

**ITEM 4. GOULBURN STREET PARKING STATION PUBLIC DOMAIN – PROJECT SCOPE****FILE NO: S105102****SUMMARY**

The Goulburn Street Parking Station in the southern CBD has street frontages on Castlereagh, Goulburn and Elizabeth Streets. The public domain around the parking station is currently dominated by temporary jersey kerbs on Elizabeth and Castlereagh Street.

The project aims to improve pedestrian accessibility as well as the visual appearance of the public domain and includes the replacement of the temporary jersey kerbs with permanent bollards, resheeting the asphalt footpaths, footpath widening, new street trees and new smartpoles fitted with LED streetlights along Castlereagh Street.

The parking station sits over the rail corridor between Central and Town Hall Stations and RailCorp is a major stakeholder. RailCorp has provided in principle approval for the replacement of the temporary jersey kerbs with permanent bollards as a means to protect the parking station and rail corridor from possible vehicle impact.

This report details the proposed scope of work for the project.

**RECOMMENDATION**

It is resolved that:

- (A) Council endorse the concept design for the public domain improvements on Elizabeth and Goulburn Streets (Stage 1) as shown in Attachment A to the subject report, for progress to construction documentation and tender;
- (B) Council note the concept design for the public domain improvements on Castlereagh Street (Stage 2) as shown in Attachment A to the subject report; and
- (C) Financial Implications, Attachment D to the subject report, remain confidential in accordance with section 10A(2)(c) of the Local Government Act 1993.

**ATTACHMENTS**

**Attachment A:** Concept Plan – Goulburn Street Parking Station Public Domain

**Attachment B:** Feasibility Study – Greening the Goulburn Street Parking Station

**Attachment C:** RailCorp in-principle approval to replace jersey kerbs with bollards

**Attachment D:** Financial Implications (Confidential)

**(As Attachment D is confidential, it will be circulated separately from the Agenda Paper and to Councillors and relevant senior staff only).**

## BACKGROUND

1. The Goulburn Street Parking Station in the southern CBD has street frontages on Castlereagh, Goulburn and Elizabeth Streets. The public domain around the parking station is currently dominated by temporary jersey kerbs on Elizabeth and Castlereagh Street to protect the building and railway infrastructure underneath from possible damage by an errant vehicle.
2. A proposal to replace these temporary jersey kerbs with permanent bollards has now been developed and Rail Corp has provided in-principle approval for this approach (refer Attachment B).

## Proposal

3. The proposal (refer Attachment A) is for an upgrade of the public domain around the Goulburn Street Parking Station to improve pedestrian accessibility and safety as well as the visual appearance of the area. It includes:
  - (a) replacing the existing concrete jersey kerbs with bollards at 2.8 metre intervals along the kerb line;
  - (b) re-sheeting the asphalt footpaths;
  - (c) widening the footpath along Castlereagh Street, which is currently only 600 to 800 millimetres wide in some sections;
  - (d) new street trees on the widened footpath along Castlereagh Street;
  - (e) improving kerb ramps and footpath cross falls (where possible) to meet the requirements of AS1428 – Design for Access and Mobility; and
  - (f) replacing the existing separate traffic signal and street light poles with combined smartpoles on Castlereagh Street and the intersections with Goulburn and Campbell Street.
4. The City Streets Design Code nominates stone kerbs and granite footpath paving for this area in the CBD. However to deliver the project within budget it is proposed to resheet the asphalt footpaths. Granite paving can be installed at a later stage as part of the granite infill program.

## Staging

5. It is proposed to deliver the project in two stages:
  - (a) Stage 1 – Elizabeth and Goulburn Streets; and
  - (b) Stage 2 – Castlereagh Street.
6. Stage 1 does not require traffic related approvals such as the Central Sydney Transport and Traffic Committee, Local Pedestrian Cycling and Traffic Calming Committee and traffic signal plans, and can proceed to construction documentation and tender.

7. Stage 2 involves changes to the kerb alignment and intersection geometry and will require community consultation and approvals related to traffic and parking changes. Pending the adoption of the State Government's Sydney City Centre Access Strategy, Stage 2 will be further developed in conjunction with other changes that may be proposed along Castlereagh Street.

### **Related Projects**

8. The vehicle exclusion bollards will be designed to visually match the City's new street furniture range.
9. The State Government's draft Sydney City Centre Access Strategy identifies Castlereagh Street as a key bus corridor, as well as a route on the strategic cycleway network. Pending the adoption of this strategy, concept designs for the Castlereagh Street corridor will be developed and reported separately.

### **KEY IMPLICATIONS**

#### **Strategic Alignment - Sustainable Sydney 2030**

10. *Sustainable Sydney 2030* is a vision for the sustainable development of the City to 2030 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress. This report is aligned with the following strategic directions and objectives:
  - (a) Direction 3 - Integrated Transport for a Connected City – the proposal considers the proposed future cycleway and bus layover in Castlereagh Street. These facilities have been identified in the State Government's Sydney City Centre Access Strategy and can be easily retrofitted.
  - (b) Direction 4 - A City for Walking and Cycling – the proposal will improve the pedestrian environment by providing a wider footpath along Castlereagh Street, removing trip hazards at driveway crossovers and improving pedestrian kerb ramps.

#### **Organisational Impact**

11. The project will create additional assets for the City, which will require maintenance. These include new smart poles, bollards, and street trees.

#### **Risks**

12. A risk assessment for the removal of the concrete jersey barriers and their replacement with bollards has been carried out.

#### **Environmental**

13. Stage 2 of the proposal includes the replacement of existing Ausgrid light poles in Castlereagh Street with smartpoles, fitted with LED lighting.

### **BUDGET IMPLICATIONS**

14. The cost estimate for the project is detailed in confidential Attachment D.

