intersections resulting in direct paths of travel along pedestrian desire lines, such as:

- Upgraded signalised pedestrian crossing and widened pedestrian crossings at the Pacific Highway/Oxley Street intersection.
- Formal pedestrian crossings on Clarke Street and Hume Street.
- Widened pedestrian crossing at the Pacific Highway/Hume Street intersection.

4.2.1.4. Cyclist Integration

The station is located close to a well-connected cycle network that links St Leonards, Crows Nest and Cammeray.

An existing on-road marked bicycle route along Clarke Street, directly adjacent to the metro station would provide convenient connections to the cycle routes that are currently well used by cyclists.

The following have been provided to enable efficient cyclist access to the station:

- A new separated on-road cycle route on Hume Street between Clarke Street and Nicholson Street.
- Cycle parking located on Pacific Highway, south of Hume Street (Class B: for about 146 bicycles and weather protected).
- Cycle parking on the footpaths near the station entrances (Class C: for about 30 bicycles and bike parking hoops).

4.2.1.5. Public transport Integration

The existing bus network in the vicinity of the station currently has comprehensive coverage of the potential catchment for the station. The existing bus network, with bus stops located on the Pacific Highway, within 100 metres of the station entrances provide convenient access to Crows Nest Station. Short and convenient links between bus services and the station are available via the existing bus facilities in the vicinity of the site.

The following improvements have been implemented:

- The northbound bus stop on the Pacific Highway will be relocated from near Hume Street to south of Oxley Street (minimum 40 metres bus zone).
- The southbound bus stop on the Pacific Highway north of Hume Street will be reinstated (minimum 40 metres bus zone).

4.2.1.6. Road Network Integration

Crows Nest currently experiences low to moderate levels of traffic congestion during peak periods, particularly along the Pacific Highway. Traffic forecasts indicate moderate growth between now and 2036, with traffic demand estimated to grow by approximately 16 per cent by 2036.

To cater for the expected low volume of customers wanting to kiss-and-ride at the station, facilities are provided as per the following:

- Timed accessible space on the western side of Clarke Street, north of the station entrance.
- A taxi rank on the western side of Clarke Street between Oxley Street and Hume Street.
- Kiss-and-ride facilities on the northern and southern sides of Oxley Street between Clarke Lane and Clarke Street, with a minimum of six spaces to accommodate forecast activity during peak periods and appropriate consideration for provision levels outside of peak operating periods.

A changed traffic configuration from a two-way operation to a one-way westbound operation on Hume Street between Pacific Highway and Clarke Street to enable Over Station Development (OSD) construction, safe movement of pedestrians and cyclists, and to support future placemaking opportunities.

Given the low forecast vehicular arrivals, the metro station is not anticipated to have a material impact on the operation of the road network in the vicinity of the station.

The operational performance of the Pacific Highway / Oxley Street intersection deteriorates marginally in the AM peak hour, however, is unchanged in the PM peak hour. In both peak hours the intersection will operate with the upgraded signalised pedestrian crossing. Therefore, it can be concluded that the introduction of a pedestrian crossing across the northern arm of the Pacific Highway in the vicinity of the station will have a minimal impact on the local road network. Further, the addition of a signalised pedestrian crossing on this arm of the intersection improves the level of access of pedestrians travelling to or from the northwest corner of the intersection.

4.2.2. Victoria Cross Station

Victoria Cross Station is located within the North Sydney CBD, to the north of the existing North Sydney Station, providing an alternative station for travel to and from the area. The station is in close proximity to a number of educational institutions and mixed employment areas along Miller Street, Walker Street and the Pacific Highway.

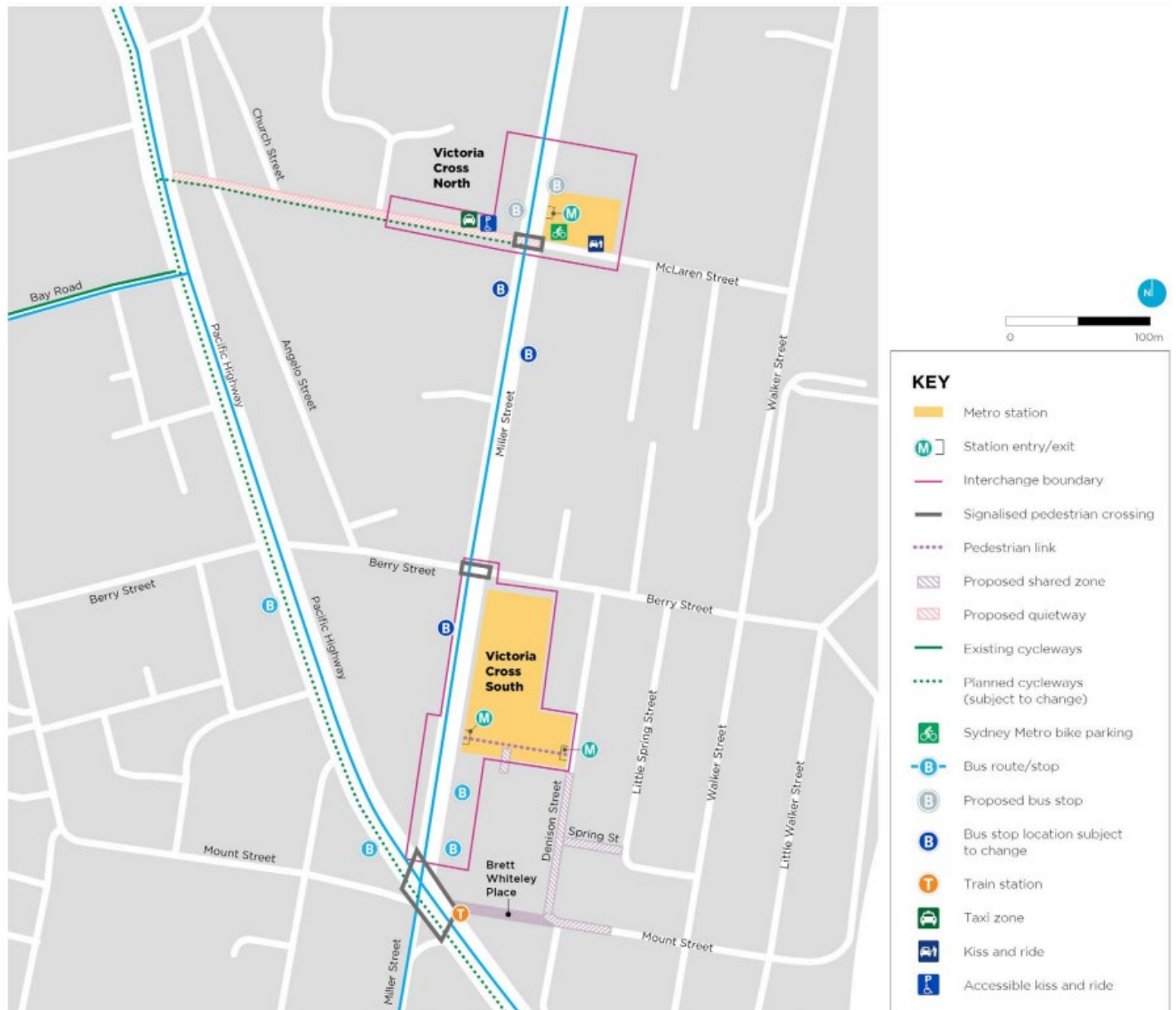
4.2.2.1. Victoria Cross Station features

Table 13 Victoria Cross Station features

Feature	Description
Station entry	• Victoria Cross north which is accessible from Miller Street near McLaren Street. • Victoria Cross south which is accessible from Miller Street and Denison Street, between the Pacific Highway and Berry Street.
Transport interchange	Walking, cycling, bus, taxi and kiss-and-ride.
Main features and traffic arrangement	• New bike parking. • New kiss-and-ride bays on McLaren Street. • Bus stops on Miller Street near the northern and southern entrance. • Wayfinding signage and Sydney Metro information within the North Sydney CBD. • Enhancement of pedestrian infrastructure around the station.
Customers	Employment, education and residential precincts.

The figure below provides the station overview.

Figure 2 Victoria Cross Station overview (Source: Interchange Access Plan, Victoria Cross, February 2023)



4.2.2.2. Passenger demand

Forecasts for the 2036 AM peak hour indicate that Victoria Cross Station would see approximately 4,700 customers boarding and approximately 23,000 customers alighting.

The forecast modes of arrival at the station are:

- Walking – 67 per cent
- Bus – 26 per cent
- Kiss-and-ride – 6 per cent.

The 2036 AM peak hour demand profile and customer connectivity profiles show the following characteristics:

- Majority of customers accessing and egressing the station by walking.
- Bus makes up a higher access mode than it does for egress mode.
- Kiss-and-ride represents a small portion of the total demand generated by customers boarding metro services.
- These observed trends are likely to be reversed in the PM peak.

4.2.2.3. Pedestrian Integration

With a strong existing public transport network of bus and rail, the areas of employment, residential and educational land-uses generate a high volume of localised pedestrian trips accessing public transport modes.

Strong pedestrian desire lines are anticipated from the cluster of bus stops along Miller Street, and the educational facilities to the west. Mount Street also acts as a key pedestrian route to provide east-west access to the commercial uses on either side of the Pacific Highway.

The high proportion of walking journeys expected at the Victoria Cross Station means the pedestrian movement and access to the site has been considered a priority as part of the station design. The following design features have been created to ensure smooth interchange for pedestrians:

- A pedestrian plaza forming the access to the station from Miller Street and Berry Street.
- Direct pedestrian links to Denison Street, providing access to and from the commercial area to the east of the station.
- Wayfinding signage and Sydney Metro information within the North Sydney CBD.

The station supports a reduction of in the amount of space allocated to building footprint and the reallocation of space to pedestrians given the increased pedestrian volumes within the precinct.

Pedestrians' safety is ensured via providing:

- Safe integration with existing networks.
- Controlled/signalised direct paths of travel along pedestrian desire lines within low speed environments.

Improvements to pedestrian movements include:

- Widened crossings at Berry Street and Miller Street intersection.
- Safe and efficient access to the southern station entrance to Denison Street as part of public domain works.
- Widened crossing at Pacific Highway at Miller Street intersection.
- Widened crossing at McLaren Street and Miller Street intersection.

4.2.2.4. Cyclist Integration

Existing on road bicycle routes along the Pacific Highway, Berry Street, Angelo Street and Miller Street would provide convenient cycle access to the station. Existing cycle parking facilities located on Mount Street (adjacent to the subsurface entrance to Greenwood Plaza) would also be available to metro customers.

These existing facilities will be complimented by additional cycle parking on Miller Street to the north of the station entrance.

The following have been provided to enable efficient cyclist access to the station:

- Secure bike parking (class B) for a minimum of 160 bike parking spaces.
- Bike rails (Class C) for a minimum of 40 bike parking spaces.

4.2.2.5. Public transport Integration

A number of bus routes operate outside of Victoria Cross Station along Miller Street. These bus routes serve northern and northern beaches suburbs along Pacific Highway, Willoughby Road and Military Road.

Bus services are easily accessible from the station entrance, located as close as feasible to the gate line and no more than 10 metres away. Customers are able to transfer between bus stops at the station entries using existing footpaths.

New bus stops (40 metres in length) have been provided outside of Victoria Cross North, on both sides of Miller Street.

4.2.2.6. Road network Integration

Existing taxi ranks are located at:

- Miller Street South of Berry Street.
- McLaren Street east of Miller Street.

There are no existing kiss-and-ride or park-and-ride facilities, and there is an accessible parking area in McLaren Street.

The existing taxi stands have been maintained, and a taxi rank have been provided on the north side of McLaren Street, west of Miller Street.

Five kiss-and-ride spaces have been provided on the north side of McLaren Street, east of Miller Street, near the intersection of Victoria Cross North.

Given the low forecast vehicular arrivals (around six per cent), the metro station is not anticipated to have a material impact on the operational performance of the road network in the vicinity of the site during operation.

4.2.3. Barangaroo Station

Barangaroo Station is located at the northern end of Hickson Road, south of Munn Street, in Millers Point. The station provides access to the Walsh Bay Arts and Culture Precinct, as well as providing easy access to Central Barangaroo, Barangaroo Reserve and Millers Point. The station provides direct western access to the city.

4.2.3.1. Barangaroo Station Features

Table 14 Barangaroo Station features

Feature	Description
Station entry	Entry via a new entrance located at the northern plaza at Barangaroo Reserve near Nawi Cove.
Transport Interchange	Walking, cycling, bus, coaches, ferry, taxi and kiss-and-ride.
Pedestrian environment	The overall pedestrian environment in the catchment accommodates pedestrian movement associated with commercial, mixed-use, residential, entertainment and tourist areas to the north, east and south of the station.
Main features and traffic arrangement	• DDA-compliant station entries to maximise accessibility for all customers. • New marked pedestrian crossings on Hickson Road. • New bike parking hoops for 110 bicycles. • New bus bays on the western and eastern side of Hickson Road. • New kiss-and-ride, taxi zone and coach bay on the western side of Hickson Road.

The figure below provides the station overview.

Figure 3 Barangaroo Station overview (Source: Interchange Access Plan, Barangaroo, September 2022)



4.2.3.2. Passenger demand

Forecasts for the 2036 AM peak hour indicate that Barangaroo Station see approximately 900 metro customers boarding and approximately 6,525 customers alighting. This reflects the predominant commuter use of the station to access employment centres within Barangaroo and in the Sydney CBD.

The forecast modes of arrival at the station are:

- Walking – 57 per cent
- Cycling – 3 per cent
- Bus – 39 per cent
- Kiss-and-ride – 1 per cent.

It is anticipated that the majority of the departures from the station would be walking trips to local commercial buildings, with minimal transfer to bus or ferry and negligible volumes by private vehicle.

The 2036 AM peak hour demand profile and customer connectivity profiles show the following characteristics:

- Majority of customers accessing and egressing the station by walking. It is anticipated that the majority of the pedestrian departures would be walking trips to local commercial buildings, with minimal transfer to bus or ferry and negligible volumes by private vehicle.
- These observed trends are likely to be reversed in the PM peak.

4.2.3.3. Pedestrian Integration

Based on the future residential and employment populations for travel zones within the walking catchment of the proposed station, the forecast direction of walk only arrivals and departures indicates that arrivals to the station would be primarily from the south from future residents of Central Barangaroo and Barangaroo South precincts. Ninety per cent of all station exits during the morning peak hour are anticipated to travel to the south towards the Barangaroo South commercial precinct.

Pedestrians use the footpaths along Hickson Road, as well as the new network of footpaths through Barangaroo South and the Foreshore Walkway.

The high proportion of walking journeys at the Barangaroo Station means the pedestrian movement and access to the station is a priority. Pedestrian facilities in the vicinity of the station have been developed in consultation with Infrastructure NSW. At this stage, these include providing:

- A new marked raised pedestrian crossing on Hickson Road adjacent to the station plaza, north of the station entrance.
- A pedestrian footpath on the eastern kerb of Hickson Road from the High Street Stairs to the project boundary under Windmill Street. Provide a pedestrian footpath on the western kerb of Hickson Road from Street C to the project boundary under Windmill Street.
- Implement a proposed crowd-management plan at Barangaroo Station during major events.
- Improve existing wayfinding signage to the Cutaway lift and 30 the Bond to ensure customers are aware of existing access options.

4.2.3.4. Cyclist integration

An existing on-road cycle path exists along Hickson Road adjacent to the station. Cycle paths are also currently provided throughout Barangaroo Reserve and will be integrated within the Barangaroo development along the Wulugul Walk shared path to Pyrmont Bridge, which provide additional cycle links to the station.

A new separated bi-directional on-road bicycle path has been provided along the eastern side of Hickson Road between High Street stairs and Windmill Street, which will be connected to existing cycling infrastructure.

To enable integration of these cycle paths with the station, cycle parking facilities have been provided in close proximity to the station entrance and the cycle network (along Street D). A minimum of 55 class C bike hoops have been provided with capacity for 110 bicycles, in addition to a safeguard for class B bike parking facility.

4.2.3.5. Public transport integration

A number of bus services operate along Hickson Road which provide interchange with metro. Two bus stops have been provided within the station interchange on Hickson Road:

- Hickson Road – one stop, northbound, south of Street D.
- Hickson Road – one stop, southbound, north of the station entrance, underneath Munn Street bridge.

Customer interchange with the Barangaroo Ferry Hub is via pedestrian footpaths along Wulugul Walk.

4.2.3.6. Road network integration

To cater for the very low volumes of customers arriving or departing the station by car, the following have been provided south of the station entrance:

- A new taxi stand on the western side of Hickson Road south of Street D.
- A new kiss-and-ride facility located on the western side of Hickson Road south of Street D.

The mode split of customers entering and exiting the station by car is very low. As such, impacts on the road network are negligible.

4.2.4. Martin Place Station

Martin Place Station is an underground station with direct connections to suburban and intercity services at the existing station at Martin Place. The station I services Sydney's financial district, the Macquarie Street civic precinct, the Pitt Street retail zone and Martin Place (Sydney CBD's primary east-west pedestrian corridor). Martin Place interchange overlaps with adjacent interchanges, such as Town Hall, Wynyard and St James stations.

4.2.4.1. Martin Place Station features

Table 15 Martin Place Station features

Feature	Description
Station entry	- A northern entry via a pedestrian plaza opening to Castlereagh, Hunter and Elizabeth streets. - A southern entry via a pedestrian plaza opening to Martin Place and Castlereagh Street. - An underground walkway will be provided from Martin Place to Hunter Street. - Retained underground pedestrian connection to the MLC Centre.
Transport interchange	Walking, cycling, bus, suburban rail, intercity rail and taxi.
Main features and traffic arrangements	- New underground pedestrian link between the existing suburban and intercity Martin Place Station platforms and the metro station platforms. - New bike parking on Castlereagh Street at both station entries. - Existing bus stops retained on Elizabeth and Castlereagh streets. - Existing taxi ranks close to the station retained.
Customers	Employment, civic, commercial, retail, entertainment, and recreational precincts.

The figure below provides the station overview.

Figure 4 Martin Place Station overview (Source: Interchange Access Plan, Martin Place, April 2023)



4.2.4.2. Passenger demand

Forecasts for the 2036 AM peak hour indicate that Martin Place Station would see around 4,700 metro customers boarding and around 23,000 customers alighting. This reflects the heavy employment density within the precinct.

The forecast modes of arrival at the station are:

- Walking – 67 per cent
- Kiss-and-ride – 6 per cent
- Bus – 26 per cent.

The 2036 AM peak hour demand profile and customer connectivity profiles show the following characteristics:

- Majority of customers will egress the station during the AM peak hour.
- Majority of people egressing the station are walking.
- These observed trends are likely to be reversed in the PM peak.

4.2.4.3. Pedestrian integration

The station supports two new access points and access points as follows:

- A northern access point south of Hunter Street between Castlereagh Street and Elizabeth Street.

- A southern access point south of Martin Place between Castlereagh Street and Elizabeth Street.
- An access point safeguarded to the south of O'Connell Street and/or to the west of Bligh Street.

As the station catchment has a high mode share for walking to bus and rail transfer, the interchange design has prioritized pedestrian improvements, kerbside zones and ensuring a safe and convenient transfer between modes.

Direct pedestrian access is provided to Martin Place, which provides a pedestrianised east-west link. Existing footpaths on Castlereagh and Elizabeth streets form north-south connections in the vicinity of the station. Signalised pedestrian crossings are located at Martin Place on Elizabeth Street and Castlereagh Street, as well as at the Hunter Street intersections with Elizabeth and Castlereagh Streets. In the vicinity of Martin Place, George Street is also pedestrianised as part of the CBD and South East Light Rail project which provides an additional pedestrian friendly link for passengers.

An underground pedestrian link between the existing suburban Martin Place Station platforms and the metro station platforms is provided to facilitate suburban train – metro interchange without the need for customers to travel to the surface.

Transfer to and from bike parking is provided on the footpath outside the northern and southern station entry. Transfer to and from light rail have been provided within the paid area and covers the T4 Eastern Suburbs and Illawarra Line, reducing congestion at Town Hall Station. Existing 'No parking' zones in close proximity to the station will be able to be used for kiss-and-ride and ride transfers.

The station has provided easy transfer to existing bus stops on Castlereagh and Elizabeth streets, which is accessible via existing pedestrian desire lines. Easy access is also available to existing taxi ranks and set-down areas:

- Pitt Street, between Hunter Street and King Street.
- Castlereagh Street between Hunter Street and King Street.
- Elizabeth Street between Hunter Street and King Street.
- Phillip Street north of Hunter Street adjacent to Chifley Square.

New pedestrian infrastructure is provided, including:

- A 2.5 metre wide footpath extension along the eastern side of Castlereagh Street between (and including) Martin Place and the southern station entry including adjustments to traffic signal infrastructure.
- Widening of the southern leg of Castlereagh Street signalised crossing at Hunter Street intersection including changes to the associated line markings, kerb ramps and traffic signal infrastructure.
- Removal of existing concrete median-island and replacing with complaint line marking and upgrading kerb ramps to standard at the intersection of Elizabeth Street and Martin Place.
- Removal of existing concrete median-island along Elizabeth Street, near intersection with Hunter Street, and replacing with complaint line markings and upgrading kerb ramps to the standards.
- Safeguard for the future provision of pedestrian underground connections to Bligh Street and/or O'Connell Street, to connect with the future Hunter Street Station.
- A 'soft wall' opening to the concourse level of the Martin Place South to allow future access from the MLC Centre to be delivered by others.
- Close the non-DDA compliant existing underground pedestrian connections (Castlereagh Street stairs) from the existing Martin Place Station to Martin Place to align with CoS Martin Place vision.

4.2.4.4. Cyclist integration

Existing cycle networks and open space surrounding Martin Place Station includes:

- Separated bi-directional on-road cycleway on Pitt Street north-south cycleway between King Street and Bridge Street.
- Separated bi-directional on-road cycleway - King Street east-west cycleway between Pitt Street and Elizabeth Street.
- Shared paths through Hyde Park North and Hyde Park South.
- Shared path through The Domain.
- Dedicated bicycle parking on numerous footpaths.

A number of cycle facilities are currently being implemented as part of the City Centre Access Strategy in the Sydney CBD area which would improve safety and convenience for cyclists.

Some on-street cycle parking facilities are currently available at the intersection of Martin Place and Castlereagh Street. This facility could be used by metro customers.

To enable cycle interchange with the station, new cycle parking facilities with a minimum of 20 bicycle parking spaces (10 Class C bike hoops) have been provided on the footpaths immediately outside the Martin Place North plaza. A minimum of 4 bicycle parking spaces (2 Class C bike hoops) have also been provided on the footpaths immediately outside the Martin Place South plaza.

4.2.4.5. Public transport integration

Safe, convenient, efficient and sufficient pedestrian access and transfer to and from the station and between transport modes was developed through the design process.

A new underground pedestrian link between the existing Martin Place train station platforms and the Martin Place Metro station platforms have been provided, ensuring convenient integration between suburban rail and the metro.

A number of bus routes operate within the vicinity of Martin Place Station, particularly along Elizabeth and Castlereagh streets, Elizabeth Street is a key north-south bus route through the Sydney CBD. Castlereagh Street is also a designated north-south bus route. These bus routes, and associated bus stops would provide convenient interchange opportunities between bus and metro services. Customers transferring from nearby bus services and Sydney Metro (and vice-versa) will use existing footpaths, signalised intersections, and subterranean connections to safely transfer between modes.

The northern station entrance on Castlereagh Street would provide a connection to the new light rail station located on George Street, near its intersection with Hunter Street. Alternatively, connections could be made from the southern station entrance, along Martin Place and the pedestrianised George Street. This provides an appropriate connection for the small proportion of passengers expected to interchange between the metro and light rail.

4.2.4.6. Road network integration

Existing taxi facilities on Castlereagh Street, Elizabeth Street, Martin Place and Phillip Street at Hunter Street intersection within the vicinity of the station entrances have been retained and are used by metro customers to interchange between metro and taxi services. There is an existing kiss & ride location on the eastern side of Phillie Street north of Hunter Street and is used for Sydney Metro customers.

As no customers are anticipated to access to station by vehicle, the impact on operational performance of the road network in the vicinity of the site is insignificant.

4.2.5. Gadigal Station

Gadigal Station is an underground station is located at Pitt Street, at the junction of Sydney's southern CBD and the midtown retail precinct. The station services the retail areas on George Street and Pitt Street, the civic and entertainment uses on George Street and the emerging southern Sydney CBD residential developments between Park Street and Belmore Park.

Gadigal Station interchange overlaps with nearby interchanges, such as Town Hall, Museum and St James stations.

4.2.5.1. Gadigal Station features

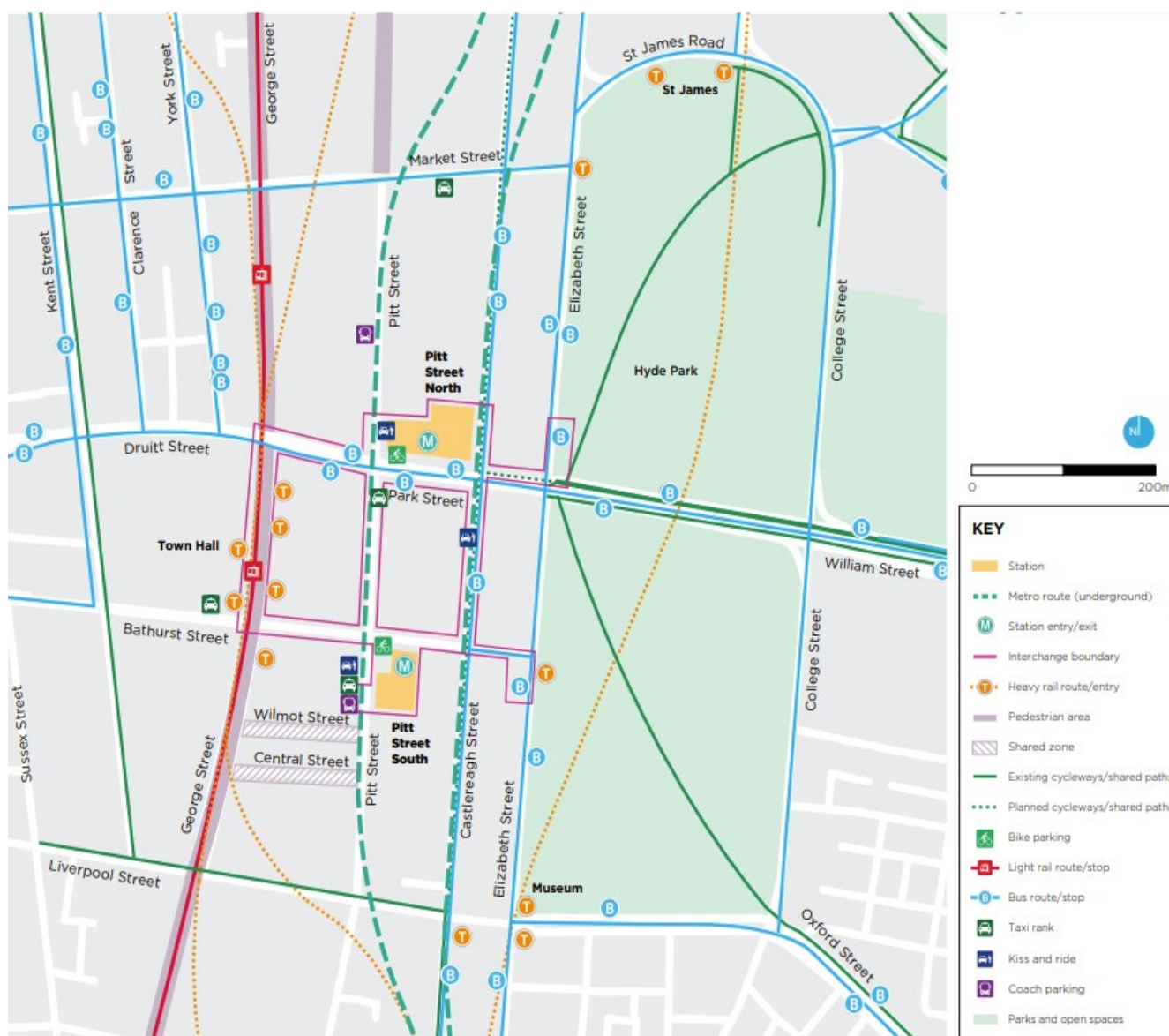
Table 16 Gadigal Station features

Feature	Description
Station entry	Entry is via two new pedestrian plazas at Pitt Street: - Pitt Street North is accessed from the northern footpath of Park Street between Pitt Street and Castlereagh Street - Pitt Street South is accessed from the southern footpath of Bathurst Street between Pitt Street and Castlereagh Street.
Transport interchange	Walking, cycling, bus, light rail and taxi.

Feature	Description
Main features and traffic arrangements	• New bike parking on Park Street and Bathurst Street. • DDA-compliant station entries to maximise accessibility for all customers. • Footpath widening in Bathurst Street, immediately outside the station south entry, to accommodate pedestrian demand. • Integrate with existing bus stops on Park and Castlereagh streets to support seamless modal interchange. • A 2.5-metre kerb extension along northern kerb of Park Street, just east of the intersection with Pitt Street.
Customers	Midtown retail, employment, entertainment, and residential precincts.

The figure below provides the station overview.

Figure 5 Gadigal Station overview (Source: Interchange Access Plan, Pitt Street, June 2022)



4.2.5.2. Passenger demand

Forecasts for the 2036 AM peak hour indicate that Gadigal Station would see approximately 3,000 metro customers boarding and approximately 13,800 customers alighting. This reflects the mix of residential, commercial and retail uses within the area.

The forecast modes of arrival at the station are:

- Walking – 45 per cent
- Bus – 54 per cent
- Kiss-and-ride – 1 per cent.

It is anticipated that almost all exits would be walking trips to local commercial land uses, with some transfer to bus.

The 2036 AM peak hour demand profile and customer connectivity profiles show the following characteristics:

- Alighting will be higher than boarding to the metro service during AM peak.
- Walking is the dominant mode share for egress in the AM peak.
- Connectivity between metro and bus services is important for customers boarding Metro services in the AM peak.
- Kiss-and-ride represents a small proportion of the total demand generated by customers boarding metro services.
- These observed trends are likely to be reversed in the PM peak.

4.2.5.3. Pedestrian integration

The station supports two access points with safe, convenient and direct pedestrian routes:

- The northern access is on the northern side of Park Street, between Pitt and Castlereagh streets.
- The southern access is on the southern side of Bathurst Street, between Pitt and Castlereagh streets.

Both entrances incorporate sufficient pedestrian space to accommodate the number of entries and exits at the station.

Given the high pedestrian demand, the following improvements have been provided to ensure an easy, safe and seamless transfer between modes:

- Bathurst Street and Pitt Street intersection: the signalised pedestrian crossing across the south approach of the intersection has been widened.
- The southern kerb of Bathurst Street (into adjacent parking lane) from Pitt Street east has been widened to access driveway into 137-139 Bathurst Street, Sydney.
- A 2.5 metres kerb extension has been installed along northern kerb of Park Street, just east of the intersection with Pitt Street.
- Park Street and Pitt Street intersection: the width of the signalised pedestrian crossing across the Pitt Street (north) approach of the intersection with Park Street has been widened.

Patronage analysis and pedestrian modelling of the station and streetscape identified three locations where there is potential for impacts to pedestrians and/or traffic due to the presence of the station. These locations are:

- Park Street mid-block near the station access due to the presence of a major bus interchange.
- Intersection of Pitt Street and Park Street.
- Intersection of Pitt Street and Bathurst Street.

4.2.5.4. Cyclist integration

To enable cycle interchange with the station, cycle parking is provided within 50 metres of the gatelines for the Pitt Street North and Pitt Street South plaza:

- Five Class C bike parking spaces for ten bikes close to the northern station entrance on Park Street.
- Five Class C bike parking spaces for ten bikes close to the southern station entrance on Bathurst Street.

4.2.5.5. Public transport integration

Existing bus stops are located outside the northern station entrance on Park Street, which provide direct interchange opportunities with the metro station. Bus stops are also located on Castlereagh and Elizabeth streets north and south of the station. The following bus stops are located in close proximity to the station:

- Castlereagh Street: one extended stop, southbound, between Park and Bathurst streets.
- Park Street: one extended stop, eastbound, between Pitt and Castlereagh streets.
- Park Street – one extended stop, westbound, between Pitt and Castlereagh streets.

Direct connections are possible to the light rail station on George Street. The distance between this southern station entry and the light rail station is less than 200 metres, providing an efficient interchange.

4.2.5.6. Road network integration

Taxi facilities are available on Pitt Street between Park and Bathurst streets, south of the intersection with Bathurst Street for Gadigal Station North and on Pitt Street immediately south of the Bathurst Street intersection for Gadigal Station South. These provide easy and convenient taxi connections to both the northern and southern station entrances with nearby taxi ranks.

Kiss-and-ride facilities on Pitt Street and Castlereagh Street are also available for metro customers within a short walking distance.

The mode split of customers entering and exiting the station by car is very low. As such, impacts on the road network are negligible.

4.2.6. Central Station

Central Station is positioned at the nexus of Sydney's rail network, serving as a critical interchange for suburban, intercity and regional rail services, as well as road based buses, coaches and light rail services. The Central Station upgrade included new metro platforms below the existing platforms 13, 14 and 15 and expanded facilities to accommodate additional passenger demand to the existing station.

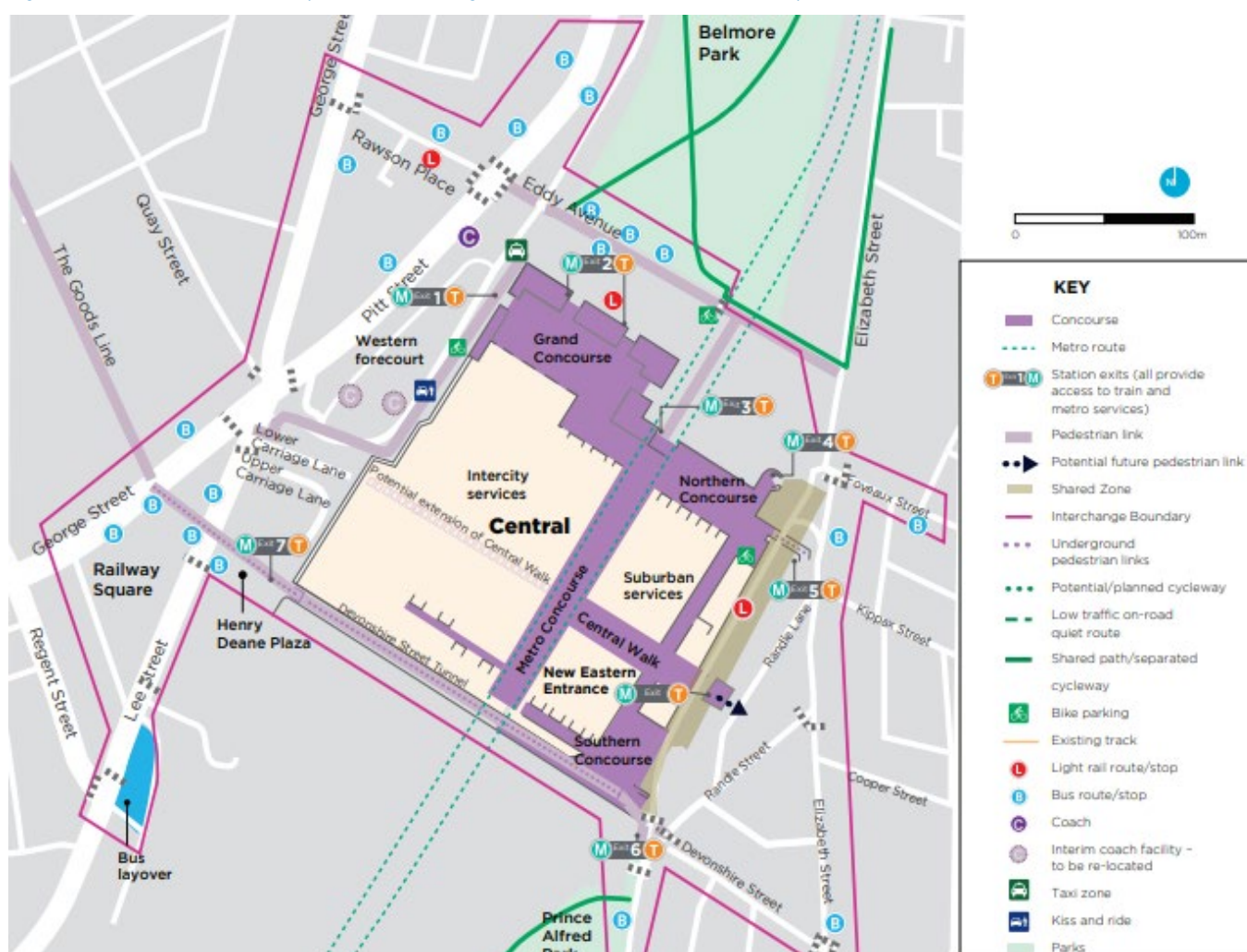
4.2.6.1. Central Station features

Table 17 Central station features

Station entries	• Existing western station entry from Railway Square and Broadway, connecting to the Devonshire Street Tunnel. • Existing western station entry from the Western Forecourt, connecting to the Grand Concourse – and Northern Concourse. – Safeguard potential extension of Central Walk and on-street connections. • Existing Northern entry to the metro platforms from Eddy Avenue. • Existing northern station entry from Eddy Avenue and Pitt Street, connecting to the Grand Concourse and Northern Concourse. – Existing northern station entry from the Porte Cochere of the Grand Concourse, connecting to L1 Dulwich Hill Light Rail. • A new eastern entry via a pedestrian plaza connecting to Central Walk and opening to the eastern side of Chalmers Street. • Existing eastern station entries from Devonshire Street, connecting to the Devonshire Street Tunnel, and the corner of Chalmers and Elizabeth Streets connecting to the T4 Eastern Suburbs and Illawarra Line Concourse. • Existing eastern station entry from Elizabeth Street, connecting to the Northern Concourse.
Transport interchange	Walking, cycling, inter-state rail, intercity rail, suburban rail, light rail, bus, coach, taxi and kiss-and-ride (includes point to point service types).
Main features and traffic arrangement	• Transfer to train services via Central Walk, and existing underground paid and unpaid pedestrian connections. • New on road light rail route along Chalmers Street and Eddy Avenue.

	- Existing kiss-and-ride, taxi ranks, bike parking and bus stops retained. - A cycleway along Chalmers Street and Eddy Avenue has been delivered as part of the CBD and Southeast Light Rail project. - Enhancement of pedestrian and cycling infrastructure around the station. - Wayfinding signage and Sydney Metro information will be provided. - Improvements to pedestrian infrastructure at the Western Forecourt, Eddy Avenue and Pitt Street colonnades, Devonshire Street Tunnel, Hay Street ramp and Lower Carriage Lane.
Customers	- Southern CBD employment, education, entertainment and residential precincts. - Interchange to and from metro services and other modes of transport. - Sydney gateway for travellers to and from interstate and NSW regions.

Figure 6 Central Station overview (Source: Interchange Access Pla, Central, October 2020)



4.2.6.2. Passenger demand

Forecasts for the 2036 AM peak hour indicate that Central Station would see approximately 10,150 metro customers boarding and approximately 12,750 customers alighting. The forecast modes of arrival at the station are:

- Walking – 7 per cent
- Bus – 8 per cent

- Light Rail – 5 per cent
- Heavy Rail – 80 per cent.

The 2036 AM peak hour demand profile and customer connectivity profiles present the following characteristics:

- Boardings and alighting's of the Metro services will be similar during peaks.
- A high proportion of customers alighting the Metro service will exit the station and walk to a destination in the AM peak.
- Connectivity between Metro platforms and Sydney Trains, NSW Trains, Sydney light rail and bus services is equally important for customers alighting Metro services in the AM peak.
- The majority of customers boarding Metro service will transfer onto the service from Sydney Trains or NSW Trains platforms.
- Walking to the station, and transfers from bus or Sydney light rail services combined represents a small proportion of the total demand generated by customers boarding Metro services.
- These observed trends are likely to be reversed in the PM peak and align with Central Station's role as a major transport hub.

The Metro concourse, Central Walk, new eastern entrance and Northern Concourse enhancement's play a vital role in supporting operational pedestrian demands generated by CSW Central upgrade.

4.2.6.3. Pedestrian integration

The metro platforms and concourse were designed using forecast patronage data and therefore are able to accommodate the pedestrian movements within Central Station. Design objectives for pedestrian movement include provision of adequate space for safe and comfortable movement of increased pedestrian volumes, as well as more legible and consistent wayfinding and improved safety through activation, quality paving, better lighting and CCTV.

Enhancement to the Northern Concourse combined with the new Eastern Entry Central Walk and Sydney Metro Concourse has improved station access to the north and east along with addressing internal connectivity, accessibility, legibility, amenity and capacity functionality goals. Over 20 new lifts and escalators aid faster, easy and safe customer access and enhance station operating conditions.

The eastern station entrance provides accessible paths of travel through to Central Walk and the new Sydney Metro Concourse, connecting platforms, and the Sydney light rail platforms in Chalmers Street. This building structure also provides a pedestrian through link opportunity to Randle Lane.

4.2.6.4. Cyclist integration

The Central Station precinct is well located on Sydney's strategic cycleway, which provides cyclist accessibility to the station precinct from all directions, both in the form of shared paths as well as dedicated cycleways. New or amended cycle connections and upgrades to the cycleway are investigated further as part of a future precinct-wide cycle strategy to further improve cyclist accessibility. No additional connections to existing and proposed cycle routes are proposed under the CSW Project.

The project works included bicycle user facility enhancements to the recently upgraded Chalmers Street streetscape with the inclusion of an additional 44 bicycle parking spaces in the public domain. These facilities meet the estimated mode share demand for cycling, are open to all customers and situated close to station entries and key cycle routes.

4.2.6.5. Public transport integration

The CSW project provides improved customer experience for rail-to-rail transfers. The following transfer arrangements have been provided between the train services and metro platforms:

- Central Walk will connect the Sydney Metro concourse providing an accessible connection between the suburban platforms 16-23 and the metro platforms.
- The Sydney Metro concourse connects with the Southern Tunnel providing access between the metro platforms to the intercity platforms 4-11 via stairs.
- The Sydney Metro concourse connects with the Northern Concourse, connecting with the Grand Concourse providing an accessible connection between the metro platforms and inter-city platforms 1-14.

Within Central Station, metro customers would use existing access options to interchange with bus services in the vicinity of Central Station as well as the Chalmers Street entrance to interchange with light rail services and coach services providing regional connections at Western forecourt.

4.2.6.6. Road network integration

Customers accessing the metro platforms at Central Station are able to use existing drop-off facilities such as the drop-off area within the western forecourt of Central Station.

The mode split of customers entering and exiting the metro platforms by car is very low. As such, impacts on the road network are currently negligible.

4.2.7. Waterloo Station

Waterloo Station is an underground station within the centre of the Waterloo precinct. The new Waterloo Station has two entrances, accessible from Raglan street near the corner of Cope Street and mid-block of Cope Street. The station will serve to connect nearby commercial, community and residential facilities and support future residential development and urban renewal initiatives.

4.2.7.1. Waterloo Station features

Table 18 Waterloo station features

Feature	Description
Station entries	- Corner of Raglan and Cope streets. - Mid-block on Cope Street.
Transport interchange	Walking, cycling, bus, taxi and kiss-and-ride.
Main features and traffic arrangement	- New pedestrian crossings on Raglan, Wellington and Cope streets. - New taxi, kiss-and-ride bays and bike parking. - New on-road marked cycle link on Wellington Street. - New Wellington Cycleway - Existing bus stops retained northbound along Botany Road. - Relocation of the bus stops southbound, mid-block. Botany Road between Raglan and Wellington streets. - The new station entrance is a plaza entrance that incorporates sufficient pedestrian space to accommodate the forecast number of entries and exits at the station. - Bus stop mid-block of Botany Road delayed to 2027-29
Customers	Residential, education and commercial precincts.

The figures below provide the station overview.

Figure 7 Waterloo Station overview – Day one (Source: Interchange Access Plan, Waterloo, February 2024)

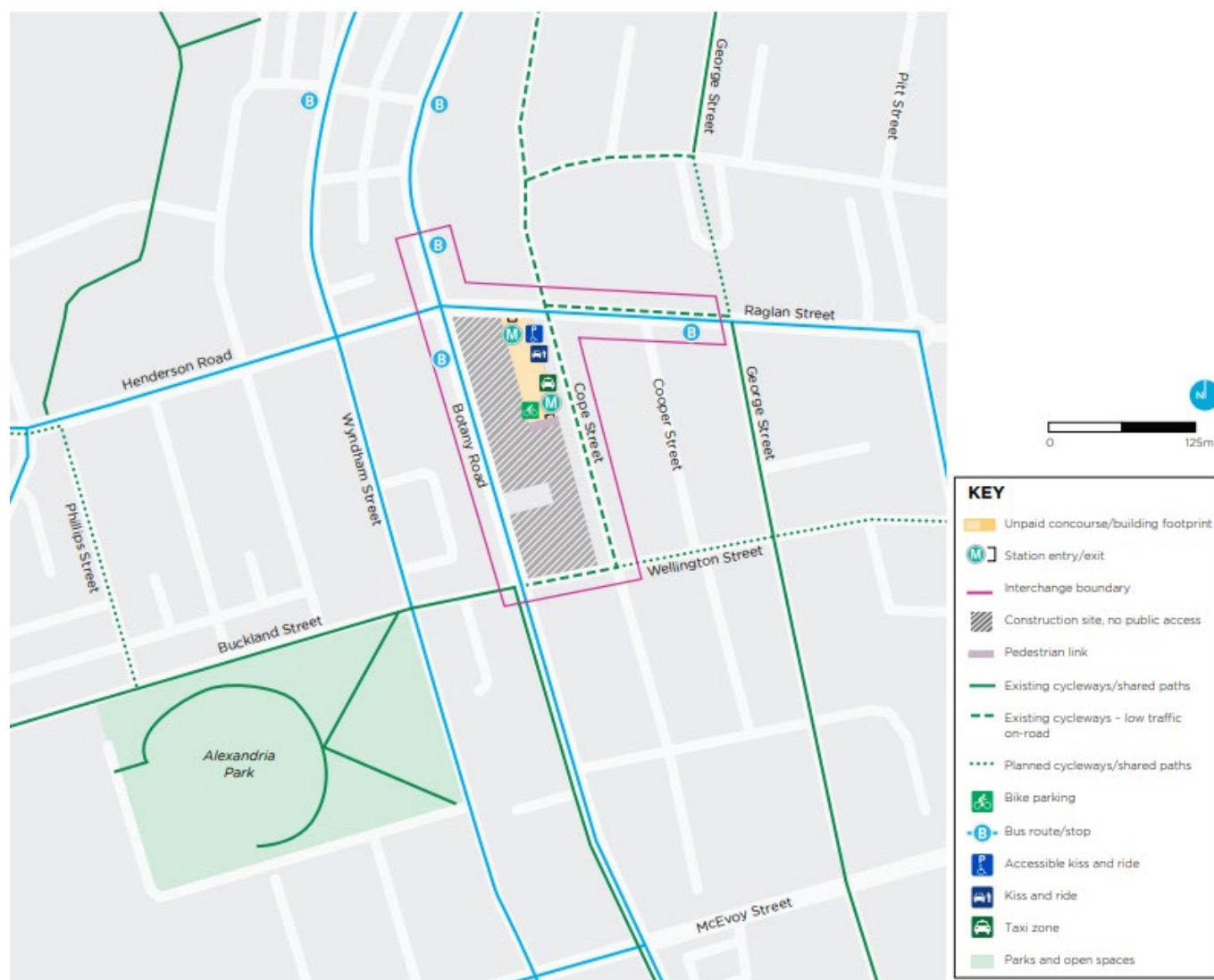


Figure 8 Waterloo Station overview – Final (Source: Interchange Access Plan, Waterloo, February 2024)



4.2.7.2. Passenger demand

Forecasts for the 2036 AM peak hour indicated that around 6,800 customers would be entering the station and around 4,300 customers would be exiting the station. This reflects the residential and commercial catchment of the station.

The forecast modes of arrival at the station are:

- Walking – 76 per cent
- Cycling – 1 per cent
- Bus – 19 per cent
- Kiss-and-ride – 4 per cent.

The 2036 AM peak hour demand profile and customer connectivity profiles presented the following characteristics:

- Boardings will exceed the number of passengers alighting from Metro services during the AM peak.
- Walking is the dominant mode share for egress and access in the AM peak.
- Connectivity between Metro platforms and bus services is equally important for customers boarding and alighting Metro services in the AM peak.

- Kiss and ride represents a small proportion of the total demand generated by customers boarding Metro services.
- These observed trends are likely to be reversed in the PM peak.

The development of Waterloo Metro Station and interchange facilities serves to cater for these demand forecasts, as demonstrated in the following sections.

4.2.7.3. Pedestrian integration

The pedestrian network is well served by an existing network of footpaths surrounding the Metro Quarter at Waterloo, all of which were widened to cater for the increased pedestrian volumes.

Pedestrian refuges are located on all arms of the roundabouts at Cope and Raglan streets and Cope and Wellington streets, and signalised crossing facilities are located at the intersections of Botany Road and Raglan Street, and Botany Road and Wellington Street.

The station includes the following infrastructure to accommodate the pedestrian volumes in and around Waterloo station:

- Four signalised pedestrian crossings at the intersection of Cope and Raglan streets.
- Two new pedestrian zebra crossings at the intersection of Cope and Wellington streets (north and east approaches).
- Mid-block zebra crossing on Cope Street between Raglan and Wellington streets.
- Widening of the signalised pedestrian crossing across Botany Road at the south and north approach to the intersection with Raglan Street and Henderson Road.
- Footpath widening on all of the footpaths on the station side of the roadways surrounding the station precinct.
- Through-site links in the Waterloo Metro Quarter.

4.2.7.4. Cyclist integration

The Waterloo Station serves as the main bike parking hub for the city stations as part of the CSW Project. The Waterloo station precinct includes more than 200 Class B bike parking spaces and more than 40 Class C bike parking spaces. These spaces are located within the station by Opal access and are easily accessed by patrons via the Cope Street entrance. The Project also introduces a new separated cycleway on Wellington Street between Botany Road and Cope Street, linking to existing and future cycling infrastructure.

The station and interchange have been designed to allow bicycles to connect with and move through the precinct and be able to board Sydney Metro services. These provisions satisfy the bike parking demand while encouraging cycling as a way to access the Metro network.

4.2.7.5. Public Transport Integration

Bus services comprise a significant portion of passengers arriving and egressing from the Waterloo Metro Quarter Precinct (38% of those egressing and 19% of those accessing). Bus stations within vicinity of the Quarter are easily and visibly accessible from the station entrance, located as close as feasible to the Waterloo gate line as possible.

Existing bus stops on Botany Road between Raglan Street and Wellington Street are generally located within an easy walking distance of the station entry on Botany Road. To enable better integration with the metro station entry, the southbound bus stop on Botany Road was relocated further north pending completion of the Waterloo Metro Quarter northern precinct. The northbound and southbound bus stops provide convenient interchange to and from the Sydney CBD to the north and Mascot, Matraville and East Gardens to the south. A westbound bus stop has also been added on Raglan St west of Raglan Walk pending completion of the Northern Waterloo Metro Quarter precinct. There is sufficient public domain and footpath space to accommodate pedestrian flows from the stations to bus stops including queuing space at the bus stops.

4.2.7.6. Road network integration

To accommodate the small number (four per cent in the AM peak hour) of customers anticipated to access the station by road, accessible kiss-and-ride, kiss-and-ride facilities and a taxi rank is provided on the west side of Cope Street, just south of its intersection with Raglan Street, providing convenient access to the station entry.

4.2.8. Sydenham Station

Sydenham Station serves as a key interchange point for the Sydney Metro and Sydney Trains Networks. The station acts as an anchor for the surrounding area, providing an opportunity for renewal and redevelopment of the surrounding precinct, as well as providing access to a significant pool of labour for local industry.

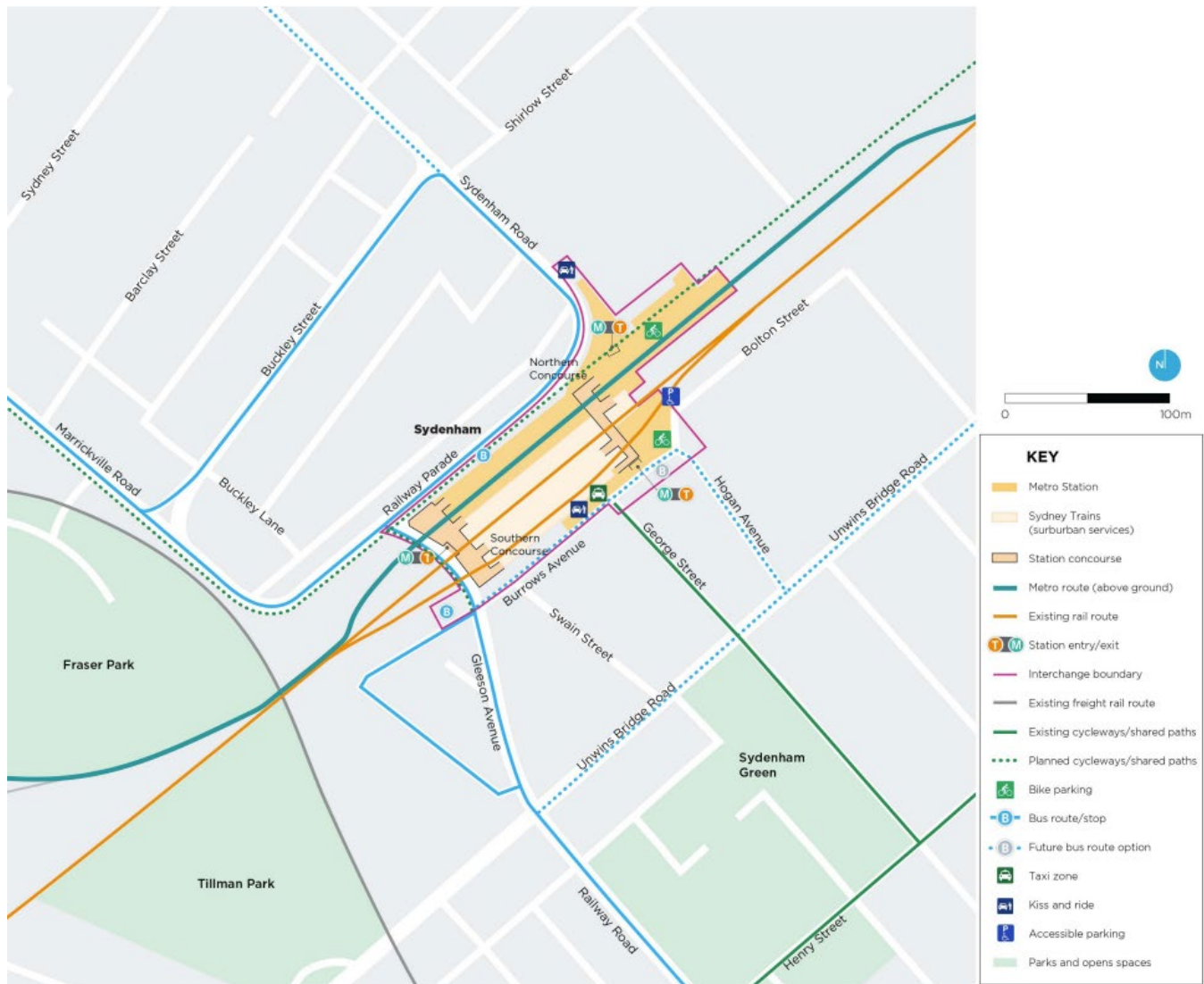
4.2.8.1. Sydenham Station features

Table 19 Sydenham station features

Feature	Description
Station entries	- A new northern entry via a pedestrian plaza opening to Railway Parade and Sydenham Road. - A new southern entry via a pedestrian plaza opening to Burrows Avenue.
Transport interchange	Walking, cycling, bus, suburban rail, taxi, kiss and ride, and park and ride.
Main features and traffic arrangement	- New aerial concourse over the rail lines between the corner of Railway Parade and Sydenham Road and Burrows Avenue. - New bike parking in the plazas at the new northern entrances. - New kiss and ride zones on Burrows Avenue and Sydenham Road. - Upgraded and extended bus stops provided on Railway Parade. - New signalised crossing on Sydenham Road. - Wayfinding signage and Sydney Metro information will be provided.
Customers	Industrial, commercial, retail, residential and recreational precincts.

The figure below shows the station overview.

Figure 9 Sydenham Station overview (Source: Interchange Access Plan, Sydenham, January 2019)



4.2.8.2. Passenger Demand

Forecasts for the 2036 AM peak hour indicate that Sydenham Station would see approximately 6,245 metro customers accessing and approximately 5,660 customers egressing the station (Metro and Sydney Trains combined). The forecast modes of arrival at the station are:

- Walking – 55 per cent
- Cycling – 1 per cent
- Bus – 6 per cent
- Kiss-and-ride – 17 per cent
- Park-and-ride – 20 per cent.

The 2036 AM peak hour demand profile and customer connectivity profiles present the following characteristics:

- The majority of customers alighting the Metro service will exit the station and walk to a destination in the AM peak.
- A large portion (around 37% of customers will be dropped off and/or picked up using either the kiss and ride or park and ride services.

- These observed trends are likely to be reversed in the PM peak and align with Central Station's role as a major transport hub.
- The Metro concourse, Central Walk, new eastern entrance and Northern Concourse enhancement's play a vital role in supporting these and other internal and external station movements along with helping to tackle current station operational deficiencies.

4.2.8.3. Pedestrian Integration

Station access has been improved through two new access points. These include:

- A new northern access will be on the corner of Railway Parade and Sydenham Road.
- A new southern access will be on Burrows Avenue, near Bolton Street.
- The current western entry on Gleeson Avenue would be retained.

Pedestrian movements to and from station access points has been through a range of features within the precinct, including:

- A new plaza providing pedestrian connections to the footpath and bus stops on Railway Parade, and the footpaths on Sydenham Road to industrial areas.
- A new signalised pedestrian crossing on Sydenham Road to parking and industrial areas.
- A new plaza providing pedestrian connections to taxi and kiss-and-ride zones on Burrows Avenue, and motorbike and accessible parking on Bolton Street.
- A new pedestrian crossing on Burrows Avenue, providing access to potential future bus stops and residential areas
- A pedestrian facility on George Street at Burrows Avenue.

Spatial consideration for pedestrians within the station itself is enhanced through a combined plaza function.

4.2.8.4. Cyclist Integration

Cycle connectivity surrounding Sydenham is poor, particularly because of the high volume, high speed road network. The closest cycle routes to the station are via George Street between Burrows Avenue and Unwins Bridge Road.

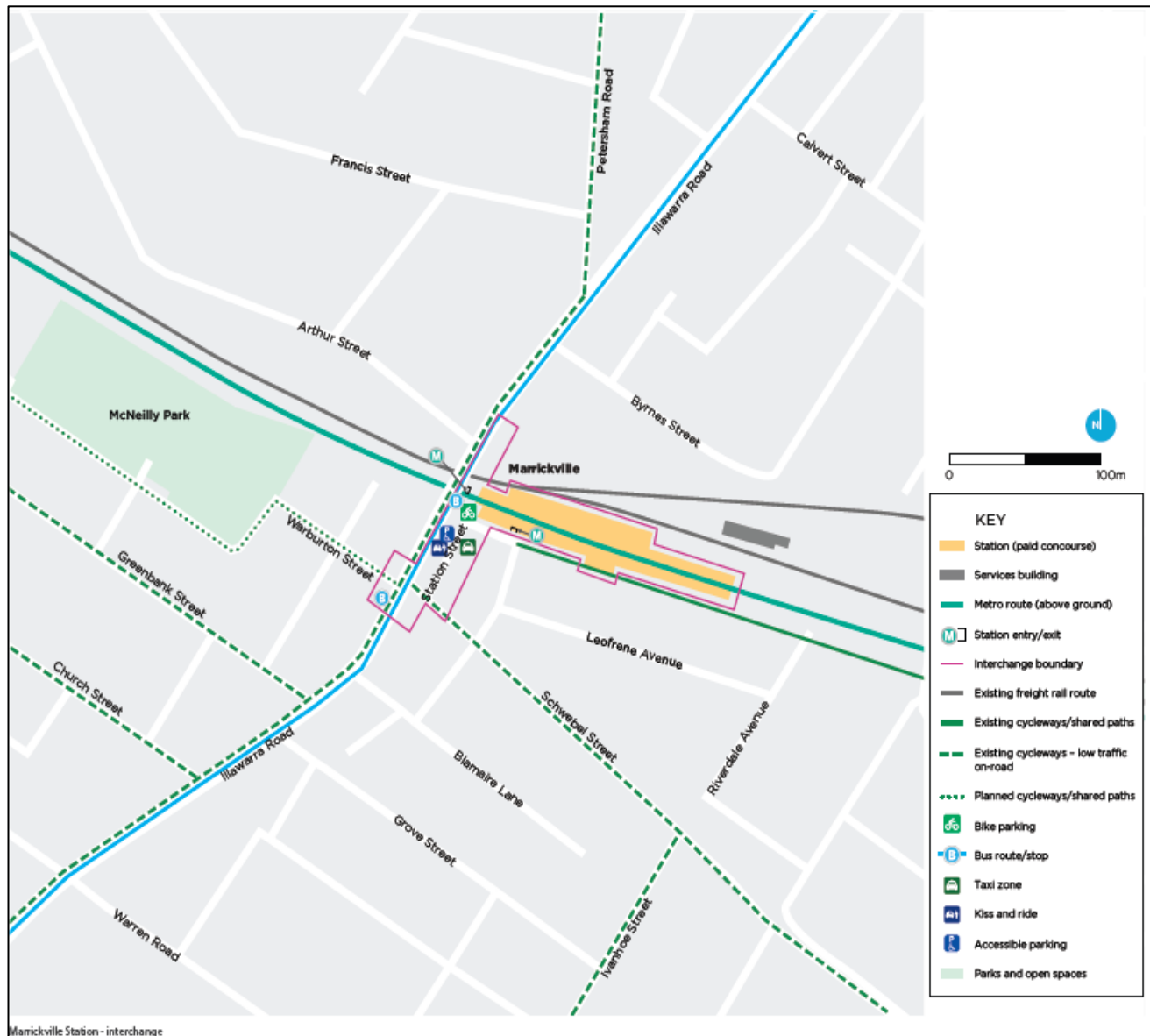
A minimum of 120 bicycle parking spaces has been provided within the interchange, in addition to the 36 existing spaces. Space for a minimum of 60 bicycle parking spaces has been safeguarded within the interchange for a total amount of 180 Sydney Metro bicycle parking spaces.

Provision of bicycle parking facilities is expected to accommodate existing and forecast demand, with further allowance to enable future growth in cycling demand and mode share. Demand for cycle parking also is being monitored to ensure sufficient cycle facilities are provided.

Given the anticipated mode percentage of passengers accessing and egressing the station by bicycle, the provision of additional cycle parking is expected to accommodate existing and forecast demand, with the allowance to provide connectivity to the Marrickville Cycle Strategy.

4.2.9. Marrickville Station

Figure 10 Marrickville Station Overview



Marrickville Station is located approximately seven kilometres south-west of the Sydney CBD and is situated within the Inner West Council local government area. The station is positioned adjacent to Illawarra Road railway bridge and Station Street, with station access from Illawarra Road and Station Street. The surrounding precinct includes Marrickville town centre, traditional strip retail, shop-top housing, medium-density residential development, McNeilly Park and local schools. The southern station entry also supports an east-west cycle link connecting towards the Cooks River.

The Marrickville interchange supports walking, cycling, bus, taxi and kiss-and-ride access. Walking is the dominant forecast access mode, representing approximately 87 per cent of daily access demand, with kiss-and-ride representing approximately nine per cent and bus representing approximately 4% of forecast access demand.

4.2.9.1. Marrickville Station features

Table 20 Marrickville Station features

Feature	Description
Location	Adjacent to Illawarra Road railway bridge and Station Street.
LGA	Inner West Council.
Station entry	Illawarra Road and Station Street.
Transport interchange	Walking, cycling, bus, taxi and kiss-and-ride.
Main features and traffic arrangements	Bus stops at the station entrance with signalised pedestrian crossing facilities.
Customers	Commercial and residential precincts.
Key attractions	Marrickville town centre, McNeilly Park, Casimir Catholic College and Marrickville West Public School.

4.2.9.2. Passenger demand

The daily demand profile identifies walking as the dominant mode of access to Marrickville Station. Bus interchange is forecast to be comparatively low for customers boarding metro services, while kiss-and-ride accounts for a medium proportion of station access demand. The station is expected to function primarily as an origin station for local residential and town centre customers, with passenger demand supported by direct walking access and local bus connections.

4.2.9.3. Pedestrian integration

Pedestrian integration at Marrickville Station is focused on safe and convenient access from Illawarra Road, Station Street and surrounding local streets. Key pedestrian facilities include signalised pedestrian crossing facilities at Illawarra Road and crossing provision at Illawarra Road/Schwebel Street. These connections support safe customer movement between the station, bus stops, Marrickville town centre and surrounding residential areas.

4.2.9.4. Cyclist integration

Cycling access is supported by bicycle parking at Station Street, including Class C bicycle racks and Class B bicycle parking in an Opal shed. The southern station entry supports east-west cycle connectivity towards the Cooks River and surrounding cycling network.

4.2.9.5. Public transport integration

Marrickville Station is served by bus stops on Illawarra Road, including stops 2204101 and 2204102. The bus stops support local interchange with metro services and are located close to the station entrance.

4.2.9.6. Road network integration

Road-based access includes one taxi space, three kiss-and-ride spaces and one accessible parking space on Station Street. No park-and-ride provision is identified. The road network arrangements support short-stay access while maintaining the priority for walking, cycling and public transport access.

4.2.10. Dulwich Hill Station

Figure 11 Dulwich Hill Station overview



Dulwich Hill Station is located between Bedford Crescent, Wardell Road and Ewart Lane and bisects Dulwich Hill village. The station provides interchange with the L1 light rail and is surrounded by low to medium-density residential land uses, local retail activity and Jack Shanahan Park. Station access is provided from Wardell Road, Bedford Crescent and Ewart Lane.

The Dulwich Hill interchange supports walking, cycling, bus, light rail, taxi, kiss-and-ride, accessible parking and park-and-ride access (Bedford Crescent). Walking is the dominant forecast access mode, representing approximately 72 per cent of daily access demand. Light rail interchange accounts for approximately 10 per cent, kiss-and-ride approximately eight per cent, park-and-ride approximately six per cent and bus approximately four per cent. The forecast 2026 daily access demand is approximately 6,800 customers.

4.2.10.1. Dulwich Hill Station features

Table 21 Dulwich Hill Station features

Feature	Description
Location	Wardell Road between Bedford Crescent and Dudley Street.
LGA	Inner West Council.
Station entry	Wardell Road, Bedford Crescent and Ewart Lane.
Transport interchange	Walking, cycling, bus, light rail, park & ride and kiss-and-ride.
Main features and traffic arrangements	Interchange with the L1 light rail, new station plaza on Ewart Lane and footbridge connection to metro and light rail.
Customers	Retail and residential precinct.
Key attractions	Dulwich Hill light rail interchange, Jack Shanahan Reserve and Dulwich Hill Public School.

4.2.10.2. Passenger demand

The 2026 daily demand profile identifies walking as the dominant access mode at Dulwich Hill Station. Light rail interchange is higher for egress customers, reflecting the station's role as a multi-modal interchange. Kiss-and-ride accounts for a smaller proportion of access demand, followed by bus and light rail access for customers boarding metro services.

4.2.10.3. Pedestrian integration

Pedestrian integration is focused on Wardell Road, Bedford Crescent and Ewart Lane. Pedestrian facilities include a raised pedestrian crossing at Bedford Crescent and Wardell Road, and a new signalised intersection at Wardell Road/Dudley Street with pedestrian crossings on all legs. These arrangements support safe pedestrian movement between the station, village centre, light rail stop and surrounding streets.

4.2.10.4. Cyclist integration

Cycling integration is supported by bicycle parking at Bedford Crescent, Ewart Lane and Dudley Street. Provision includes 38 spaces at Bedford Crescent, 20 spaces at Ewart Lane within the plaza and six spaces at Dudley Street. These facilities support local cycle access and integration with the GreenWay and surrounding active transport network.

4.2.10.5. Public transport integration

Dulwich Hill Station integrates with the L1 light rail at Bedford Crescent and bus stops on Dudley Street. The station provides convenient transfer between metro, light rail and bus services, supported by the new station plaza and footbridge connection.

4.2.10.6. Road network integration

Road-based access includes two kiss-and-ride spaces and one accessible parking space on Bedford Crescent. Dedicated taxi spaces are not provided. Park-and-ride access is identified at Ewart Lane. These arrangements support local station access while prioritising pedestrian, cycling and public transport movements.

4.2.11. Hurlstone Park Station

Figure 12 Hurlstone Park Station overview



Hurlstone Park Station is located at the intersection of Crinan Street, Duntroon Street and Floss Street. The station is accessed via the Duntroon Street road bridge, with station entry from Floss Street. The surrounding precinct includes Hurlstone Park town centre and low to medium-density residential development on both sides of the rail corridor.

The Hurlstone Park interchange supports walking, cycling, bus, taxi and kiss-and-ride access. Walking is the dominant forecast access mode, representing approximately 78 per cent of access demand. Bus accounts for approximately 17 per cent and kiss-and-ride approximately five per cent. The forecast 2026 daily access demand is approximately 4,700 customers.

4.2.11.1. Hurlstone Park Station features

Table 22 Hurlstone Park Station features

Feature	Description
Location	Floss Street between Duntroon Street and Crinan Street.
LGA	Canterbury-Bankstown Council.
Station entry	Floss Street.
Transport interchange	Walking, cycling, bus, taxi and kiss-and-ride.
Main features and traffic arrangements	Bus stop at station entrance with raised zebra crossing.
Customers	Mixed commercial and residential precinct.
Key attractions	Canterbury Hurlstone Park RSL Club, Edgeware School, Canterbury Girls High School, Canterbury Boys High School, Ewan Park and Cooks River Trail.

4.2.11.2. Passenger demand

The 2026 daily demand profile identifies walking as the dominant access mode at Hurlstone Park Station. Bus interchange is relatively high compared with other stations along the Southwest line, while kiss-and-ride represents a small proportion of customers boarding metro services.

4.2.11.3. Pedestrian integration

Pedestrian integration is focused on Floss Street and Duntroon Street. Key facilities include a raised pedestrian crossing on Floss Street and a pedestrian refuge on Duntroon Street. These facilities support safe pedestrian access from the village centre, residential catchments and bus stops.

4.2.11.4. Cyclist integration

Cycling access is supported by bicycle parking at the station entrance and on Floss Street. Provision includes 14 spaces at the station entrance and eight spaces on Floss Street.

4.2.11.5. Public transport integration

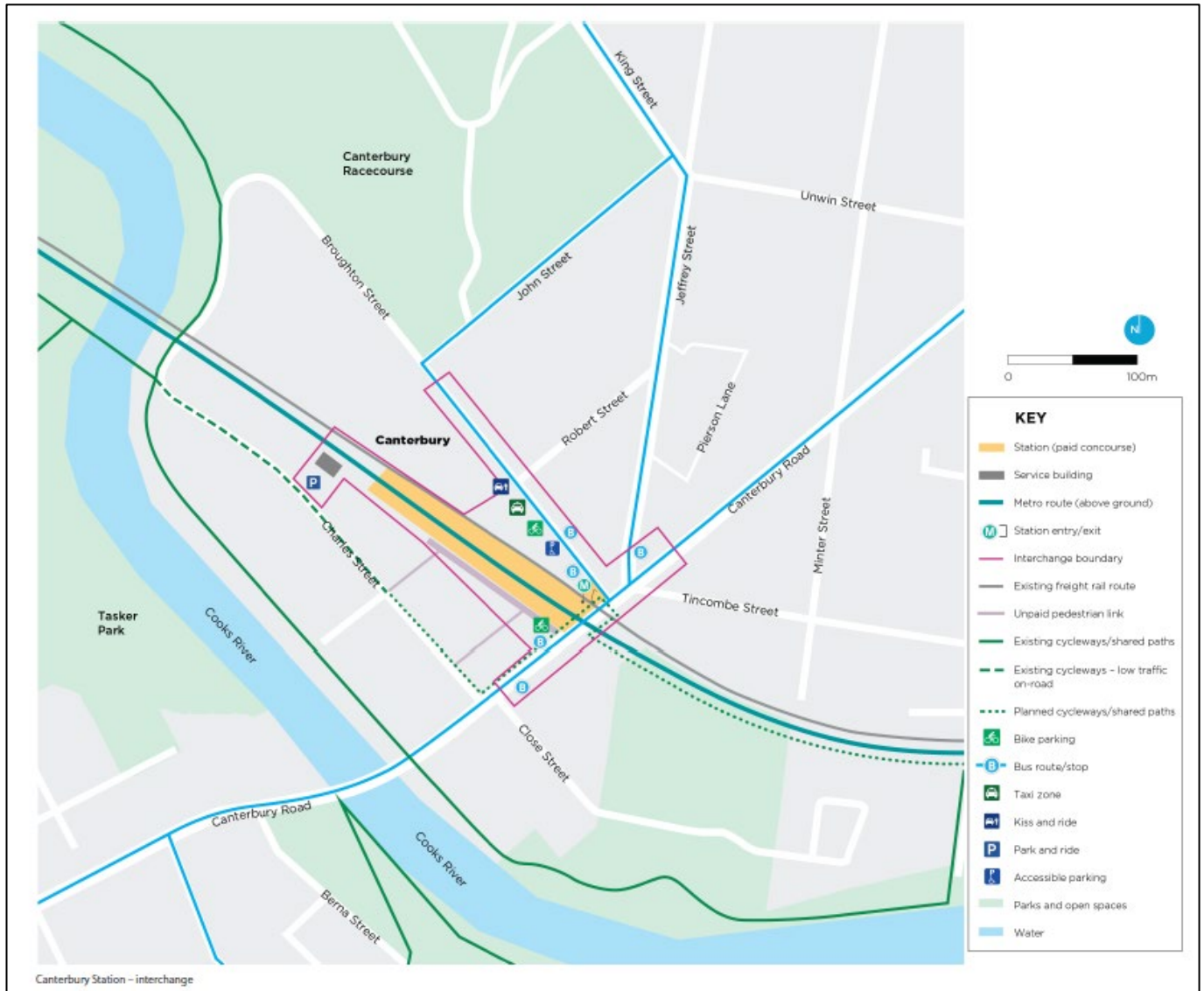
Bus interchange is provided from stops on Floss Street and Duntroon Street. The bus stops support local access to the station and provide transfer opportunities for customers travelling beyond the immediate walking catchment.

4.2.11.6. Road network integration

Road-based access includes one taxi space and one kiss-and-ride space on Floss Street, and one accessible parking space on Duntroon Street. No park-and-ride provision is identified.

4.2.12. Canterbury Station

Figure 13 Canterbury Station overview



Canterbury Station is located on Canterbury Road, with access via the road bridge adjacent to Broughton Street. Canterbury Road is a state road and carries high traffic volumes. The surrounding precinct includes retail, commercial and residential land uses, including higher-density development south of the rail line.

The Canterbury interchange supports walking, cycling, bus, taxi and kiss-and-ride access. Walking is the dominant forecast access mode at approximately 66 per cent. Bus accounts for approximately 13 per cent, kiss-and-ride approximately 11 per cent and park-and-ride approximately 10 per cent. The forecast 2026 daily access demand is approximately 7,100 customers.

4.2.12.1. Canterbury Station features

Table 23 Canterbury Station features

Feature	Description
Location	Canterbury Road between Broughton Street and Charles Street.
LGA	Canterbury-Bankstown Council.
Station entry	Canterbury Road.
Transport interchange	Walking, cycling, bus, taxi and kiss-and-ride.
Main features and traffic arrangements	Five-way signalised intersection and crossings near the station entrance, with bus stops and layover area on Broughton Street.
Customers	Mixed retail and residential precinct.
Key attractions	Canterbury Park Racecourse, Canterbury Olympic Ice Rink, Canterbury Leisure and Aquatic Centre, Canterbury Girls High School, Canterbury South Public School, Tasker Park and Cooks River Trail.

4.2.12.2. Passenger demand

The 2026 daily demand profile identifies walking as the dominant station access mode. Bus interchange is relatively high compared with other Southwest stations, and kiss-and-ride and park-and-ride represent medium proportions of access demand for customers boarding metro services.

4.2.12.3. Pedestrian integration

Pedestrian integration is focused on the Canterbury Road/Broughton Street/Jeffrey Street/Tincombe Street signalised intersection, which includes pedestrian crossings on all legs. This arrangement supports safe access across Canterbury Road and between the station, bus facilities and surrounding town centre.

4.2.12.4. Cyclist integration

Cycling facilities include bicycle parking on Broughton Street and Canterbury Road, with 16 spaces on Broughton Street and 12 spaces on Canterbury Road. These facilities support access from the local cycling network and the Cooks River area.

4.2.12.5. Public transport integration

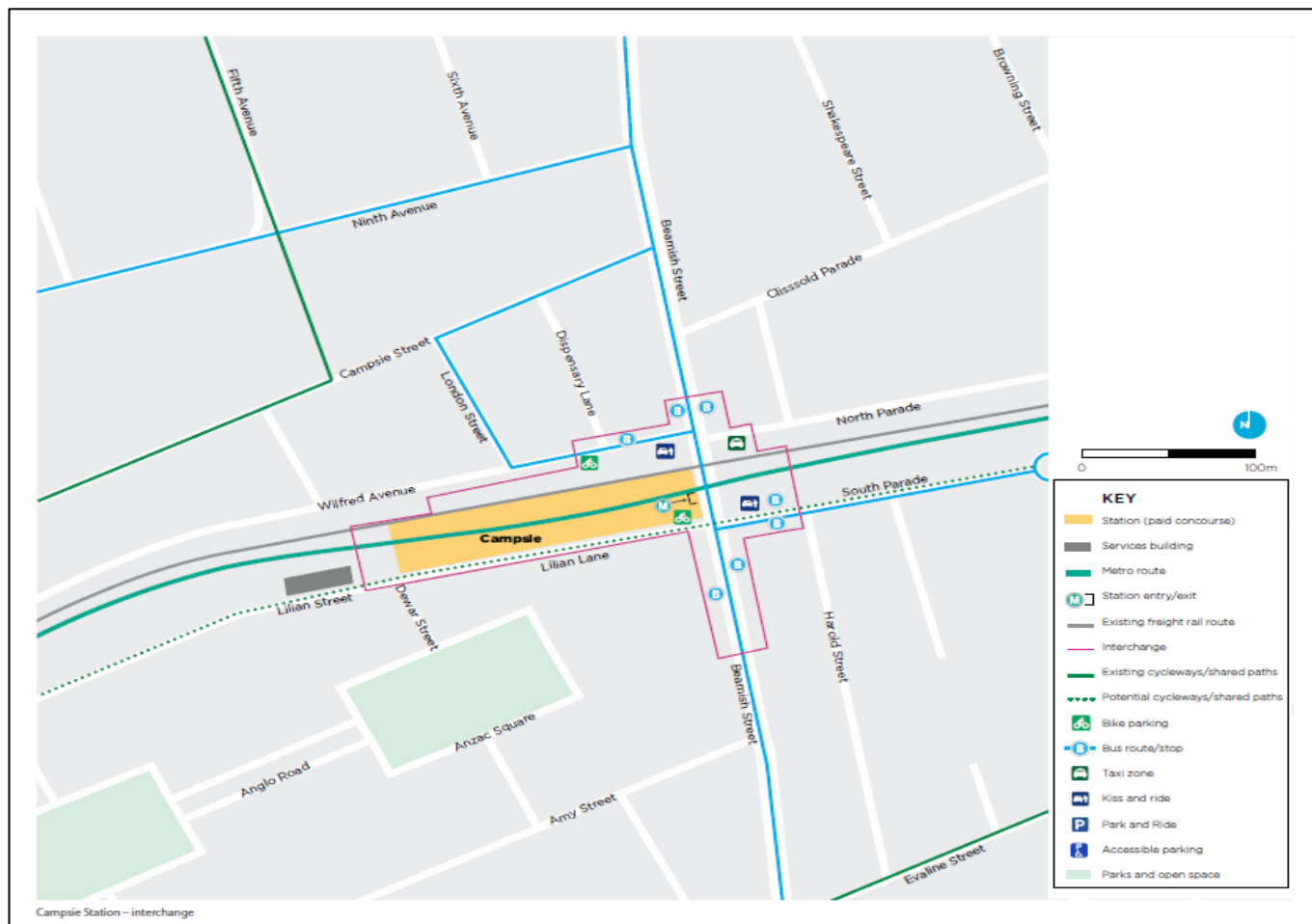
Canterbury Station has a strong bus interchange function, with multiple bus stops and stands on Broughton Street, Canterbury Road and Jeffrey Street. These facilities support customer transfer between bus services and the metro station.

4.2.12.6. Road network integration

Road-based access includes one taxi space, one kiss-and-ride space and one accessible parking space on Broughton Street. Park-and-ride provision is identified at Charles Street. These facilities support station access while maintaining pedestrian priority around the interchange.

4.2.13. Campsie Station

Figure 14 Campsie Station overview



Campsie Station is located within Campsie town centre and is bounded by North Parade, Beamish Street and Lilian Lane. The surrounding area includes retail, restaurants, offices and a mix of low to high-density residential development. Station access is provided from Beamish Street.

The Campsie interchange supports walking, cycling, bus, taxi, kiss-and-ride, accessible parking and park-and-ride access. Walking is the dominant forecast access mode at approximately 65 per cent. Bus accounts for approximately 18 per cent, park-and-ride approximately 10 per cent and kiss-and-ride approximately seven per cent. The forecast 2026 daily access demand is approximately 10,700 customers.

4.2.13.1. Campsie Station features

Table 24 Campsie Station features

Feature	Description
Location	Beamish Street between Lilian Lane and North Parade.
LGA	Canterbury-Bankstown Council.
Station entry	Beamish Street.
Transport interchange	Walking, cycling, bus, taxi and kiss-and-ride.
Main features and traffic arrangements	New station plaza on the southern side of the station entrance. Beamish Street supports retail activity on both sides of the station and is served by frequent bus routes to major centres.

Customers	Mixed retail and commercial precinct.
Key attractions	Canterbury-Bankstown Council offices, Campsie Public School, Harcourt Public School, Wangee Park School, St Mel's Catholic Primary School, Campsie RSL Club and Campsie Shopping Centre.

4.2.13.2. Passenger demand

The 2026 daily demand profile identifies walking as the dominant mode of access at Campsie Station. Bus interchange is relatively high for customers exiting the station, while kiss-and-ride represents a small proportion of customers boarding metro services.

4.2.13.3. Pedestrian integration

Pedestrian integration is focused on Beamish Street, North Parade, South Parade and Lilian Lane. Facilities include a raised pedestrian crossing at North Parade/Beamish Street and a signalised intersection at Beamish Street/South Parade/Lilian Lane. These facilities support safe movement between the station, town centre, bus stops and surrounding streets.

4.2.13.4. Cyclist integration

Cycling access is supported by bicycle parking on North Parade and near the station entrance at Beamish Street. Provision includes 30 spaces on North Parade and 38 spaces at Beamish Street/station entrance within an Opal shed.

4.2.13.5. Public transport integration

Campsie Station has a significant bus interchange role, with bus stands and stops on North Parade, Beamish Street and South Parade. These stops support connections to major centres and provide frequent interchange opportunities with metro services.

4.2.13.6. Road network integration

Road-based access includes eight taxi spaces on North Parade, one kiss-and-ride space on South Parade and two accessible parking spaces on South Parade. Park-and-ride provision is identified at Wilfred Avenue, Lilian Street, North Parade and South Parade.

4.2.14. Belmore Station

Figure 15 Belmore Station overview



Belmore Station is located on Burwood Road, between Redman Parade and Tobruk Avenue. The station is positioned centrally on Burwood Road, which functions as a local high street. Surrounding land uses include retail, commercial, recreational, hospital and residential areas.

The Belmore interchange supports walking, cycling, bus, taxi and kiss-and-ride access. Walking is the dominant forecast access mode at approximately 64 per cent. Park-and-ride accounts for approximately 17 per cent, bus approximately 10 per cent and kiss-and-ride approximately nine per cent. The forecast 2026 daily access demand is approximately 6,500 customers.

4.2.14.1. Belmore Station features

Table 25 Belmore Station features

Feature	Description
Location	Burwood Road between Redman Parade and Tobruk Avenue.
LGA	Canterbury-Bankstown Council.
Station entry	Burwood Road.
Transport interchange	Walking, cycling, bus, taxi, park & ride and kiss-and-ride.
Main features and traffic arrangements	Mid-block raised zebra crossing at the station entrance.
Customers	Retail, hospital, entertainment and residential precinct.
Key attractions	Canterbury Hospital, Belmore Sportsground, Canterbury League Club, Belmore Park, All Saints Grammar School, Belmore South Public School, Belmore Boys High School and St Joseph's Catholic Primary School.

4.2.14.2. Passenger demand

The 2026 daily demand profile identifies walking as the dominant station access mode. Park-and-ride access is relatively high compared with other stations, and kiss-and-ride accounts for a medium proportion of customers boarding metro services.

4.2.14.3. Pedestrian integration

Pedestrian integration is focused on Burwood Road and Redman Parade. Key facilities include a signalised mid-block crossing on Burwood Road and a raised zebra crossing on Redman Parade. These facilities support safe access between the station, high street, car parks, bus stops and surrounding residential areas.

4.2.14.4. Cyclist integration

Cycling access is supported by bicycle parking north and south of the station entry, with 16 spaces on each side. This provision supports access from the surrounding active transport catchment.

4.2.14.5. Public transport integration

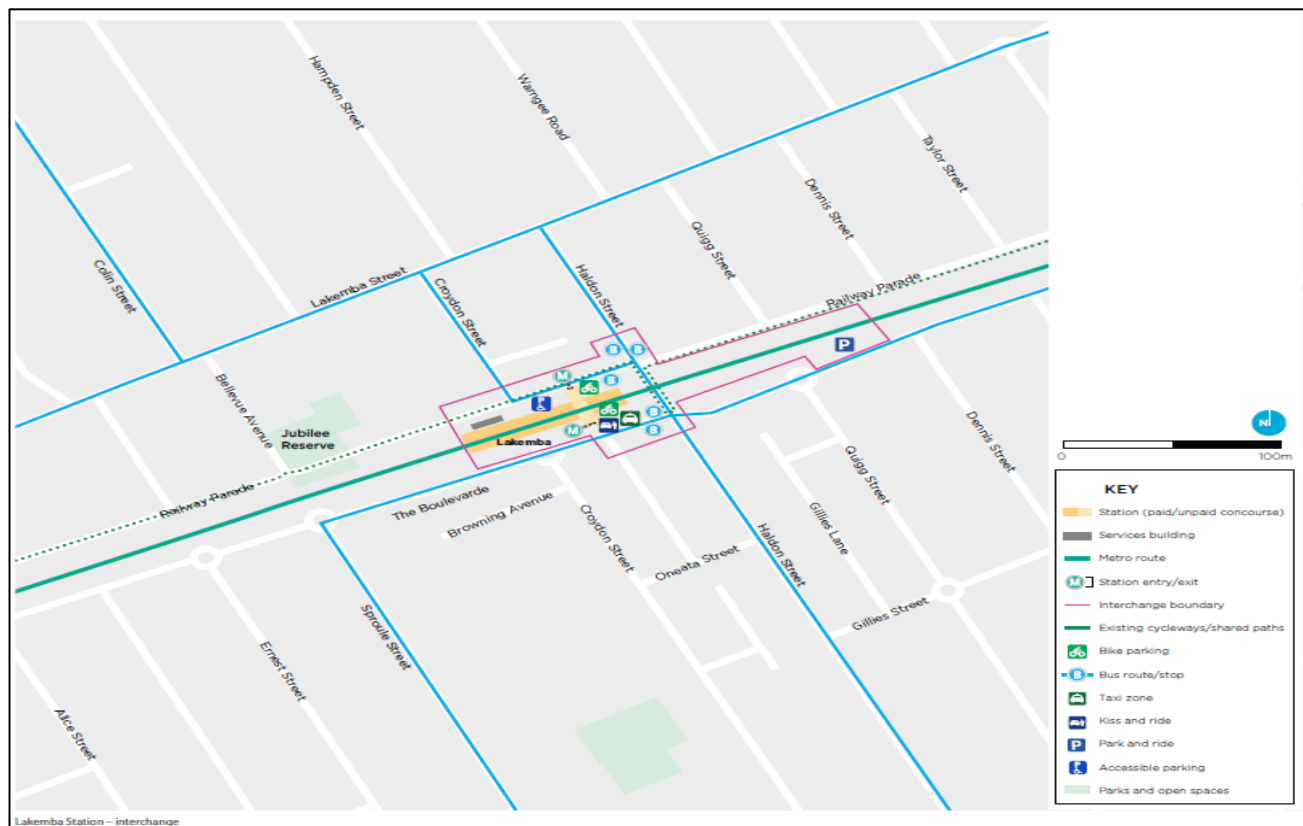
Bus stops are located on Burwood Road and support local interchange with metro services. The bus services connect the station to surrounding centres and residential catchments.

4.2.14.6. Road network integration

Road-based access includes one taxi space and one kiss-and-ride space on Tobruk Avenue. Accessible parking is provided at Redman Parade car park and Tobruk Avenue car park. Park-and-ride is provided at Redman Parade and Tobruk Avenue, including the Tobruk Avenue car park potential extension (project not currently committed to at this time).

4.2.15. Lakemba Station

Figure 16 Lakemba Station overview



Lakemba Station is located within Lakemba town centre and is bounded by Railway Parade, Haldon Street and The Boulevard. The surrounding precinct includes retail, commercial, personal service, educational and leisure land uses, with surrounding residential areas of varying density.

The Lakemba interchange supports walking, cycling, bus, taxi and kiss-and-ride access. Walking is the dominant forecast access mode at approximately 68 per cent. Park-and-ride accounts for approximately 18 per cent, while kiss-and-ride and bus each account for approximately seven per cent. The forecast 2026 daily access demand is approximately 7,400 customers.

4.2.15.1. Lakemba Station features

Table 26 Lakemba Station features

Feature	Description
Location	Haldon Street between Railway Parade and The Boulevard.
LGA	Canterbury-Bankstown Council.
Station entry	Railway Parade and The Boulevard.
Transport interchange	Walking, cycling, bus, taxi and kiss-and-ride.
Main features and traffic arrangements	Interchange facilities provided along The Boulevard.
Customers	Retail and residential precinct.
Key attractions	Lakemba Mosque, Hampden Park Public School, Rissalah College, St Therese's Catholic Primary School, Holy Spirit Catholic College, Canterbury Vale School and Lakemba Library.

Wiley Park Station is located adjacent to King Georges Road, north of The Boulevarde. The surrounding precinct includes a small retail village, educational campuses and low to medium-density residential development. Station access is provided from King Georges Road.

The Wiley Park interchange supports walking, cycling, bus, taxi and kiss-and-ride access. Walking is the dominant forecast access mode at approximately 78 per cent. Kiss-and-ride accounts for approximately 12 per cent, park-and-ride approximately nine per cent and bus approximately one per cent. The forecast 2026 daily access demand is approximately 5,700 customers.

4.2.16.1. Wiley Park Station features

Table 27 Wiley Park Station features

Feature	Description
Location	King Georges Road north of The Boulevarde.
LGA	Canterbury-Bankstown Council.
Station entry	King Georges Road.
Transport interchange	Walking, cycling, bus, taxi and kiss-and-ride.
Main features and traffic arrangements	New station plaza with bicycle parking at the entrance.
Customers	Retail and residential precinct.
Key attractions	Wiley Park Girls High School, Wiley Park Public School, Lakemba Public School, Wiley Park and Parry Park.

4.2.16.2. Passenger demand

The 2026 daily demand profile identifies walking as the dominant station access mode. Kiss-and-ride demand is relatively high compared with other stations, while bus interchange represents a small proportion of customers boarding metro services.

4.2.16.3. Pedestrian integration

Pedestrian integration is focused on King Georges Road and The Boulevarde. Facilities include signalised pedestrian crossings at King Georges Road/The Boulevarde and a signalised mid-block crossing on King Georges Road. These arrangements support safe movement between the station, local schools, retail areas and surrounding residential catchments.

4.2.16.4. Cyclist integration

Cycling access is supported by 18 bicycle parking spaces at the station entrance. These spaces support local access from the surrounding residential and education catchments.

4.2.16.5. Public transport integration

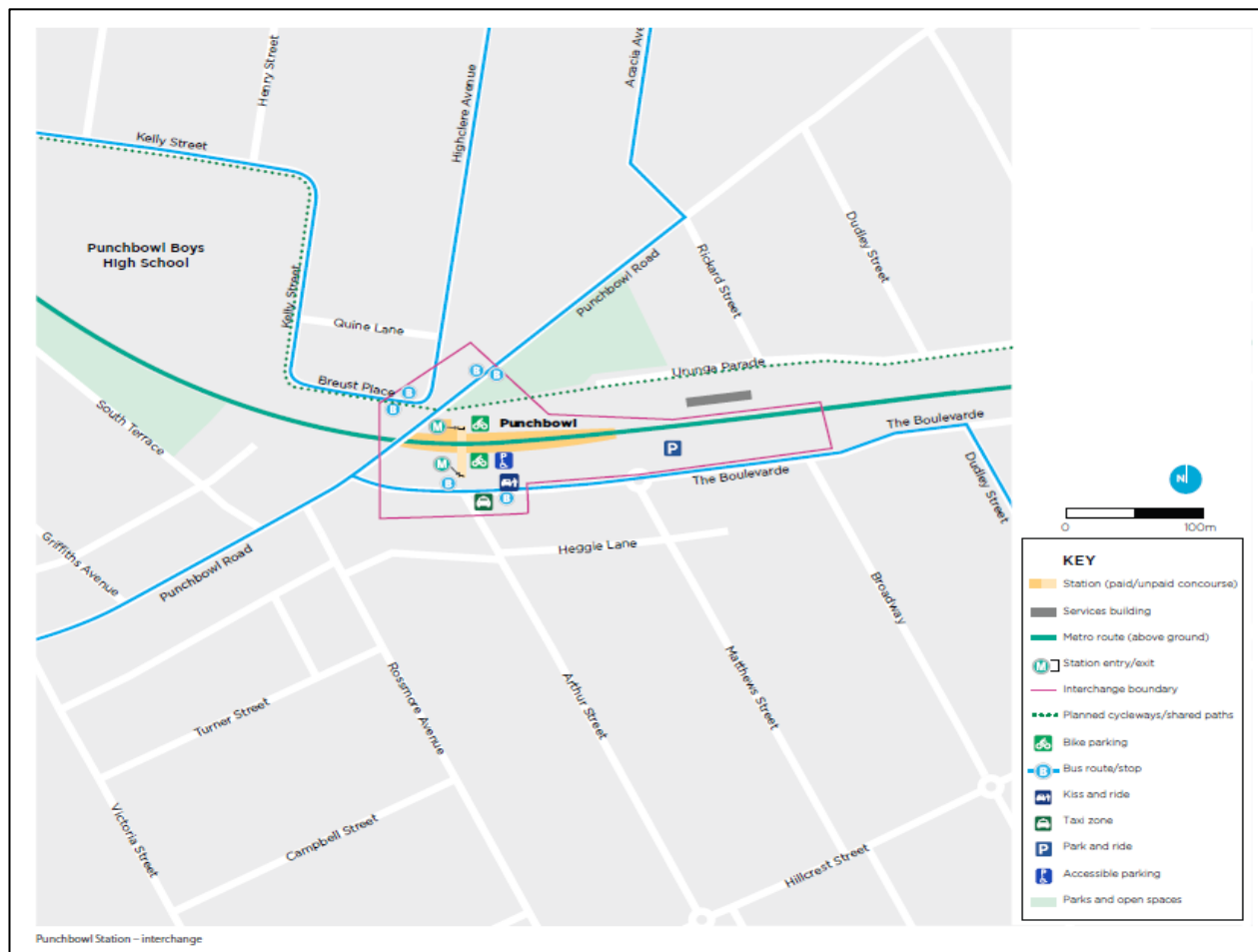
Bus stops are located on King Georges Road and The Boulevarde. Bus interchange is forecast to represent a small proportion of access demand, but bus services remain important for broader local connectivity.

4.2.16.6. Road network integration

Road-based access includes one taxi space, one kiss-and-ride space, one accessible parking space and park-and-ride provision on The Boulevarde. The local road network arrangements support short-stay customer access and local transfer movements.

4.2.17. Punchbowl Station

Figure 18 Punchbowl Station overview



Punchbowl Station is located at the intersection of The Boulevard and Punchbowl Road. Access is provided from Punchbowl Road, The Boulevard and a shared path from Urunga Parade/Warren Reserve. The station is located within Punchbowl town centre, which includes retail, office and restaurant uses within a two-storey shop-top housing environment. The rail corridor and Punchbowl Road act as barriers through the town centre, limiting pedestrian and cycle connectivity.

The Punchbowl interchange supports walking, cycling, bus, taxi and kiss-and-ride access. Walking is the dominant forecast access mode at approximately 56 per cent. Park-and-ride accounts for approximately 17 per cent, kiss-and-ride approximately 15 per cent and bus approximately 12 per cent. The forecast 2026 daily access demand is approximately 6,500 customers.

4.2.17.1. Punchbowl Station features

Table 28 Punchbowl Station features

Feature	Description
Location	Intersection of The Boulevard and Punchbowl Road
LGA	Canterbury-Bankstown Council.
Station entry	Punchbowl Road and The Boulevard.
Transport interchange	Walking, cycling, bus, taxi and kiss-and-ride.
Main features and traffic arrangements	New station plaza in the north and improved Punchbowl Road underpass.

Customers	Retail and residential precinct.
Key attractions	Punchbowl Boys High School, Punchbowl Community Centre, St Charbel's College, Punchbowl Public School and St Jerome's Catholic Primary School.

4.2.17.2. Passenger demand

The 2026 daily demand profile identifies walking as the dominant access mode. Park-and-ride and kiss-and-ride access are relatively high, and bus interchange represents a medium proportion of customers boarding metro services.

4.2.17.3. Pedestrian integration

Pedestrian integration is focused on Punchbowl Road, The Boulevard, Breust Street and the shared path from Urunga Parade/Warren Reserve. Facilities include the Punchbowl Road pedestrian underpass, raised pedestrian crossing and zebra crossing at Breust Street, and the signalised intersection at The Boulevard/Arthur Street. These facilities support movement across the rail corridor and between the station, town centre and surrounding residential catchment.

4.2.17.4. Cyclist integration

Cycling access is supported by bicycle parking north of the station plaza and on The Boulevard, including 20 spaces north of the station plaza and 14 spaces on The Boulevard. Planned cycleways and shared paths support broader active transport connectivity.

4.2.17.5. Public transport integration

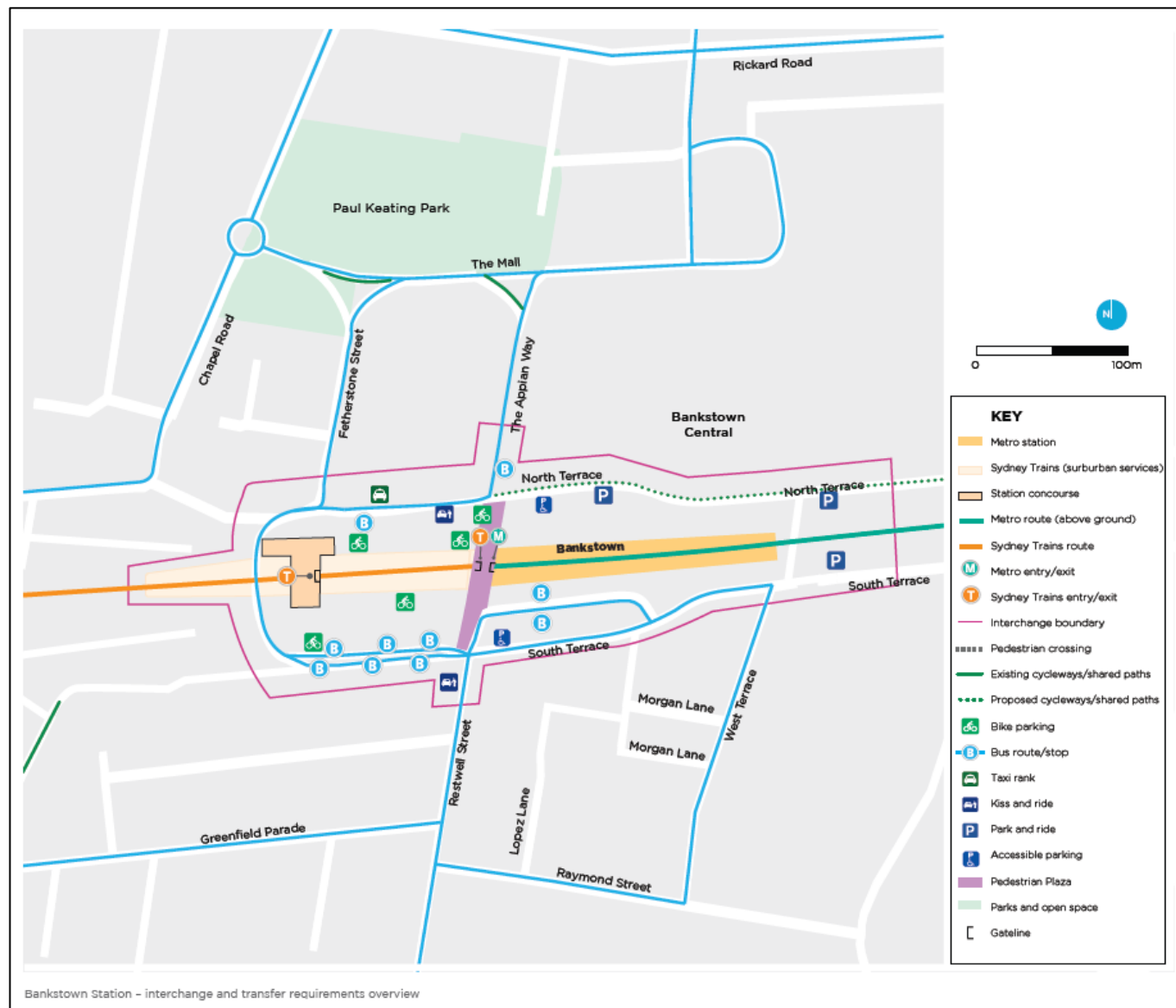
Punchbowl Station is served by multiple bus stops on Punchbowl Road, Breust Place and The Boulevard. These services support local interchange with the metro and provide connections to surrounding residential, education and town centre destinations.

4.2.17.6. Road network integration

Road-based access includes one taxi space on Arthur Street, one kiss-and-ride space on The Boulevard, two accessible parking spaces on The Boulevard and park-and-ride provision on The Boulevard. The improved underpass and plaza arrangements support safe movement between road-based access facilities and the station.

4.2.18. Bankstown Station

Figure 19 Bankstown Station overview



Bankstown Station is located within the Bankstown strategic centre and provides interchange between metro services, bus services, walking, cycling, taxi, kiss-and-ride, accessible parking and local road-based access. The Bankstown Interchange Access Plan was prepared by Sydney Metro as **Interchange Access Plan Bankstown, July 2021 – Draft Version 10.1**, dated 12 July 2021, to support the Sydney Metro City & Southwest – Sydenham to Bankstown project and to inform station design, interchange facilities and customer transfer arrangements.

The Interchange Access Plan was prepared to respond to the Sydney Metro City & Southwest – Sydenham to Bankstown Conditions of Approval, including CSSI 8256 MOD 1, and to inform the final design of transport and access facilities and services at Bankstown Station.

It identifies the transport and access facilities required to support safe, accessible, efficient and convenient customer transfer when metro services commence, including footpaths, cycle paths, bike parking, bus stops, temporary transport requirements, car parking, customer amenities, shelter, road and traffic management, and other actions required by delivery partners and stakeholders.

4.2.18.1. Bankstown Station features

Table 29 Bankstown Station features

Feature	Description
Station entry	Bankstown Station provides street-level access from North Terrace and South Terrace through the station concourse and cross-corridor connection. The station includes direct access to the gate line, paid concourse, platforms and interchange areas.
Transport interchange	Walking, cycling, bus, taxi, kiss-and-ride, accessible parking and local road-based access.
Main features and traffic arrangement	Bus stop and interchange facilities are located on North Terrace and South Terrace. Car parking and accessible parking are available on North Terrace and South Terrace. A taxi zone is located on North Terrace. Kiss-and-ride space is located on Restwell Street near South Terrace. Bike parking is located adjacent to the station entrance on North Terrace.
Customers	Bankstown strategic centre customers, local residents, workers, retail and commercial users, bus customers, active transport users and customers transferring between metro and road-based transport modes.

4.2.18.2. Passenger demand

The Bankstown Interchange Access Plan identifies Bankstown as a major strategic centre and important interchange location on the Sydenham to Bankstown corridor. Customer demand is expected to include local walk-up access, bus transfers, cycling access, taxi and kiss-and-ride movements in North Terrace, near The Appian Way intersection and Restwell Street; and access from nearby car parking and accessible parking areas. The station and surrounding interchange facilities are planned to support safe and convenient movement between the station, North Terrace, South Terrace, Restwell Street and adjacent local streets

4.2.18.3. Pedestrian integration

Pedestrian integration at Bankstown Station is focused on providing safe and accessible connections between the station concourse, North Terrace, South Terrace, bus stops, customer amenities and nearby land uses. The Interchange Access Plan supports a customer-centred design approach and applies interchange and transfer principles to ensure walking is prioritised as the highest order access mode. Pedestrian arrangements should support direct, legible and accessible movement between the station entries, the cross-corridor connection and surrounding streets.

4.2.18.4. Cyclist integration

Cycling integration at Bankstown Station is supported by bike parking located adjacent to the station entrance on North Terrace. The Interchange Access Plan identifies cycling interchange and transfer requirements and supports integration of cycle access with the station precinct, consistent with the modal hierarchy and broader walking and cycling strategy for the Sydenham to Bankstown corridor.

4.2.18.5. Public transport integration

Bankstown Station integrates with bus services located on North Terrace and South Terrace. The Interchange Access Plan identifies bus interchange and transfer requirements and supports convenient customer transfer between bus services and the metro station. The arrangement of bus stops, and pedestrian paths is intended to provide clear and accessible movement between station facilities and road-based public transport services.

4.2.18.6. Road network integration

Road network integration at Bankstown Station includes taxi, kiss-and-ride, car parking and accessible parking arrangements around the station precinct. The taxi zone is located on North Terrace, kiss-and-ride space is located on Restwell Street near South Terrace, and car parking and accessible parking are available on North Terrace and South Terrace. These facilities support road-based access while maintaining the station access hierarchy, which prioritises walking, cycling and public transport access.

4.2.18.7. Actions and implementation

The Bankstown Interchange Access Plan includes an action and delivery framework for interchange and transfer requirements, including walking, cycling, rail, bus and vehicle drop-off actions. These actions are intended to support implementation of safe, accessible and efficient customer transfer arrangements and should be read in conjunction with the Station Design and Precinct Plan, road safety requirements, wayfinding requirements, walking and cycling strategy, and operations and maintenance provisions relevant to Bankstown Station.

4.2.18.8. Public Transport Integration

Bankstown Station provides interchange between metro, bus, taxi, kiss-and-ride, pedestrian and cycling networks serving the Bankstown city centre. Bus and other public transport interchange facilities are located principally along North Terrace and South Terrace, with pedestrian connections between the station entrances, interchange facilities and surrounding commercial precinct.

The station design supports convenient and accessible transfers between metro services and connecting transport modes. Operational management will maintain clear pedestrian routes, accessible paths, wayfinding, customer information and safe access between the station, bus stops, taxi facilities and kiss-and-ride areas, consistent with the approved Bankstown Interchange Access Plan and Station Design and Precinct Plan.

4.2.18.9. Road Network Integration

The road network surrounding Bankstown Station includes North Terrace, South Terrace, Restwell Street and Appian Way. These roads provide access to the station precinct, public transport interchange facilities, adjacent commercial areas and customer drop-off and pick-up locations.

The revised Bankstown Station design includes a new north-south connection across the rail corridor between Appian Way and Restwell Street, improving pedestrian connectivity between the northern and southern parts of the Bankstown city centre.

Operational traffic management will maintain safe and efficient access to the station precinct, manage interactions between pedestrians, cyclists, buses, taxis, kiss-and-ride vehicles and general traffic, and avoid unreasonable impacts on the surrounding road network. Any operational changes affecting these interfaces will be managed in consultation with the relevant road authority and transport operators.

4.2.19. Chatswood Dive

4.2.19.1. Pedestrians and cyclists

Nelson Street provides an active transport link between the Pacific Highway and Frank Channon Walk, a shared path running along the western side of the rail corridor from Nelson Street to Chatswood Station and the Chatswood commercial centre. Nelson Street also provides east-west connectivity across the T1 North Shore Rail Line between the Pacific Highway and Orchard Road, along with Mowbray Road to the south and Albert Avenue to the north. Surveys carried out in December 2015 identified in the AM peak hour a total of 16 pedestrians and five cyclists crossing Nelson Street bridge in both directions.

As part of the project, Frank Channon Walk (a shared path currently connecting Chatswood Station to Nelson Street) was extended from Nelson Street to Mowbray Road on the western side of the rail line to provide an enhanced facility for pedestrians and cyclists and provide continued access between Chatswood Station and residential areas to the south. Those travelling from residential areas to the south-east of the rail line will use the underpass adjacent to Chatswood Oval to cross the rail line and access Frank Channon Walk. Orchard Road, running parallel to Frank Channon Walk on the eastern side of the rail line, is used as an alternative north-south route for journeys between the Chatswood retail areas and residential areas to the south.

For some pedestrians or cyclists travelling between Chatswood Station and residential areas to the south, this results in an additional travel distance of around 50 to 100 metres; whilst for others it would result in a reduction in travel distances of around 50 to 100 metres.

Due to the extension of Frank Channon Walk and the availability of alternative facilities in the area the closure of Nelson Street bridge is not anticipated to result in significant impacts for pedestrians and cyclists.

The provision of traffic signals at the Mowbray Road / Hampden Road intersections provides additional pedestrian connectivity across Mowbray Road between the pedestrian crossings at the Pacific Highway and Orchard Road and a direct link to the extended Frank Channon Walk.

The design of the interface between the Frank Channon Walk extension and the signalised intersection at Mowbray Road / Hampden Road was developed in consultation with Transport for NSW and Willoughby Council.

4.2.19.2. Road network

The primary role of Nelson Street overbridge is for use by motorists travelling southbound on the Pacific Highway to access Mowbray Road westbound via Orchard Road.

Nelson Street provides local access for properties located to the east of the T1 North Shore Rail Line. Following closure of the Nelson Street bridge, these residents now use alternative roads to cross the rail line such as Mowbray Road or Albert Avenue which result in a marginal increase to travel times.

In addition, it is anticipated that the traffic signals introduced at Mowbray Road / Hampden Road during the construction phase have been retained for ongoing operations.

4.2.20. Marrickville Dive

Traffic signals were introduced at the Edinburgh Road / Bedwin Road / Edgeware Road intersection to improve traffic safety during the construction phase and have been retained for operation the operational phase.

During the design phase, Transport for NSW consulted with Inner West Council, Roads and Maritime Services and other stakeholders on strategies to reduce the number of staged pedestrian marked foot crossings at the Edinburgh Road / Edgeware Road intersection. Improvements have been implemented by both the Project and Inner West Council.

5. Operational management and maintenance

Overall, the Project integrates with existing and planned future transport infrastructure. Metro customers have been provided with a safe and secure service with more direct routes to key destinations, reducing crowding at stations with a high-capacity link through the Sydney CBD across Sydney Harbour while increasing other rail catchment areas.

Each interchange precinct is allocated with efficient transport modes. Interchange features at each station have been appropriately designed to achieve operational predicted customers demand and would efficiently interact with the existing network.

All stations provide appropriate access for operation and maintenance activities, and sufficient space have been provided for the accommodation of buses in the event of planned or unplanned disruption of normal operations. Access to neighbouring properties has been maintained as much practicable.

For the Chatswood to Sydenham section, supplementary analysis and modelling will be undertaken where required by the Traffic and Transport Liaison Group(s) (TTLGs) to demonstrate that operational traffic can be managed with minimal disruption to road, public transport, pedestrian and cycling networks. Any revised traffic management measures will be incorporated into this Plan, the IAPs and Station Design and Precinct Plans, as required. This requirement does not apply to the Marrickville to Bankstown section.

An Interchange Operations and Maintenance Plan (IOMP) has been prepared to allocate clear responsibility for all aspects of day-to-day running of the station interchange and to ensure that nominated infrastructure and assets are monitored and maintained to a high standard while maintaining the safety of metro customers.

Operations and maintenance provisions have been documented in accordance with the IOMP and include the following.

- Description of the asset owners, operators and maintainers.
- Asset operations description.
- Asset maintenance arrangements.

Vehicles are required to access operational ancillary infrastructure, stations and tunnel portals to undertake maintenance activities. The maintenance access frequency is outlined in the table below.

Due to the limited number of maintenance vehicles and the low frequency of access to the network, these vehicles will have minimal impacts on the surrounding road network.

Table 30 Maintenance access requirements

Location	Access requirement	Vehicle type	Frequency
Stations and services buildings	Delivery of consumables	Light and utility vehicles	Daily
	Maintenance inspections	Light and utility vehicles	Weekly
	Significant deliveries and waste removal	Tipper trucks	Weekly
	Major maintenance and replacement of large plant items	Heavy rigid trucks and cranes	Occasional
Artarmon substation, Victoria Cross Traction Substation, Barangaroo Traction Substation, Gadigal Traction Substation, SMTF-South, Marrickville Traction Substation, Dulwich Hill Traction Substation, Hurlstone Park Traction Substation, Canterbury Traction Substation, Campsie Traction Substation, Lakemba Traction Substation, and Punchbowl Traction Substation	Visual inspections	Light vehicles	Fortnightly
	Replacement of consumables	Light and utility vehicles	Quarterly
	Major maintenance and replacement of large plant items	Heavy rigid trucks and cranes	Yearly
Water treatment plant (SMTF-South and Barangaroo)	Delivery of consumables and waste removal	Light vehicles and heavy rigid trucks	Weekly
Tunnel portals	Inspections and testing of track and in-tunnel equipment	Light vehicles	Weekly
	Track and equipment maintenance	Light and utility vehicles	Occasional
Maintenance Access Pads – rail corridor access	Maintenance access pads provide controlled access for personnel, vehicles and plant undertaking routine track maintenance and planned possessions. Access must be coordinated through MTS maintenance and possession processes, with suitable traffic controls implemented where public roads, pedestrians, cyclists, parking	Heavy rigid trucks and cranes, light vehicles, hi-rail plant	Frequently

	or property access may be affected. Access routes and gates must remain unobstructed, vehicles must not queue on public roads, and the area must be inspected and restored after use. Stakeholder notifications, approvals and access records will be retained where required.		
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5.1. Traffic and transport operational risks

Traffic and Transport aspects and impacts have been identified through review of the EAD and IAPs, environmental reports, contractual documents, consultation with Sydney Metro Authority and MTS experience.

MTS applies a risk management approach throughout the operational life of the Sydney Metro network in line with the Risk Management Plan (SMCSWTS2-MTS-CSW-PM-PLN-002158) to identify, assess, control and review environmental risks and harness opportunities, as detailed in Section 4.2 of the OEMP.

The table below presents potential operational risks associated with operational traffic and transport.

Table 31 Risk Assessment

	Risk Rating					Revised Risk Rating		
Description of Potential Risks / Impacts	Consequence	Likelihood	Risk Rating	Mitigation	Implementation Strategy/ Plan / Process / Procedure	Consequence	Likelihood	Risk Rating
Reduced local parking due to workforce and personnel parking on local streets during maintenance and possession works.	C4	L4	D - Low	Provide safe commuter facilities for active transport (e.g. cycling and walking). Keep bicycle storage facilities free and safe to access. Ensure walkways are clean, safe and easily accessible. Undertaking of significant maintenance and repair works during night and weekend possessions and overnight between passenger services, to reduce impact on available commuter parking. Access would be maintained to neighbouring properties (EIS ID: OptT2). Use of MTS' weekly environmental checklist to list all risks, hazards and incidents. Metro customers will be provided with a safe and secure service. Regular maintenance of all plant, equipment and assets.	Risk Assessment Process. Provision of adequate parking wherever parking is located. Provision of significant parking facilities at stations. Traffic and Transport Management Plan. Use of MTS' safety software system Intalex to record all incidents. NWRLOTS-NRT-SWD-RS-FRW-720714 – Training and Instruction. NWRLOTS-NRT-SWD-RS-FRW-720720 – Asset Management.	C5	L5	D - Low

					NWRLOTS-NRT-SWD-RS-FRW-720722 – Management of Incidents.			
Nuisance caused by workforce and personnel parking adjacent residents and businesses during maintenance and possession works.	C4	L4	C - Medium	Safe commuter facilities for active transport (e.g. cycling and walking). Undertaking of significant maintenance and repair works during night and weekend possessions and overnight between passenger services, to reduce impact on available commuter parking. Access would be maintained to neighbouring properties (EIS ID: OptT2). Use of MTS' weekly environmental checklist to list all risks, hazards and incidents. Regular maintenance of all plant, equipment and assets.	Risk Assessment Process. Provision of adequate parking wherever parking is located. Provision of significant parking facilities at stations. Traffic and Transport Management Plan. Use of MTS' safety software system Intalex to record all incidents. NWRLOTS-NRT-SWD-RS-FRW-720714 – Training and Instruction. NWRLOTS-NRT-SWD-RS-FRW-720720 – Asset Management. NWRLOTS-NRT-SWD-RS-FRW-720722 – Management of Incidents.	C5	L5	D - Low

Increased local traffic due to increased workforce and personnel travelling to / from work around SMTF.	C4	L4	C - Medium	Maximising pedestrian accessibility to the stations. (EIS ID: OpT1). Provision of cycle storage facilities at stations. Provision of commuter car parking at selected stations. Consideration of peak period movements in assigning shift hours and changeover patterns for maintenance staff. Preparation of workplace travel plans for entities that would provide alternative modes for journeys to/from work.	Risk Assessment Process. Provision of adequate parking wherever parking is located. Provision of significant parking facilities at stations. Traffic and Transport Management Plan. Use of MTS' safety software system Intalex to record all incidents. NWRLOTS-NRT-SWD-RS-FRW-720714 – Training and Instruction. NWRLOTS-NRT-SWD-RS-FRW-720720 – Asset Management. NWRLOTS-NRT-SWD-RS-FRW-720722 – Management of Incidents.	C5	L5	D - Low
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Customers cannot safely access the metro stations via car, bicycle and/or walking	C4	L4	C - Medium	Provide safe commuter facilities for active transport (e.g. cycling and walking). Keep bicycle storage facilities free and safe to access. Ensure walkways are clean, safe and easily accessible. Kiss and ride spots are used appropriately. Access would be maintained to neighbouring properties (EIS ID: OptT2). Use of MTS' weekly environmental checklist to list all risks, hazards and incidents. Regular maintenance of all plant, equipment and assets.	Risk Assessment Process. Provision of adequate parking wherever parking is located. Provision of significant parking facilities at stations. Traffic and Transport Management Plan . Use of MTS' safety software system Intalex to record all incidents. NWRL0TS-NRT-SWD-RS-FRW-720714 – Training and Instruction. NWRL0TS-NRT-SWD-RS-FRW-720720 – Asset Management. NWRL0TS-NRT-SWD-RS-FRW-720722 – Management of Incidents.	C5	L5	D - Low
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5.2. Community response

The table below outlines MTS' community response process that is used for any complaints made to MTS for all traffic and transport issues that are under the responsibility of MTS (includes on property of the Metro Stations. It must be noted that all public roads surrounding the Metro stations are under the ownership and responsibility of the local councils and any issues or complaints regarding those should be made to the Local council directly.

Table 32 Community Response Process

An environmental enquiry or complaint is received via TfNSW's Customer Information service on 131 500 and online at www.transport.info .			
Step	Action	Timeframe	
		Operational hours	Engineering hours
1	Initial contact - TfNSW notifies MTS of enquiry or complaint (operational hours). - MTS receives complaints where 131 500 is diverted (engineering hours). - SMA/TfNSW-related online enquiry or complaint is received by MTS via Salesforce.	- Immediately. 131 500 phone calls are entered into Salesforce and responsibility assigned to MTS. - Web-based enquiry or complaint is entered into Salesforce and responsibility assigned to MTS.	- Immediately. 131 500 passed off to MTS-designated number between 12am – 6am. - Web-based form entries are provided to MTS the next business day by TfNSW.
2	Investigation For complaints, MTS Customer Information Delivery Partner (ISC) investigates and contacts complainant to seek any additional information.	Within 24 hours when only trains are operating.	- Within two hours or as agreed with complainant when maintenance and repair works are occurring in Environmental Protection Licence licenced premise. - Within 24 hours when only trains are operating or not within EPL licenced premise.
3	Escalation (Beyond a usual operational issue) Where is cannot be resolved by the MTS SMCIC, DCRC or GMOCE, for dissemination, coordination of Subject Matter Expert or SMA/TfNSW involvement (as required) and response.	Within two business days.	
4	Review SME involvement, review of complaint, investigate work practices and mitigations. Develop response including proposed monitoring and any proposed additional mitigation measures.	Within five business days.	
5	Resolve MTS CRO communicates the resolution with complainant.	Target five business days. Where a complaint requires a detailed investigation, may require significant mitigation* and may take longer than 20 days, the complainant will be kept informed of progress on a regular basis until the matter is resolved.	
* Significant mitigation is defined by MTS to be mitigation that: a. has a cost of more than \$10,000; or b. will require further noise modelling to determine the scope of reasonable and feasible mitigation measures (e.g., height and size of noise barriers, or specifications for at-property treatments)			

6. Monitoring and review

6.1. Monitoring requirements (Chatswood – Sydenham only)

The implementation of any mitigation measures will be subject to agreement with Transport for NSW and the relevant local council.

The traffic monitoring methodology, developed in consultation with Transport for NSW and the relevant local councils, comprises three post-operation monitoring studies: Study Blocks 4, 5 and 6.

- Study Block 4 was completed in September 2024.
- Study Block 5 was removed from the project scope by agreement with stakeholders.
- Study Block 6 will be undertaken after the opening of Sydney Metro Southwest so that monitoring reflects operation of the full Sydney Metro City & Southwest line. For the Chatswood to Sydenham section, the timing and assessment of local traffic intrusion will continue to address CSSI 7400 Condition D12. For the Marrickville to Bankstown section, the findings will be presented to the TTLG to inform operational traffic and transport management under SSI 8256 Condition E56 and determine whether supplementary analysis, modelling or revised management measures are required under Condition E57.

The table below details monitoring actions that will be undertaken during operation associated with traffic and transport management.

Table 33 Summary of monitoring requirements associated with traffic and transport

Monitoring details	Frequency	Responsibility
Traffic on local roads around each station will be monitored for a period of no less than 12 months after commencement of operation. If monitoring indicates unacceptable traffic intrusion on local roads/streets as a result of operation beyond those that could reasonable be predicted in the EIS and/or the IAPs, appropriate traffic management measures to mitigate the monitored impacts will be implemented following consultation with the Customer Journey Planning and relevant Road Authorities.	Traffic monitoring was undertaken in September 2024 (one-month post-CSW opening). • The final traffic monitoring will occur within one to six months after Sydney Metro Southwest opening.	Sydney Metro
Traffic monitoring will be undertaken to identify any unacceptable traffic intrusion on local roads and streets resulting from operations that exceeds the impacts reasonably predicted in the Environmental Impact Statement (EIS) and/or the relevant Interchange Access Plans (IAPs). Where monitoring identifies such impacts, Sydney Metro will consult with Transport for NSW (Customer Journey Planning) and the relevant local council to determine appropriate traffic management measures. The implementation of any mitigation measures will be subject to agreement with Transport for NSW and the relevant local council. The traffic monitoring methodology, developed in consultation with Transport for NSW and the relevant local councils, comprises three post-operation monitoring studies: Study Blocks 4, 5 and 6. • Study Block 4 was completed in September 2024. • Study Block 5 was removed from the project scope by agreement with stakeholders.	Traffic monitoring was undertaken in September 2024 (one-month post-CSW opening). The final traffic monitoring will occur within one to six months after Sydney Metro Southwest opening.	Sydney Metro

Monitoring details	Frequency	Responsibility
Study Block 6 will be undertaken after the opening of Sydney Metro Southwest so that monitoring reflects operation of the full Sydney Metro City & Southwest line. For the Chatswood to Sydenham section, the timing and assessment of local traffic intrusion will continue to address CSSI 7400 Condition D12. For the Marrickville to Bankstown section, the findings will be presented to the TTLG to inform operational traffic and transport management under SSI 8256 Condition E56 and determine whether supplementary analysis, modelling or revised management measures are required under Condition E57. Study Block 6 is expected to be completed 12+ months after commencement of operation, consistent with SSI15_7400 CoA D12.		

6.2. Incident and emergency response

In the event of an environmental incident or unpredicted impacts associated with traffic and transport during operation of the Project, it is the responsibility of all personnel to report the incident or the event immediately to the Environment & Sustainability Lead and the Head of Safety, Quality, Risk & Environment.

All environmental incidents are to be reported and managed in accordance with the Pollution Incident Response Management Plan (PIRMP, SMCSWTS2-MTS-CSW-EM-PLN-002731) and the Incident Management Framework (IMF) which is contained in the Emergency Management Plan. Incidents are classified based on the incidents severity as shown in the IMF.

All incidents will be managed and reported according to Section 7 of the OEMP. Emergency management arrangements are detailed in the Emergency Management Plan (SMCSWTS2-MTS-CSW-FL-PLN-002650). A Site Incident Management Plan (SIMP) has been prepared for each station.

6.3. Environmental auditing

Environmental audits will be undertaken in accordance with the indicative audit schedule provided in Table 15 of the OEMP, which includes an environmental audit, a sustainability audit and an operation performance audit. All environmental audits will be carried out in accordance with Section 8.2 of the OEMP for the City section.

Note there is no requirement for the Southwest section of the corridor.

An audit of bicycle patronage at stations and end-of-trip facility adequacy will be undertaken by SMA following commencement of operation to ensure the level of bicycle parking and end-of-trip facilities available are adequate in terms of both quantity and quality. The audit must be undertaken with the relevant Council(s), RMS, Bicycle NSW and relevant local bike user groups.

Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users will be subject to safety audits by SMA to demonstrate consistency with relevant design, engineering and safety standards and guidelines. Safety audits will be prepared in consultation with the TTLG before the completion and use of the subject infrastructure and must be made available to the Secretary of DPHI upon request.

Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users will be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits will be prepared in consultation with the TTLG before the completion and use of the subject infrastructure and must be made available to the Secretary upon request.

6.4. Non-conformance, corrective and preventative actions

All non-compliances, non-conformances and resulting corrective actions, will be managed in accordance with Section 8.4 of the OEMP.

6.5. Internal reporting

Internal reporting requirements are outlined in Section 8.5 of the OEMP.

7. Review and improvement

Review and improvement of this Plan will be undertaken in accordance with the Conditions of Approval, the Quality Management Plan (SMCSWTS2-MTS-CSW-PM-PLN-002156) and Section 9 of the OEMP. Continuous improvement will be achieved by the ongoing evaluation of environmental management performance and effectiveness of this Plan against environmental policies, objectives and targets.

7.1. Management reviews

Management reviews will be undertaken annually or as required as part of the MTS continual improvement process. Reviews will consider the suitability and effectiveness of the environmental management system and effectiveness and proper implementation of this TTMP. This may include the wider management team and a review of systems from other functional areas.

The review will consider:

- Opportunities to improve efficiencies of traffic and transport management processes and practices.
- Client and agency feedback.
- Consideration of non-conformances and deficiencies.
- Consideration of effectiveness of corrective and preventative actions.
- Changes or development in the MTS IMS.

The outcomes of the reviews may result in the amendment of this TTMP or related documents, revision to the IMS, risk assessment review, re-evaluation of the Project's objectives and targets as well as feeding into other Project documents. Necessary system improvements would be identified and raised as corrective actions. Any changes to this TTMP would be managed in accordance with Section 9.2.

7.2. Revision of this plan

Continual improvement is achieved through constant measurement and evaluation, audit and review of the effectiveness of the Plan, and adjustment and improvement of the TTMP, Project environmental outcomes and the MTS IMS. Annual management reviews provide specific opportunities to identify improvements in the IMS and/or this TTMP. This TTMP would be updated as required:

- To consider changes to the environment or generally accepted environmental management practices, new risks to the environment, any hazardous substances, contamination or changes in law.
- Where requested or directed by the DPE or any other authority.
- In response to internal or external audits or quarterly management reviews.

The updated plan will be endorsed by the Environment & Sustainability Advisor and approved internally by the MTS CEO.

Minor changes may be approved by the Head of Safety, Quality, Risk and Environment, as follows.

Minor changes would typically include those that:

- Are editorial in nature (e.g. staff and Agency/Authority name changes).
- Do not increase the magnitude of impacts on the environment when considered individually or cumulatively.

- Are in response to audit findings or periodic reviews.
- Do not compromise the ability of the Project to meet approval or legislative requirements.

A

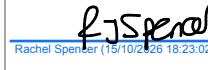
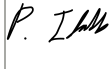
APPENDIX

Appendix A. Document control

Appendix A1. Document information

Document Number:	SMCSWTS2-MTS-CSW-TF-PLN-002803
Version:	06
Issue Date:	15/10/2026
Network	City & Southwest

Appendix A2. Approval record

Function	Position	Name	Signature	Date
Prepared & reviewed by:	Environment & Sustainability Lead	David Wilson		15/10/2026
Endorsed by:	Interim General Manager, Safety, Quality, Risk & Environment	Helen Wilkinson	 H Wilkinson (15/10/2026 18:15:56 GMT+11)	15/10/2026
Endorsed	General Manager Operations & Customer Experience	Rachel Spencer	 Rachel Spencer (15/10/2026 18:23:02 GMT+11)	15/10/2026
Endorsed by:	General Manager, Engineering & Maintenance Delivery	Michael Leah	 Michael Leah (15/10/2026 09:45:25 GMT+11)	16/10/2026
Approved by:	MTS Chief Executive Officer	Oliver Bratton	 Oliver Bratton (16/10/2026 10:55:49 GMT+11)	16/10/2026
Authorised by:	Contract Associate Director - M1 Metro Northwest & Bankstown Line	Peter Ifandoudas		16/10/2026
Approved by:	NRT Group (OpCo2) CEO	Phil Dark		16/10/2026

Appendix A3. Amendment record

Date	Rev	Amendment description	By
14/05/2024	01	Initial release.	Peter Scioscia
28/06/2024	02	Updated as per external stakeholder consultation	Peter Scioscia
23/07/2024	03	Updated as per DPHI comments	Peter Scioscia
12/09/2024	04	Further update as per DPHI comments	Peter Scioscia
08/08/2025	04	Annual review and updated to reflect operational phase.	David Wilson
19/08/2025	04	Removed Appendix E. Changes to captions.	David Wilson / Peter Simcic
05/09/2025	04	Amended to address comments from OpCo.	David Wilson / Peter Simcic
28/08/2026	05	Updated to include South West Corridor.	David Wilson
11/09/2026	05	Final edits. Removed some duplicated text.	David Wilson
14/09/2026	05	Removal of duplicate content. Update to table 26 maintenance access requirements.	Peter Simcic / David Wilson
6/10/2026	06	Revised according to 26 comments provided by Metro, TfNSW, ER and Local Councils feedback/comments.	Peter Simcic / David Wilson
15/10/2026	06	Table 30 Maintenance access requirements updated regarding maintenance access.	David Wilson

B

APPENDIX

Appendix B. List of Terms

Acronym	Definition
ANZ SMEs	Australian & New Zealand Small & Medium Enterprises
ARI	Average Recurrence Interval
AS	Australian Standard
CBD	Central Business District (of Sydney)
CCRA	Climate Change Risk Assessment
CCRAAS	Climate Change Risk Assessment & Adaptation Study
CDS	Chatswood Dive Site
CEO	Chief Executive Officer
CJP	Customer Journey Planning
CLIP	Community Liaison Implementation Plan
CoA	Conditions of Approval
CoA	Conditions of Approval
CSSI	Critical State Significant Infrastructure
CSW	City and Southwest
D&C	Design & Construction
D&D	Design & Delivery
D&DJV	Design & Delivery Joint Venture
DPE	NSW Department of Planning, Industry & Environment
DPHI	Department of Planning, Housing and Infrastructure
DPI	NSW Department of Primary Industries
DSI	Detailed Site Investigation
E&S	Environmental & Sustainability
EAD	Environmental Assessment Documentation
ECRL	Epping to Chatswood Rail Line
ECSM	Electricity Consumption Software Model
EEC	Endangered Ecological Community

EIS	Environmental Impact Statement
EMP	Emergency Management Plan
EMS	Environmental Management System
EP&A	Environmental Planning & Assessment
EPA	NSW Environment Protection Authority
EPL	Environment Protection Licence
EWMS	Environmental Work Method Statements
FTE	Full Time Equivalent
GM	General Manager
GRI	Global Reporting Initiative
HR	Human Resources
HSE	Health, Safety, Environment
IAP	Interchange Access Plan
ICN	Industry Capability Network
IEQ	Indoor Environment Quality
IMF	Incident Management Framework
IMS	Integrated Management System
IOMP	Interchange Operations and Maintenance Plan
IR	Industrial Relations
IS Rating Tool	Infrastructure Sustainability Rating Tool
ISCA	Infrastructure Sustainability Council of Australia
ISO	International Standards Organisation
KPIs	Key Performance Indicators
LMA	Licensed Maintenance Areas
MDS	Marrickville Dive Site
MP	Martin Place Station
MTR	Mass Transit Railway
MTS	Metro Trains Sydney Pty Ltd
NABERS	National Australian Built Environment Rating System

NCIE	National Centre for Indigenous Excellence
NRT	Northwest Rapid Transit
NVMP	Operational Noise & Vibration Management Plan
NW	Northwest
NWRL	Northwest Rail Link
O&M	Operation & Maintenance
OEH	NSW Office of Environment & Heritage
OEMP	Operational Environmental Management Plan
ONVR	Operational Noise and Vibration Review
OP (TfNSW)	Operations Planning (TfNSW) <i>replaces Sydney Coordination Office</i>
OpCo / OpCo2	Operating Company (NRT Group)
OPESP	Operations Phase Environment and Sustainability Management Plan
OTS / OTS2	Operations, Trains & Systems
PAS	Public Announcement System
PIMS	Project Integrated Management System
PIRMP	Pollution Incident Response Management Plan
PMS	Project Management System
POEA Act	Protection of the Environment Operations Act 1997
PPP	Public Private Partnership
PRL	Parramatta Rail Link
REF	Review of Environmental Factor
REMMs	Revised Environmental Mitigation Measures
RMS	NSW Roads and Maritime Services
ROMs	Rail Operating Manuals
RTRF	Rapid Transit Rail Facility
SCLP	Stakeholder & Community Liaison Plan
SCO	Sydney Coordination Office - Operations Planning (TfNSW) <i>replaces Sydney Coordination Office</i>
SEAG	Skills & Employment Advisory Group

SH&E	Safety, Health & Environment
SIMP	Site Incident Management Plan
SJV	Service Joint Venture
SMA	Sydney Metro Authority (an independent agency of TfNSW)
SMS	Safety Management System
SMTF	Sydney Metro Train Facility
SPIR	Submissions and Preferred Infrastructure Report
SPMS	Server Payment Monitoring System
SQE	Safety, Quality & Environment
SQRE	Safety, Quality, Risk and Environment
SROI	Social Return on Investment
SSI	State Significant Infrastructure
TAFE	Technical & Further Education
TfNSW	Transport for NSW
TNA	Training Needs Analysis
TTLG	Traffic and Transport Liaison Group
TTMP	Operational Traffic and Transport Management Plan
VC	Victoria Cross Station
WAP	Works Approval Protocol

C

APPENDIX

Appendix C. Related documents

Note: some documents will be closely interconnected and will need to be reviewed when this one is changed. Those will be marked yes in the review column below. Others are simply related content that supplement the material in this document.

Document Number	Document Title	Review
SMCSWTS2-MTS-CSW-EM-PLN-002107	Carbon and Energy Management Plan	Yes
SMCSWTS2-MTS-CSW-FL-PLN-002650	Emergency Management Plan	No
SMCSWTS2-MTS-CSW-EM-PRO-005553	Fauna Management Procedure	No
SMCSWTS2-MTS-1NL-EM-PLN-002711	Flooding and Hydrology Plan	Yes
SMCSWTS2-MTS-1NL-EM-PLN-002712	Groundwater Management Plan	Yes
SMCSWTS2-MTS-CSW-HE-PLN-002100	Heritage Management Plan	No
SMCSWTS2-MTS-CSW-PM-PLN-002143	Human Resources Plan	No
SMCSWTS2-MTS-CSW-PM-PLN-002145	Incident Management Plan	No
SMCSWTS2-MTS-1NL-PR-PLN-005495	Procurement Policy	No
SMCSWTS2-MTS-CSW-EM-PLN-002106	Noise and Vibration Management Plan	Yes
SMCSWTS2-MTS-1NL-EM-PRO-005432	Noise and Vibration Monitoring Procedure	No
SMCSWTS2-MTS-CSW-EM-PLN-002697	Operational Environmental Management Plan	Yes
SMCSWTS2-MTS-CSW-EM-PLN-002105	Operations Phase Environment and Sustainability Plan	Yes
SMCSWTS2-MTS-CSW-EM-PLN-002731	Pollution Incident Response Management Plan	Yes
SMCSWTS2-MTS-CSW-PM-PLN-002156	Quality Management Plan	No
SMCSWTS2-MTS-CSW-PM-PLN-002158	Risk Management Plan	No
SMCSWTS2-MTS-1NL-EM-PLN-005496	Severe Weather Conditions Response Plan	No
SMCSWTS2-MTS-1NL-SA-REC-005478	SMS Element 17: Procurement and Contract Management	No
SMCSWTS2-MTS-CSW-EM-PRO-005548	Spill Management Procedure	Yes
SMCSWTS2-MTS-CSW-PM-PLN-002162	Stakeholder & Community Involvement Plan	No
SMCSWTS2-MTS-CSW-PM-PLN-002136	Training Management Plan	No
SMCSWTS2-MTS-CSW-HE-PRO-005555	Unexpected Heritage Finds Procedure	No
SMCSWTS2-MTS-CSW-EM-PRO-005556	Unexpected Contaminated Finds Procedure	Yes
SMCSWTS2-MTS-CSW-EM-PRO-005542	Waste and Resource Management Procedure	Yes

SMCSWTS2-MTS-CSW-EM-PRO-005558	Weeds Management Procedure	Yes
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D

APPENDIX

Appendix D. TTLG Presentation

The following is updated to the presentation for Southwest.



Operational Traffic & Transport Management Plan (TTMP)

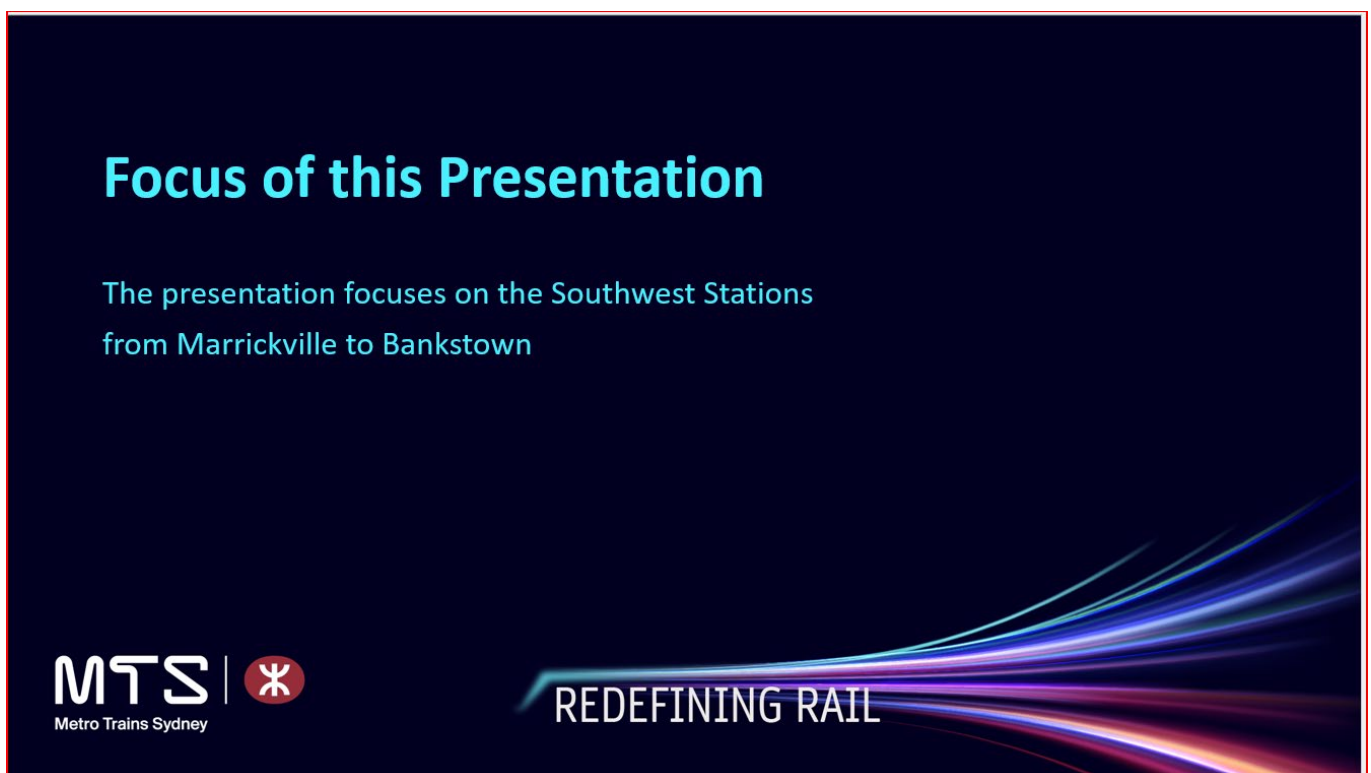
Sub Plan of the OEMP Update for Southwest

David Wilson
Environment & Sustainability Lead
Metro Trains Sydney

Updated Version 6/10/26

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REDEFINING RAIL



Focus of this Presentation

The presentation focuses on the Southwest Stations
from Marrickville to Bankstown

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REDEFINING RAIL

TTMP Objectives

- Conditions of approval (CoAs), Revised Environmental Mitigation Measures (REMMs) and revised environmental performance outcomes provide operational management measures across the Project alignment to manage traffic and transport risks
- Integrate with existing and proposed road and related transport networks
- Minimize adverse changes to the safety, efficiency and accessibility of the networks
- Facilitate and improved level of service in relation to permanent and operational changes.



Consultation

This presentation complies with the relevant planning requirements for consultation.

The following stakeholders are consulted:

- TTLG
- the Customer Journey Planning (CJP), formerly Sydney Coordination Office (SCO)
- the Relevant Road Authority and
- non-private transport operators.



Strategic Traffic & Transport Impacts & Benefits

- Improve road traffic conditions by providing a convenient and efficient travel alternative to the use of private car
- Catering for growth in demand
- Increased accessibility and trip diversity
- Reduce train crowding and station crowding
- Improved conditions for bus & light rail customers (high-quality bus connections to the stations and easy transfers for customers)
- Improved conditions for road users, cyclists and pedestrians (by encouraging people to use the metro network)
- Increased station patronage as a result of the Project
- Increased strain on existing infrastructure in the absence of design features.

Interchange Access Plans (IAPs)

IAP's have been developed by Metro for each station by applying broad transport and access standards, guidelines, principles and strategies.

Note: IAP's were only required for Bankstown and Campsie, however Metro prepared IAP's for each of the SW stations.

IAP's objectives:

- Respond and comply with Conditions of Approval
- Provide detailed interchange deliverables
- Inform the interchange design of transport and access facilities (footpaths, cycle paths, bike parking, bus stops, kiss & ride, taxi, accessible parking and park & ride facilities, that all are part of these station interchanges.)
- Identify customers amenities, shelter, road and traffic management required to ensure easy, accessible, safe and efficient customer transfer.

Transport modes serving each station

Station	Walking	Cycling	Trains	Light rail	Bus	Ferry	Coaches	Taxi	Kiss-and-ride
Chatswood	✓	✓	✓		✓		✓	✓	✓
Crows Nest	✓	✓						✓	✓
Victoria Cross	✓	✓			✓			✓	✓
Barangaroo	✓	✓			✓	✓	✓	✓	✓
Martin Place	✓	✓	✓		✓			✓	
Gadigal	✓	✓		✓	✓			✓	
Central	✓	✓	✓	✓	✓		✓	✓	✓
Waterloo	✓	✓			✓			✓	✓
Sydenham	✓	✓	✓		✓			✓	✓
Marrickville	✓	✓			✓			✓	✓
Dulwich Hill	✓	✓		✓	✓			✓	✓
Hurlstone Park	✓	✓			✓			✓	✓
Canterbury	✓	✓			✓			✓	✓
Campsie	✓	✓			✓			✓	✓
Belmore	✓	✓			✓			✓	✓
Lakemba	✓	✓			✓			✓	✓
Wiley Park	✓	✓			✓			✓	✓
Punchbowl	✓	✓			✓			✓	✓
Bankstown	✓	✓	✓		✓			✓	✓

Due to the location of each station and limited parking, metro customers are not expected to access by driving their car

Upgrades to the SW stations have been designed to meet accessibility requirements and comply with the Heritage Act.

During operation, stations will also provide access for maintenance activities

Marrickville Station

Feature	Description
Location	• Adjacent to Illawarra Road railway bridge and Station Street.
LGA	• Inner West Council.
Station entry	• Illawarra Road and Station Street.
Transport interchange	• Walking, cycling, bus, taxi and kiss-and-ride.
Main features and traffic arrangements	• Bus stops at the station entrance with signalised pedestrian crossing facilities.
Customers	• Commercial and residential precincts.
Key attractions	• Marrickville town centre, McNeilly Park, Casimir Catholic College and Marrickville West Public School.



Marrickville passenger demand

- The 2026 daily demand profile identifies walking as the dominant mode of access to Marrickville Station.
- Bus interchange is forecast to be comparatively low for customers boarding metro services, while kiss-and-ride accounts for a medium proportion of station access demand.
- The station is expected to function primarily as an origin station for local residential and town centre customers, with passenger demand supported by direct walking access and local bus connections.

Dulwich Hill Station

Feature	Description
Location	• Wardell Road between Bedford Crescent and Dudley Street.
LGA	• Inner West Council.
Station entry	• Wardell Road, Bedford Crescent and Ewart Lane.
Transport interchange	• Walking, cycling, bus, light rail, and kiss-and-ride.
Main features and traffic arrangements	• Interchange with the L1 light rail, new station plaza on Ewart Lane and footbridge connection to metro and light rail.
Customers	• Retail and residential precinct.
Key attractions	• Dulwich Hill light rail interchange, Jack Shanahan Reserve and Dulwich Hill Public School.

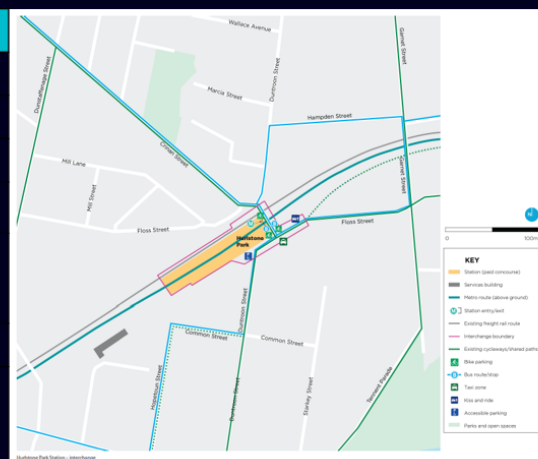


Dulwich Hill Station passenger demand

- The 2026 daily demand profile identifies walking as the dominant access mode at Dulwich Hill Station.
- Light rail interchange is higher for egress customers, reflecting the station's role as a multi-modal interchange.
- Kiss-and-ride accounts for a smaller proportion of access demand, followed by bus and light rail access for customers boarding metro services.

Hurlstone Park Station

Feature	Description
Location	• Floss Street between Duntroon Street and Crinan Street.
LGA	• Canterbury-Bankstown Council.
Station entry	• Floss Street.
Transport interchange	• Walking, cycling, bus, taxi and kiss-and-ride.
Main features and traffic arrangements	• Bus stop at station entrance with raised zebra crossing.
Customers	• Mixed commercial and residential precinct.
Key attractions	• Canterbury Hurlstone Park RSL Club, Edgeware School, Canterbury Girls High School, Canterbury Boys High School, Ewan Park and Cooks River Trail.



Hurlstone Park Station passenger demand

- The 2026 daily demand profile identifies walking as the dominant access mode at Hurlstone Park Station.
- Bus interchange is relatively high compared with other stations along the Southwest line, while kiss-and-ride represents a small proportion of customers boarding metro services.

Canterbury Station

Feature	Description
Location	Canterbury Road between Broughton Street and Charles Street.
LGA	Canterbury-Bankstown Council.
Station entry	Canterbury Road.
Transport interchange	Walking, cycling, bus, taxi and kiss-and-ride.
Main features and traffic arrangements	Five-way signalised intersection and crossings near the station entrance, with bus stops and layover area on Broughton Street.
Customers	Mixed retail and residential precinct.
Key attractions	Canterbury Park Racecourse, Canterbury Olympic Ice Rink, Canterbury Leisure and Aquatic Centre, Canterbury Girls High School, Canterbury South Public School, Tasker Park and Cooks River Trail.

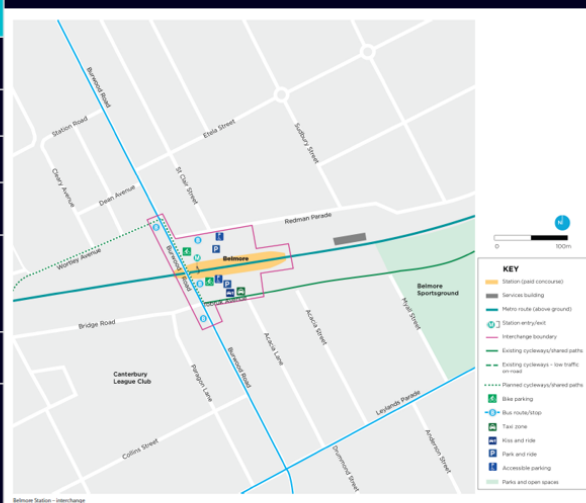


Canterbury Station passenger demand

- The 2026 daily demand profile identifies walking as the dominant station access mode.
- Bus interchange is relatively high compared with other Southwest stations, and kiss-and-ride and park-and-ride represent medium proportions of access demand for customers boarding metro services.

Belmore Station

Feature	Description
Location	Burwood Road between Redman Parade and Tobruk Avenue.
LGA	Canterbury-Bankstown Council.
Station entry	Burwood Road.
Transport interchange	Walking, cycling, bus, taxi and kiss-and-ride.
Main features and traffic arrangements	Mid-block raised zebra crossing at the station entrance.
Customers	Retail, hospital, entertainment and residential precinct.
Key attractions	Canterbury Hospital, Belmore Sportsground, Canterbury League Club, Belmore Park, All Saints Grammar School, Belmore South Public School, Belmore Boys High School and St Joseph's Catholic Primary School.

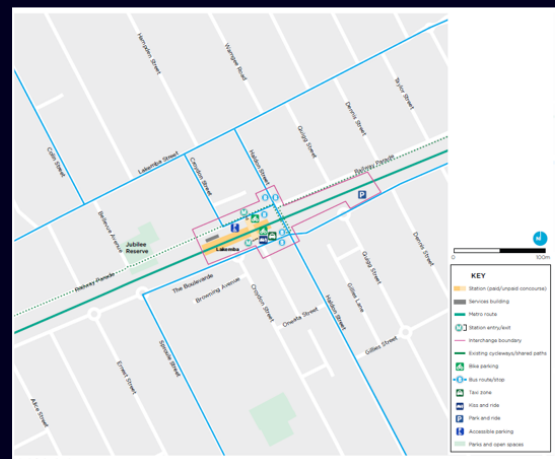


Belmore Station passenger demand

- The 2026 daily demand profile identifies walking as the dominant station access mode.
- Park-and-ride access is relatively high compared with other stations, and kiss-and-ride accounts for a medium proportion of customers boarding metro services.

Lakemba Station

Feature	Description
Location	• Haldon Street between Railway Parade and The Boulevard.
LGA	• Canterbury-Bankstown Council.
Station entry	• Railway Parade and The Boulevard.
Transport interchange	• Walking, cycling, bus, taxi and kiss-and-ride.
Main features and traffic arrangements	• Interchange facilities provided along The Boulevard.
Customers	• Retail and residential precinct.
Key attractions	• Lakemba Mosque, Hampden Park Public School, Rissalah College, St Therese's Catholic Primary School, Holy Spirit Catholic College, Canterbury Vale School and Lakemba Library.

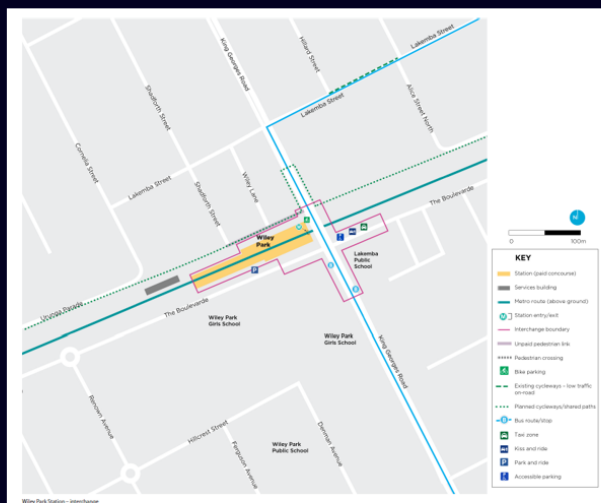


Lakemba Station passenger demand

- The 2026 daily demand profile identifies walking as the dominant access mode.
- Park-and-ride has a relatively high mode share, while kiss-and-ride and bus represent smaller proportions of customer access demand.

Wiley Park Station

Feature	Description
Location	• King Georges Road north of The Boulevard.
LGA	• Canterbury-Bankstown Council.
Station entry	• King Georges Road.
Transport interchange	• Walking, cycling, bus, taxi and kiss-and-ride.
Main features and traffic arrangements	• New station plaza with bicycle parking at the entrance.
Customers	• Retail and residential precinct.
Key attractions	• Wiley Park Girls High School, Wiley Park Public School, Lakemba Public School, Wiley Park and Parry Park.

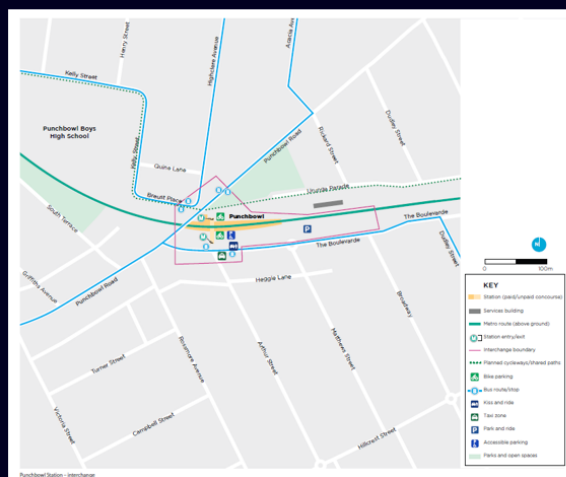


Wiley Park Station passenger demand

- The 2026 daily demand profile identifies walking as the dominant station access mode.
- Kiss-and-ride demand is relatively high compared with other stations, while bus interchange represents a small proportion of customers boarding metro services.

Punchbowl Station

Feature	Description
Location	• Intersection of The Boulevarde and Punchbowl Road
LGA	• Canterbury-Bankstown Council.
Station entry	• Punchbowl Road and The Boulevarde.
Transport interchange	• Walking, cycling, bus, taxi and kiss-and-ride.
Main features and traffic arrangements	• New station plaza in the north and improved Punchbowl Road underpass.
Customers	• Retail and residential precinct.
Key attractions	• Punchbowl Boys High School, Punchbowl Community Centre, St Charbel's College, Punchbowl Public School and St Jerome's Catholic Primary School.



Punchbowl Station Passenger Demand

- The 2026 daily demand profile identifies walking as the dominant access mode.
- Park-and-ride and kiss-and-ride access are relatively high, and bus interchange represents a medium proportion of customers boarding metro services.

Campsie Station

Feature	Description
Station entry	Station access is to be integrated with the Campsie town centre, surrounding streets and public domain areas, with safe and accessible customer movement between the station, station entrances and surrounding transport facilities.
Transport interchange	Walking, cycling, bus, taxi, kiss-and-ride, accessible access and local road-based access.
Main features and traffic arrangement	The Interchange Access Plan is required to address pedestrian and cycle access, bicycle parking, bus interchange, taxi and kiss-and-ride arrangements, traffic and road changes, public domain integration, landscaping, lighting, furniture and safeguarding of future access connections around Campsie Station.
Customers	Campsie town centre customers, local residents, workers, retail and commercial users, bus customers, active transport users and customers transferring between metro and road-based transport modes.

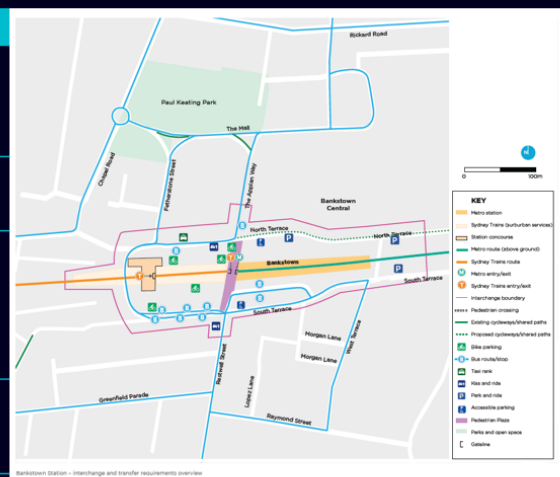


Campsie Station Passenger Demand

- Campsie is expected to function as both an origin and destination station for the surrounding town centre and residential catchment.
- Customer demand is expected to include local walk-up access, bus transfers, cycling access, taxi and kiss-and-ride movements, and access from surrounding local streets.
- Interchange arrangements should support safe and convenient customer movement between the station, public domain areas and surrounding transport facilities.

Bankstown Station

Feature	Description
Station entry	• Bankstown Station provides street-level access from North Terrace and South Terrace through the station concourse and cross-corridor connection. The station includes direct access to the gate line, paid concourse, platforms and interchange areas.
Transport interchange	• Walking, cycling, bus, taxi, kiss-and-ride, accessible parking and local road-based access.
Main features and traffic arrangement	• Bus stop and interchange facilities are located on North Terrace and South Terrace. Car parking and accessible parking are available on North Terrace and South Terrace. A taxi zone is located on North Terrace. Kiss-and-ride space is located on Restwell Street near South Terrace. Bike parking is located adjacent to the station entrance on North Terrace.
Customers	• Bankstown strategic centre customers, local residents, workers, retail and commercial users, bus customers, active transport users and customers transferring between metro and road-based transport modes.



Bankstown Station Passenger Demand

- The Bankstown Interchange Access Plan identifies Bankstown as a major strategic centre and important interchange location on the Sydenham to Bankstown corridor.
- Customer demand is expected to include local walk-up access, bus transfers, cycling access, taxi and kiss-and-ride movements, and access from nearby car parking and accessible parking areas.
- The station and surrounding interchange facilities are planned to support safe and convenient movement between the station, North Terrace, South Terrace, Restwell Street and adjacent local streets.

Operational Management and Maintenance

- The Project appropriately integrates with existing and planned future transport infrastructure
- Metro customers will be provided with a safe and secure service with more direct routes to key destinations, reducing crowding at stations
- Each interchange precinct is allocated with efficient transport modes
- Interchange features at each station have been appropriately designed to achieve operational predicted customers demand and would efficiently interact with the existing network
- All stations also provide appropriate access for operation and maintenance activities, and sufficient space have been provided for the accommodation of buses in the event of planned or unplanned disruption of normal operations
- Access to neighbouring properties will be maintained as much as reasonable and practicable.

Operational Management and Maintenance

- An Interchange Operations and Maintenance Plan's (IOMP) will be prepared to allocate clear responsibility for all aspects of day-to-day running of the station interchange and to ensure that nominated infrastructure and assets are monitored and maintained to a high standard while maintaining the safety of metro customers
- Operations and maintenance provisions will be documented in accordance with the IOMP and include:
 - ✓ Description of the asset owners, operators and maintainers
 - ✓ Asset operations description
 - ✓ Asset maintenance arrangements.



Training

- All employees, contractors and utility staff will undergo site induction training. The site induction training will provide initial training on various environmental aspects, including traffic and transport management issues/measures.
- Targeted training or specific training will also be provided to personnel with a key role in traffic and transport management, if required.

Emergency Response

- Emergency response associated with traffic and transport will be managed:
 - ✓ In accordance with the OEMP
 - ✓ In accordance with Pollution Incident Response Management Plan
 - ✓ As detailed in the Emergency Management Plan - Sydney Metro Northwest and City & Southwest
 - ✓ As stated in the Site Incident Management Plan (SIMP) prepared for each station.

Monitoring

Monitoring details	Frequency	Responsibility
Traffic on local roads around each station will be monitored for a period of no less than 12 months after commencement of operation. If monitoring indicates unacceptable traffic intrusion on local roads/streets as a result of operation beyond those that could reasonable be predicted in the EIS and/or the IAPs, appropriate traffic management measures to mitigate the monitored impacts will be implemented following consultation with the Customer Journey Planning and relevant Road Authorities.	1 to 3* months after commencement of Southwest operations. (CoA D12) <i>Note* : This was a recommendation from the auditors from the Operational Environmental Audit for the City i.e monitoring to commence after one month of operations and continue for 12 months.</i>	Sydney Metro

Responsibilities of Key Stakeholders & Response Times

An environmental enquiry or complaint is received via TfNSW's Customer Information service on 131 500 and online at www.transport-info.nsw.gov.au.

Step	Action	Timeframe	
		Operational hours	Engineering hours
1	Initial contact • TfNSW notifies MTS of enquiry or complaint (operational hours). • MTS receives complaints where 131 500 is diverted (engineering hours). • SMA/TfNSW-related online enquiry or complaint is received by MTS via Salesforce.	- Immediately. 131 500 phone calls are entered into Salesforce and responsibility assigned to MTS. - Web-based enquiry or complaint is entered into Salesforce and responsibility assigned to MTS.	- Immediately. 131 500 passed off to MTS-designated number between 12am – 6am. - Web-based form entries are provided to MTS the next business day by TfNSW.
2	Investigation For complaints, MTS Customer Information Delivery Partner (ISC) investigates and contacts complainant to seek any additional information.	Within 24 hours when only trains are operating.	- Within two hours or as agreed with complainant when maintenance and repair works are occurring in Environmental Protection Licence licenced premise. - Within 24 hours when only trains are operating or not within EPL licenced premise.
3	Escalation (Beyond a usual operational issue) Where is cannot be resolved by the MTS SMCIC, DCRC or GMOCE, for dissemination, coordination of Subject Matter Expert or SMA/TfNSW involvement (as required) and response.	Within two business days.	
4	Review SME involvement, review of complaint, investigate work practices and mitigations. Develop response including proposed monitoring and any proposed additional mitigation measures.	Within five business days.	
5	Resolve MTS CRO communicates the resolution with complainant.	Target five business days. Where a complaint requires a detailed investigation, may require significant mitigation* and may take longer than 20 days, the complainant will be kept informed of progress on a regular basis until the matter is resolved.	

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* Significant mitigation is defined by MTS to be mitigation that:
a. has a cost of more than \$10,000; or
b. will require further noise modelling to determine the scope of reasonable and feasible mitigation measures (e.g., height and size of noise barriers, or specifications for at-property treatments).

TTMP Review

Annual management reviews provide specific opportunities to identify improvements.

The TTMP will be updated as required:

- To consider changes to the environment or generally accepted environmental management practices, new risks to the environment, any hazardous substances, contamination or changes in law
- Where requested or directed by the DPIE or any other authority
- In response to internal or external audits or quarterly management reviews.



Thankyou

For further information, please contact

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david.wilson@metrotrains-sydney.com.au

SMCSWTS2-MTS-CSW-TF-PLN-002803 - Traffic and Transport Management Plan rev06

Final Audit Report

2026-10-16

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