



Meeting future demand and reducing CBD congestion

- An extra 1.6 million people are expected to live and work in Sydney over the next 20 years, creating 100,000 new CBD jobs. Daily trips to the city are expected to increase by almost 25 per cent by 2031.
- More people in the CBD will mean more people moving around within the CBD. Trips taken within the city centre each day will increase by a third by 2031.
- Each weekday morning, more than 1,600 buses enter the CBD, causing congestion and lengthy delays. CBD streets simply cannot cope with the extra buses needed to meet Sydney's forecast growth.
- Peak hour bus travel along key north-south streets in the CBD is slow and getting slower. Over the past three years, average morning peak bus speeds on George Street and Elizabeth Street have slowed to less than 10 km/h.
- Light rail will remove up to 220 buses from the CBD in the morning peak, moving more people using less street space and removing a major source of congestion for other road users.

Customer benefits

- Services will run every four minutes in peak hours in the CBD and every eight minutes to and from Randwick and Kingsford. Each service will carry up to 450 passengers, equivalent to nine standard buses.
- Light rail will significantly improve access to major sporting and entertainment facilities at Moore Park and Randwick along with the University of NSW, TAFE and hospital precincts.

The 12-kilometre route from Circular Quay to Randwick and Kingsford will feature:

- 19 conveniently-located stops,
- 60 air-conditioned electric carriages operating in 30 coupled sets,
- accessible, low-floor vehicles allowing unassisted access for prams and wheelchairs,
- wire-free technology between Circular Quay and Town Hall,
- a one-kilometre pedestrian zone between Wynyard and Town Hall, and
- the highest safety standards for passengers, pedestrians and road users.