

## BATCH A - Traffic reports

**From:** [Glass, Andrew](#)  
**To:** [Lisa McGill](#)  
**Subject:** Traffic Today  
**Date:** Wednesday, 31 January 2018 6:44:43 PM  
**Attachments:** [image003.jpg](#)

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Hi Lisa

Today was very average – Park St started to queue back to William St from about 5.20pm....and by 5.40pm it was back to the Kings Cross tunnel.

Then the lights at Kent and Margaret started flashing yellow at 5.45pm which we thought was causing huge delays on Kent St...however, it seems they tried something new on the Kent St ramp to the SHB. They opened up the corkscrew and one lane on the Kent St ramp was closed (meaning 3 lanes merging into one) – this basically caused Kent St to stop moving for over 15 minutes, which in turn affected King St, Market St, Druitt/Park Sts and Bathurst St.

As a result, I would say it's hard to evaluate the impact of the 90 second trial today!

Regards

Andrew Glass  
Senior CBD Precinct Planning Manager  
Sydney Coordination Office

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## Natacha Doust

---

**From:** Glass, Andrew  
**Sent:** Tuesday, 6 February 2018 6:31 PM  
**To:** McGill, Lisa  
**Subject:** PM Traffic Report

Hi Lisa

Traffic was pretty good today....William St coming into the city was heavier than the last few days, but never banked past the Museum (basically from 5.10pm to 5.45pm). The Western Distributor heading onto the SHB was queuing back, almost to the Woolstores, but this wasn't impacting on any CBD streets. Grosvenor/Lang was a little bit heavy, particularly later in the peak (5.45pm to 6.30pm) but the changed cycle time at Grosvenor/George seems to be effective!

See you tomorrow.

Regards

Andrew Glass  
Senior CBD Precinct Planning Manager  
Sydney Coordination Office  
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## Natacha Doust

---

**From:** Glass, Andrew  
**Sent:** Tuesday, 13 February 2018 6:29 PM  
**To:** McGill, Lisa  
**Subject:** PM Traffic Report

Hi Lisa

Traffic was a bit mixed today but very few problems could be attributed to the 90 second trial.

Anzac Bridge and Western Distributor were heavy westbound from about 4.30pm and never really recovered...Bathurst St off ramp and the Western Distributor were heavy east and northbound from about 5.30pm. Bathurst Street was also a bit heavier than normal and that seems to be mainly associated with the Bathurst/Elizabeth intersection. William St was also quite heavy eastbound from 5.15pm and this is most likely what was impacting on Bathurst St. William St was heavy westbound from 5.45pm but it generally only queued to the Museum – this had cleared up by 6.15pm. The Bathurst St off-ramp was beginning to improve by 6.30pm although William St eastbound remained relatively heavy.

Regards

Andrew Glass  
Senior CBD Precinct Planning Manager  
Sydney Coordination Office  
**Transport for NSW**

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## Natacha Doust

---

**From:** Glass, Andrew  
**Sent:** Monday, 19 February 2018 6:31 PM  
**To:** McGill, Lisa  
**Subject:** PM Traffic Report

Hi Lisa

Bathurst Street was really bad today – it was slow from 4.30pm and starting to bank up into the off ramp by 5pm. At 5.45pm the queue stretched back past the Woolstores – the queue started to slowly reduce by 6pm and by 6.30pm it was basically back to normal. Looking at the cameras, the queuing seemed to be caused by the double-right turn at Elizabeth St – not enough cars are getting through after the pedestrians have cleared (the double-left turn into Elizabeth St was functioning satisfactorily).

Regards

Andrew Glass  
Senior CBD Precinct Planning Manager  
Sydney Coordination Office  
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## Natacha Doust

---

**From:** Glass, Andrew  
**Sent:** Tuesday, 20 February 2018 6:30 PM  
**To:** McGill, Lisa  
**Cc:** Mobayed, George  
**Subject:** PM Traffic Report

Hi Lisa

Things went pretty well tonight...and I had George come along to see how we monitor the traffic.

William St westbound was queuing back past the Museum from approx. 5.40pm but was cleared by 6.15pm.

The Western Distributor was heavy due to traffic on the SHB but it didn't affect our trial.

Bathurst St started to get a bit heavy from 6pm but the queuing on the off-ramp wasn't as bad as previous occasions – it remained relatively slow right up to 6.30pm.

See you tomorrow!

Regards

Andrew Glass  
Senior CBD Precinct Planning Manager  
Sydney Coordination Office  
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## Natacha Doust

---

**From:** Glass, Andrew  
**Sent:** Wednesday, 21 February 2018 5:52 PM  
**To:** McGill, Lisa  
**Subject:** PM Traffic Report

Hi Lisa

Once again, Bathurst Street has been heavy, queuing back onto the off-ramp from 5.10pm – by 5.40pm the queue was near the Woolstores.

William Street westbound queued back very quickly from about 5.25pm and by 5.35pm it was past Bourke St.

When I left at 5.55pm, both Bathurst and William Streets hadn't improved.

See you Friday.

Regards

Andrew Glass  
Senior CBD Precinct Planning Manager  
Sydney Coordination Office  
**Transport for NSW**

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## Natacha Doust

---

**From:** Glass, Andrew  
**Sent:** Thursday, 22 February 2018 5:55 PM  
**To:** McGill, Lisa  
**Subject:** PM Traffic Report

Hi Lisa

Things weren't too bad today – Bathurst St flowed smoothly but still banked back to the top of the off-ramp by 5.30pm. William Street was about the same as usual - queued back past the Museum by 5.15pm and towards Kings Cross by 5.30pm.

For some reason, the Western Distributor (northbound) banked back from the SHB – this started about 4.50pm and continued right through to when we left at 6pm. The Cahill and Grosvenor St on-ramp were also very slow moving.

I still don't know what time my curtains are being installed tomorrow so I'll let you know once it's confirmed!

Regards

Andrew Glass  
Senior CBD Precinct Planning Manager  
Sydney Coordination Office  
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## Natacha Doust

---

**From:** Glass, Andrew  
**Sent:** Friday, 23 February 2018 5:53 PM  
**To:** McGill, Lisa  
**Subject:** PM Traffic Report

Hi Lisa

William Street was basically empty today....hardly any queues or issues.

Bathurst Street didn't flow too bad – it started to bank up the off-ramp about 5.30pm and by 5.45pm was almost at the Woolstores.

King Street was also heavy today but it was moving so no significant queuing.

Hope you had a good trip on the 504....enjoy your weekend!

Regards

Andrew Glass  
Senior CBD Precinct Planning Manager  
Sydney Coordination Office  
**Transport for NSW**

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**Natacha Doust**

---

**From:** BALLM David <David.BALLM@rms.nsw.gov.au>  
**Sent:** Monday, 27 November 2017 9:55 PM  
**To:** Lisa McGill  
**Subject:** RE: briefing-both-ministers-for-information-brief - reduce pedestrian wait times  
**Attachments:** briefing-both-ministers-for-information-brief - reduce pedestrain wait times.docx

Lisa

I have had a quick look through the attached. What do you think?

I am meeting Harry at 9:30 to discuss.

Regards,

Dave

David Ballm  
Network & Safety Services Manager  
CBD & East Precinct  
Network & Safety Services

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---

**From:** McGill, Lisa [mailto:Lisa.McGill@transport.nsw.gov.au]  
**Sent:** Monday, 27 November 2017 8:39 PM  
**To:** BALLM David  
**Subject:** briefing-both-ministers-for-information-brief - reduce pedestrain wait times

Dave,

A bit more of a brief for your input please.

Comments by COB tomorrow would be great

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## Natacha Doust

---

**From:** BALLM David <David.BALLM@rms.nsw.gov.au>  
**Sent:** Tuesday, 28 November 2017 12:28 PM  
**To:** Steven Issa; TURNER Brad  
**Cc:** Lisa McGill; CAMPARA Harry H; HEAD Steven; BERRY Adam  
**Subject:** RE: CBD 90 Sec Cycle Times

Hi all

Apologies this was more for background than actual signatories at this stage.

Regards,

Dave

David Ballm  
Network & Safety Services Manager  
CBD & East Precinct  
Network & Safety Services

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---

**From:** ISSA Steven C  
**Sent:** Tuesday, 28 November 2017 12:21 PM  
**To:** BALLM David; TURNER Brad  
**Cc:** McGill, Lisa; CAMPARA Harry H; HEAD Steven; BERRY Adam  
**Subject:** RE: CBD 90 Sec Cycle Times

Hi All,

Please note the BN is draft and a little pre-emptive.

We are not at that stage as yet nor have we agreed to proceed.

Regards,

Sl.

---

**From:** BALLM David  
**Sent:** Tuesday, 28 November 2017 12:19 PM  
**To:** TURNER Brad  
**Cc:** McGill, Lisa; CAMPARA Harry H; HEAD Steven; ISSA Steven C; BERRY Adam  
**Subject:** CBD 90 Sec Cycle Times

Brad

Harry and I have had a look through the attached Briefing note and made a few changes. I don't know if we have added too much information but at least it gives good background for anyone hitting this cold.

Kind Regards,

David Ballm  
Network & Safety Services Manager  
CBD & East Precinct  
Network & Safety Services

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## Natacha Doust

---

**From:** BALLM David <David.BALLM@rms.nsw.gov.au>  
**Sent:** Tuesday, 16 January 2018 7:33 PM  
**To:** Giovanni Ramirez cordoba; Lisa McGill; CAMPARA Harry H  
**Cc:** Steven Issa; FORREST Neil; Lara Kirchner; HEAD Steven  
**Subject:** Notes on 90 Second Cycle Time  
**Attachments:** 08-01-2018.docx; 09-01-2018.docx; 10-01-2018.docx; 11-01-2018.docx; 12-01-2018.docx

Dear All

Please see the attached. PTips data to follow when available

Kind Regards,

Dave

David Ballm  
Network & Safety Services Manager  
South East Precinct  
Network & Safety Services

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## Natacha Doust

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**To:** Giovanni Ramirez cordoba; Lisa McGill; CAMPARA Harry H  
**Cc:** Steven Issa; FORREST Neil; Lara Kirchner; HEAD Steven  
**Subject:** Notes on 90 Second Cycle Time  
**Attachments:** 22-01-2018.docx; 23-01-2018.docx

Dear All

Please see attached

As per previous the traffic is noticeably heavier in both peaks.

Regards,

Dave

David Ballm  
Network & Safety Services Manager  
South East Precinct  
Network & Safety Services

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---

**From:** BALLM David  
**Sent:** Tuesday, 23 January 2018 6:18 PM  
**To:** RAMIREZ Giovanni; McGill, Lisa; CAMPARA Harry H  
**Cc:** ISSA Steven C; FORREST Neil; KIRCHNER Lara L; HEAD Steven  
**Subject:** RE: Notes on 90 Second Cycle Time W/C 15th Jan

Dear All

Please see attached notes for the second week of the 90 second trial. No major issues to report except on the 18<sup>th</sup> January when a coach broke down in the ED causing major issues across the network.

Traffic observed at the beginning of this week (commencing 22<sup>nd</sup> Jan) was noticeably heavier and I will get these reports out more frequently. We are also trying to work with Journey Information to determine travel times on key corridors, where possible, together with PTips info when available. We will also get traffic counts at key intersections to confirm (or not) our observed uplift in general traffic this week.

Kind Regards,

Dave

David Ballm  
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South East Precinct  
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South East Precinct  
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**To:** Giovanni Ramirez cordoba; Lisa McGill; CAMPARA Harry H  
**Cc:** Steven Issa; FORREST Neil; Lara Kirchner; HEAD Steven  
**Subject:** RE: Notes on 90 Second Cycle Time W/C 15th Jan  
**Attachments:** 15-01-2018.docx; 16-01-2018.docx; 17-01-2018.docx; 18-01-2018.docx; 19-01-2018 .docx

Dear All

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Traffic observed at the beginning of this week (commencing 22<sup>nd</sup> Jan) was noticeably heavier and I will get these reports out more frequently. We are also trying to work with Journey Information to determine travel times on key corridors, where possible, together with PTips info when available. We will also get traffic counts at key intersections to confirm (or not) our observed uplift in general traffic this week.

Kind Regards,

Dave

David Ballm  
Network & Safety Services Manager  
South East Precinct  
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**Cc:** ISSA Steven C; FORREST Neil; KIRCHNER Lara L; HEAD Steven  
**Subject:** Notes on 90 Second Cycle Time

Dear All

Please see the attached. PTips data to follow when available

Kind Regards,

Dave

David Ballm  
Network & Safety Services Manager  
South East Precinct  
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## Natacha Doust

---

**From:** HEAD Steven <Steven.HEAD@rms.nsw.gov.au>  
**Sent:** Wednesday, 24 January 2018 7:08 AM  
**To:** David Ballm; Giovanny Ramirez cordoba; Lisa McGill; CAMPARA Harry H  
**Cc:** Steven Issa; FORREST Neil; Lara Kirchner  
**Subject:** RE: Notes on 90 Second Cycle Time

Thanks david  
Next week should be interesting when everyone is back  
Regards  
Steven

---

**From:** BALLM David  
**Sent:** Tuesday, 23 January 2018 7:34 PM  
**To:** RAMIREZ Giovanny; McGill, Lisa; CAMPARA Harry H  
**Cc:** ISSA Steven C; FORREST Neil; KIRCHNER Lara L; HEAD Steven  
**Subject:** Notes on 90 Second Cycle Time

Dear All

Please see attached

As per previous the traffic is noticeably heavier in both peaks.

Regards,

Dave

David Ballm  
Network & Safety Services Manager  
South East Precinct  
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**From:** BALLM David  
**Sent:** Tuesday, 23 January 2018 6:18 PM  
**To:** RAMIREZ Giovanny; McGill, Lisa; CAMPARA Harry H  
**Cc:** ISSA Steven C; FORREST Neil; KIRCHNER Lara L; HEAD Steven  
**Subject:** RE: Notes on 90 Second Cycle Time W/C 15th Jan

Dear All

Please see attached notes for the second week of the 90 second trial. No major issues to report except on the 18<sup>th</sup> January when a coach broke down in the ED causing major issues across the network.

Traffic observed at the beginning of this week (commencing 22<sup>nd</sup> Jan) was noticeably heavier and I will get these reports out more frequently. We are also trying to work with Journey Information to determine travel times on key corridors, where possible, together with PTips info when available. We will also get traffic counts at key intersections to confirm (or not) our observed uplift in general traffic this week.

Kind Regards,

Dave

David Ballm  
Network & Safety Services Manager  
South East Precinct  
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**Subject:** Notes on 90 Second Cycle Time

Dear All

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Kind Regards,

Dave

David Ballm  
Network & Safety Services Manager  
South East Precinct  
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**Natacha Doust**

---

**From:** McGill, Lisa  
**Sent:** Thursday, 25 January 2018 1:22 PM  
**To:** BALLM David  
**Subject:** Summary for Minister for 90 second trial  
**Attachments:** UNTITLED.pptx

Dave,

Can you please have a review and make any edits and send back to me today

## Natacha Doust

---

**From:** BALLM David <David.BALLM@rms.nsw.gov.au>  
**Sent:** Tuesday, 30 January 2018 5:15 PM  
**To:** Giovanni Ramirez cordoba; Lisa McGill; CAMPARA Harry H  
**Cc:** Steven Issa; FORREST Neil; Lara Kirchner; HEAD Steven  
**Subject:** RE: Notes on 90 Second Cycle Time  
**Attachments:** 24-01-2018.docx; 25-01-2018.docx; Copy of Traffic Volume - CBD - Cycle time change.xlsx

Dear All

Please see attached. Also note the intersection volume counts from Scats which give an indication of the general traffic trends over the last couple of weeks.

We tried to pick intersections at critical points coming into the city from all direction noting that a lot of sites had faulty detectors.

Kind Regards,

Dave

David Ballm  
Network & Safety Services Manager  
South East Precinct  
Network & Safety Services

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Dear All

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As per previous the traffic is noticeably heavier in both peaks.

Regards,

Dave

David Ballm  
Network & Safety Services Manager  
South East Precinct  
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Dear All

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Kind Regards,

Dave

David Ballm  
Network & Safety Services Manager  
South East Precinct  
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Dear All

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Kind Regards,

Dave

David Ballm  
Network & Safety Services Manager  
South East Precinct  
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## Natacha Doust

---

**From:** McGill, Lisa  
**Sent:** Friday, 2 February 2018 10:48 AM  
**To:** BALLM David  
**Subject:** RE: Summary of 90 second trial.pptx

I'll take the one in yellow out.

Lisa McGill  
Associate Director Planning CBD  
I work part time and I am not available on Thursdays  
Sydney Coordination Office  
Transport Coordination  
**Transport for NSW**

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**From:** BALLM David [mailto:David.BALLM@rms.nsw.gov.au]  
**Sent:** Friday, 2 February 2018 10:45 AM  
**To:** McGill, Lisa  
**Subject:** Summary of 90 second trial.pptx

Slight change on the First page.

Only other comment is are we sure about the bit I highlighted in yellow is traffic in York Street actually causing queues on Sydney harbour bridge?

Regards,

Dave

## Natacha Doust

---

**From:** JOHNSON Lyndall <Lyndall.JOHNSON@rms.nsw.gov.au>  
**Sent:** Tuesday, 6 February 2018 1:22 PM  
**To:** Lisa McGill  
**Cc:** CAMPARA Harry H  
**Subject:** 90 second trial in CBD

Hi Lisa

I was wondering if there were any metrics being captured around pedestrian behaviour and compliance while the 90 second trial is underway?

Thanks and regards

Lyndall Johnson  
Research and Operational Policy Analysis  
Network Operations | Sydney Division

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## Natacha Doust

---

**From:** Glass, Andrew  
**Sent:** Tuesday, 13 February 2018 6:20 PM  
**To:** Lisa McGill  
**Subject:** Pedestrian Travel Time Surveys - 90 second trial  
**Attachments:** TCS 90 sec trial summary.xlsx

Hi Lisa

Attached is a basic summary of the pre and post 90 second trial pedestrian travel time surveys. It looks largely positive, especially some of the corridors which have offered up to a 20 second delay saving per intersection.

Regards

Andrew Glass  
Senior CBD Precinct Planning Manager  
Sydney Coordination Office  
**Transport for NSW**

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## Natacha Doust

---

**From:** McGill, Lisa  
**Sent:** Wednesday, 14 February 2018 10:08 AM  
**To:** Glass, Andrew  
**Subject:** RE: Pedestrian Travel Time Surveys - 90 second trial

Andrew,

Can we have look at the intersections where the dwell times increase. Is it specific locations or across the board?

Any idea why travel times would have increased? It seems odd

Lisa McGill  
Associate Director Planning CBD  
I work part time and I am not available on Thursdays  
Sydney Coordination Office  
Transport Coordination  
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---

**From:** Glass, Andrew  
**Sent:** Tuesday, 13 February 2018 6:20 PM  
**To:** McGill, Lisa  
**Subject:** Pedestrian Travel Time Surveys - 90 second trial

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Attached is a basic summary of the pre and post 90 second trial pedestrian travel time surveys. It looks largely positive, especially some of the corridors which have offered up to a 20 second delay saving per intersection.

Regards

Andrew Glass  
Senior CBD Precinct Planning Manager  
Sydney Coordination Office  
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## Natacha Doust

---

**From:** Glass, Andrew  
**Sent:** Wednesday, 21 February 2018 3:36 PM  
**To:** Lisa McGill  
**Subject:** RE: Pedestrian Travel Time Surveys - 90 second trial  
**Attachments:** TCS 90 sec trial summary.xlsx

Hi Lisa

After a lot of manual sorting and correlating, I am finally confident the data has been cleansed! This has also resulted in an across-the-board reduction in travel times and dwell times – although there is a large variance in the degree of change (see attached).

Let me know if you need any further detailed analysis.

Regards,  
Andrew.

---

**From:** McGill, Lisa  
**Sent:** Wednesday, 14 February 2018 10:08 AM  
**To:** Glass, Andrew  
**Subject:** RE: Pedestrian Travel Time Surveys - 90 second trial

Andrew,

Can we have look at the intersections where the dwell times increase. Is it specific locations or across the board?

Any idea why travel times would have increased? It seems odd

Lisa McGill  
Associate Director Planning CBD  
I work part time and I am not available on Thursdays  
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**From:** Glass, Andrew  
**Sent:** Tuesday, 13 February 2018 6:20 PM  
**To:** McGill, Lisa  
**Subject:** Pedestrian Travel Time Surveys - 90 second trial

Hi Lisa

Attached is a basic summary of the pre and post 90 second trial pedestrian travel time surveys. It looks largely positive, especially some of the corridors which have offered up to a 20 second delay saving per intersection.

Regards

Andrew Glass  
Senior CBD Precinct Planning Manager  
Sydney Coordination Office  
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## Natacha Doust

---

**From:** McGill, Lisa  
**Sent:** Friday, 2 March 2018 8:41 AM  
**To:** Glass, Andrew; BALLM David  
**Subject:** Summary of 90 second trial.pptx  
**Attachments:** Summary of 90 second trial.pptx

Andrew and Dave,

Attached is my high level summary of the project so far.

No one has asked for the information but the request may come.

Regards

Lisa McGill  
Associate Director Planning CBD  
I work part time and I am not available on Thursdays  
Sydney Coordination Office  
Transport Coordination  
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## Natacha Doust

---

**From:** Glass, Andrew  
**Sent:** Monday, 12 March 2018 12:49 PM  
**To:** Lisa McGill  
**Subject:** RE: Summary of 90 second trial.pptx  
**Attachments:** Summary of 90 second trial (updated 12 March).pptx

Hi Lisa

Please find attached an updated version of this document, incorporating the results of last week.

Regards,  
Andrew.

---

**From:** McGill, Lisa  
**Sent:** Friday, 2 March 2018 8:41 AM  
**To:** Glass, Andrew; BALLM David  
**Subject:** Summary of 90 second trial.pptx

Andrew and Dave,

Attached is my high level summary of the project so far.

No one has asked for the information but the request may come.

Regards

Lisa McGill  
Associate Director Planning CBD  
I work part time and I am not available on Thursdays  
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## Natacha Doust

---

**From:** McGill, Lisa  
**Sent:** Tuesday, 10 April 2018 3:37 PM  
**To:** TITA Mohamed; Russell, Kaye  
**Cc:** 'BALLM David'  
**Subject:** Summary of 90 second trial (updated 4 April).pptx  
**Attachments:** Summary of 90 second trial (updated 4 April).pptx

Mo and Kaye,

Here is my summary report for the pedestrian signal evaluation.

Can you have a look and provide any feedback.

If it is OK please use this as a record of the project.

Regards

Lisa McGill  
Associate Director Planning CBD  
I work part time and I am not available on Thursdays  
Sydney Coordination Office  
Transport Coordination  
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## Natacha Doust

---

**From:** McGill, Lisa  
**Sent:** Tuesday, 29 May 2018 4:37 PM  
**To:** ISSA Steven C  
**Cc:** Knoetze, Grant; BALLM David  
**Subject:** Summary of 90 second trial  
**Attachments:** Summary of 90 second trial (updated 4 April).pptx

Steve,

This has the weekly summaries in it from when we were reporting but I would pull that back in a briefing for government.

Let me know what changes you would like me to make.

I will liaise with Dave about options to fix Kent and Druitt Street phasing.

Regards

Lisa McGill  
Associate Director Planning CBD  
I work part time and I am not available on Thursdays  
Sydney Coordination Office  
Transport Coordination  
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## Natacha Doust

---

**From:** McGill, Lisa  
**Sent:** Monday, 2 July 2018 10:09 AM  
**To:** Mckenzie, Lachlan  
**Subject:** RE: Pedestrian wait time BN  
**Attachments:** Summary of 90 second trial (updated 4 April).pptx

Lachlan,

Here is the summary but not for public consumption

Lisa McGill  
Associate Director Planning CBD  
I work part time and I am not available on Thursdays  
Sydney Coordination Office  
Transport Coordination  
**Transport for NSW**

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---

**From:** Mckenzie, Lachlan  
**Sent:** Monday, 2 July 2018 10:05 AM  
**To:** McGill, Lisa  
**Subject:** RE: Pedestrian wait time BN

Hi

Do we have the findings?

---

**From:** McGill, Lisa  
**Sent:** Monday, 2 July 2018 9:56 AM  
**To:** Mckenzie, Lachlan  
**Subject:** Pedestrian wait time BN

Lachlan,

Here is the brief I talked about on Friday. Let me know if we want to lead on this or just send a response back to the Lord Mayor's office.

Regards

Lisa McGill  
Associate Director Planning CBD  
I work part time and I am not available on Thursdays  
Sydney Coordination Office  
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## Natacha Doust

---

**From:** McGill, Lisa  
**Sent:** Monday, 16 July 2018 11:35 AM  
**To:** BALLM David  
**Subject:** FW: Summary of 90 second trial  
**Attachments:** Summary of 90 second trial (updated 4 April).pptx

Lisa McGill  
Associate Director Planning CBD  
I work part time and I am not available on Thursdays  
Sydney Coordination Office  
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---

**From:** McGill, Lisa  
**Sent:** Tuesday, 29 May 2018 4:37 PM  
**To:** ISSA Steven C  
**Cc:** Knoetze, Grant; BALLM David  
**Subject:** Summary of 90 second trial

Steve,

This has the weekly summaries in it from when we were reporting but I would pull that back in a briefing for government.

Let me know what changes you would like me to make.

I will liaise with Dave about options to fix Kent and Druitt Street phasing.

Regards

Lisa McGill  
Associate Director Planning CBD  
I work part time and I am not available on Thursdays  
Sydney Coordination Office  
Transport Coordination  
**Transport for NSW**

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**Natacha Doust**

---

**From:** Lisa McGill  
**Sent:** Thursday, 25 July 2019 12:42 PM  
**To:** Grant Knoetze  
**Subject:** Planning Wins.pptx  
**Attachments:** Planning Wins.pptx

Andrew pulled these together is this what you are looking for?

# 90 Second Trial

## Issue

- Reduce waiting time for pedestrians at traffic signals
- Minimise road trauma from pedestrian crashes

## Challenges

- Keep road network functioning
- Stakeholder expectations

## Outcome

- After an initial 3 month trial, RMS endorsed a 90 second traffic signal cycle time for all intersections in the study area
- Wait times at intersections for pedestrians have generally reduced due to the shorter cycle times
- Pedestrian walking surveys demonstrated most routes experienced an improvement total travel time



# Moore Park Bus Interchange

## Issue

- Reconstruction of Tramway Oval led to demolition of old bus interchange
- New bus interchange required on a like-for-like basis

## Challenges

- Budget constraints and tight timeframe
- Various stakeholders with competing visions
- STA acceptance

## Outcome

- New purpose built facility with 9 bus ranks and provision for up to 30 layover spaces
- Permanent corralling at the most frequently used stands (Stand A and Stand B)
- Safety issues raised by STA addressed within project budget





**Natacha Doust**

---

**From:** BALLM David <David.BALLM@rms.nsw.gov.au>  
**Sent:** Thursday, 1 February 2018 2:45 PM  
**To:** ISSA Steven C; HEAD Steven; KIRCHNER Lara L; McGill, Lisa  
**Cc:** FORREST Neil; MORABITO Joe; RAMIREZ Giovanni; MORAN Craig  
**Subject:** Bridge Street - Cycle Time Increase  
**Attachments:** BN17\_01127 - Attachment A.PDF

Dear All

This email is to inform everyone that we have decided to increase the traffic signal cycle time on Bridge Street (shown in Green in the top right of the attachment) to 100 seconds as part of our ongoing review into reduced cycle times in Sydney CBD. The changes have already been made in advance of this afternoon's peak.

Both RMS and TfNSW will continue to monitor the whole study area.

Please feel free to contact me should you require anything further.

Kind Regards,

Dave

David Ballm  
Network & Safety Services Manager  
South East Precinct  
Network & Safety Services

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Sydney, NSW 2000

# CBD SIGNAL PHASING TIMES





## Natacha Doust

---

**From:** BALLM David <David.BALLM@rms.nsw.gov.au>  
**Sent:** Monday, 12 February 2018 6:11 PM  
**To:** CAMPARA Harry H  
**Cc:** WOOD Denis; McGill, Lisa  
**Subject:** RE: 100 Second Cycle Time on Bridge St

Harry

I had a quick chat with Lisa and pending any input that you have to the contrary, we are minded to leave the cycle times as they are at present.

There seems to be no major problems along Bridge and the neighbouring intersections and given we are approaching the crunch time it may be best to continue as we are for the next few weeks.

Kind Regards,

David Ballm  
Network & Safety Services Manager  
South East Precinct  
Network & Safety Services

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Sydney, NSW 2000

---

**From:** WOOD Denis  
**Sent:** Thursday, 8 February 2018 3:50 PM  
**To:** McGill, Lisa  
**Cc:** CAMPARA Harry H; BALLM David  
**Subject:** FW: 100 Second Cycle Time on Bridge St

Hi Lisa

For your consideration

The intersection of Bridge and George Streets cannot run all 4 phases within the 90 second cycle length. This was changed on 1 February to 100 seconds for Bridge St. After talking with Harry Campara and David Ballm I have looked at other options of changing the maximum to between 90 and 100 seconds at least for Bridge St.

The critical intersection in the study area George and Bridge Streets requires a minimum of 93 seconds to run all vehicle and pedestrian movements. In addition there is often a delay in SCATS communications which could be a couple of seconds per cycle. If the max cycle length on Bridge St is to be reduced from 100 seconds I would suggest it should not be less than 95 seconds. I have prepared the SCATS data to amend Bridge St to 95 seconds if required. The 95 seconds is changeable and could be anywhere between 95 and 99 seconds.

There have been some concerns raised about southbound delays for buses coming off the SHB into York St. With Bridge St running at 100 seconds the SCATS link along Grosvenor Street between York and George Streets has been broken. Based on that I have also prepared SCATS data to increase the maximum cycle length of York St, north of Erskine St to 95 sec. The disadvantage of this is breaking the SCATS link along York St south of Margaret St.

These changes on Bridge and York Streets could implemented together or separately.

Another option would be to run the study area at 95 seconds which would then retain the existing CBD co-ordination

I will be on a cruise next week and will be back on 22/2.

Regards  
Denis

---

**From:** WOOD Denis  
**Sent:** Thursday, 1 February 2018 2:26 PM  
**To:** CAMPARA Harry H  
**Subject:** RE: 100 Second Cycle Time on Bridge St

Harry

Bridge St between #300 and #299 is now running at max of 100 sec cycle length.

Regards

Denis

---

**From:** CAMPARA Harry H  
**Sent:** Thursday, 1 February 2018 2:06 PM  
**To:** WOOD Denis  
**Cc:** TURNER Brad  
**Subject:** FW: 100 Second Cycle Time on Bridge St

Denis,

Can you please implement the 100 second cycle time option for the Bridge Street section – from TCS 300 to TCS 299 (see Email below).

If you have any queries, please give me a call. I will be in a meeting from 2pm – 3:15pm but you can call me on my mobile (s74 - Out of scope).

Regards

Harry

---

**From:** ISSA Steven C  
**Sent:** Wednesday, 31 January 2018 9:07 PM  
**To:** BALLM David  
**Cc:** MORABITO Joe; CAMPARA Harry H; McGill, Lisa; RAMIREZ Giovanny  
**Subject:** Re: 100 Second Cycle Time on Bridge St

Thanks Dave.

I am happy for Harry and the team to look at other options to improve the situation.

Is it possible however that we do both, implement the 100sec cycle length whilst the team looks at other options?

How long will the process take to identify the most suitable option?

Regards,

Steve

Sent from my iPhone

On 31 Jan 2018, at 7:23 pm, BALLM David <[David.BALLM@rms.nsw.gov.au](mailto:David.BALLM@rms.nsw.gov.au)> wrote:

Steve

Following our discussion I spoke to Harry about increasing Bridge Street to a 100 second cycle time.

Before doing this tomorrow he mentioned that it may be worth trying to find a time below a 100 seconds which fits for all the intersections in the study area (95- 98) thereby keeping coordination across the whole CBD.

So do you want Net Ops to investigate finding a number below 100 for the whole CBD or just break the coordination at Bridge St as discussed?

Harry was happy to discuss at a meeting or quick phone conference if this helps.

Kind Regards,

David Ballm  
Network & Safety Services Manager  
South East Precinct  
Network & Safety Services

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Sydney, NSW 2000

## Natacha Doust

---

**From:** BALLM David <David.BALLM@rms.nsw.gov.au>  
**Sent:** Monday, 12 March 2018 12:18 PM  
**To:** McGill, Lisa  
**Subject:** FW: 100 Second cycle sites. York St  
**Attachments:** 08032018103858-0001.pdf

David Ballm  
Network & Safety Services Manager  
South East Precinct  
Network & Safety Services

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Sydney, NSW 2000

-----Original Message-----

From: PAYNE John M  
Sent: Thursday, 8 March 2018 11:53 AM  
To: BALLM David  
Subject: 100 Second cycle sites. York St

Hi Dave,

See rough mark up of sites that are increased to 100 seconds when the schedule is enabled at TCS 3062.

The sites on King St that we looked at yesterday were linked through background data which has now been removed.

Any issues give me a call.

Cheers John

-----Original Message-----

From: John Payne [mailto:john.m.payne@rms.nsw.gov.au]  
Sent: Thursday, 8 March 2018 11:39 AM  
To: PAYNE John M  
Subject: Scanned from REDF0003APIV2275PCL on IP 163.189.30.203

Sent by: 17678 [john.m.payne@rms.nsw.gov.au] Number of Images: 1 Attachment File Type: PDF

Device Name: APIVC2275\_944216  
Device Location: REDF0003APIV2275PCL at Redfern

