

**ITEM 38. OTHER AUTHORITIES – TEMPORARY TRAFFIC CHANGES –
SHELLEY STREET SYDNEY**

TRIM RECORD NO: 2014/490141

RECOMMENDATION

It is recommended that the Committee endorse the following temporary traffic changes:

- Temporary closure of Shelley Street between Lime Street and Sussex Street until 30 September 2015.
- Temporary installation of a turnaround area on Shelley Street, between Erskine Street and Lime Street until 30 September 2015.
- Temporary conversion of Shelley Street to one-way south between the temporary turnaround area and Lime Street.

DECISION

BACKGROUND

The first occupation of Barangaroo South is planned for July 2015. Wynyard Walk Bridge is an important element of the public domain providing pedestrian access from Wynyard Station to Barangaroo South. The bridge was originally planned to be delivered in time for the first occupation of Barangaroo South. Significant delays have been experienced to the Wynyard Walk Project following a fire that occurred within the Barangaroo South construction site in March 2014. The delivery of a slip road to maintain traffic on Shelley Street during construction was initially part of the Wynyard Walk scope. The proposed closure of Shelley Street aims to recover the original program following the delays caused by the fire by not building this slip road and proceeding directly to building the bridge.

The northern section of Shelley Street between Lime Street and Sussex Street is currently closed following the approval of a Road Occupancy Licence (ROL) by the Roads and Maritime Services' (RMS) Transport Management Centre (TMC) in June 2014. The approval will lapse on 16 November 2014. This submission seeks to extend the current closure of this section of Shelley Street together with network adjustments for the duration of construction of Wynyard Walk Bridge, which is expected to be complete by September 2015.

Due to recent stakeholder concerns in relation to the constrained access to the car park under the 1 Shelley Street building, it is proposed to reopen a short section of Shelley Street to northbound traffic, providing a turnaround area approximately halfway between the intersections of Shelley Street with Erskine Street and Lime Street (See Attachment A). The proposed turnaround would make use of the existing road reserve, shifting the existing taxi ranks to the south to accommodate the turnaround area. The total number of taxi bays will be retained at 5. The existing No Parking area would be removed in order to retain the two 5 minute car parking bays currently in place. The section of the street between the turnaround and the Lime Street intersection would become one way southbound.

COMMENTS

Recent observations following the closure of the northern section of Shelley Street indicated much of existing traffic adjusted to the closure and accessed the precinct via alternative routes through the CBD. A traffic assessment report was prepared by Arup (See Attachment B) confirming that the impacts of the proposal can be managed appropriately.

The turnaround area has been designed to accommodate a U-turn manoeuvre of a standard B99 vehicle. Existing signage on Shelley Street (south of Erskine Street) indicating no entry for vehicles over 6m will be retained. Access for heavy vehicles/garbage vehicles into 1 Shelley Street will not be impacted by the proposed turnaround facility. There are no additional vehicle access points into the buildings north of the turnaround facility on Shelley Street.

Give-way control would be in place for vehicles travelling north on Shelley Street and utilising the turnaround facility. That is, priority is given to southbound vehicles on Shelley Street travelling from Lime Street towards Erskine Street. This is consistent with other similar turnaround facilities across Sydney.

The temporary changes are proposed to be in place until 30 September 2015. A separate application will be submitted under Section 116 of the Roads Act 1993 at a later stage for the permanent closure of Shelley Street, considering the impact of the closure on the surrounding road network. A conceptual diagram of the likely future road configuration is attached to this submission for added context only (See Attachment C). The endorsement of the future road configuration is subject to further detailed investigations and is not sought in this application.

A separate application will be lodged concurrently to seek the endorsement of the Central Sydney Traffic and Transport Committee (CSTTC) for the proposed works. It is likely that a further one-month extension of the current ROL will also be required from TMC to allow adequate time for the application to be considered by the Committee.

CONSULTATION

Extensive consultation was undertaken with key stakeholders about the traffic changes in Shelley Street. All stakeholders were supportive of the proposal to undertake the changes as outlined in this proposal.

Two formal consultative meetings were held with commercial stakeholders on 14 August 2014 and 9 October 2014 to discuss these traffic changes in detail. These meetings included representatives from the following key organisations:

- Brookfield
- KPMG
- American Express
- Westpac
- Knight Frank
- King Street Wharf
- Macquarie Group
- Excel Building Management (responsible for managing tenancies on King Street Wharf)
- Thiess
- Transport for NSW

During these meetings, Brookfield raised concerns about the current arrangement of traffic in Shelley Street, specifically the one way nature of the road impacting trade for

the Secure Park car parking station located at 1 Shelley Street. Brookfield was concerned that reducing this section of Shelley Street to one way traffic has the potential to significantly limit trade to this business. In addition, Brookfield believes that the current traffic situation has encouraged illegal parking along the western side of the street, in front of the Macquarie Group building, devaluing this property. As such, Brookfield was supportive of the delivery of a roundabout to allow two-way traffic to be re-opened in Shelley Street as soon as possible.

FINANCIAL

The delivery of the closure would be a joint effort by the Barangaroo Delivery Authority, Lend Lease and Transport for NSW. Shared funding and resources would be available for the delivery of the proposed works. Lend Lease would undertake the physical works while the Barangaroo Delivery Authority would be responsible for the supervision of the proposed activities.

ATTACHMENTS

Other Authorities – Temporary Traffic Changes – Shelley Street Sydney

Mehra Jafari – Project Director – Mecone

Attachment A - Proposed Temporary Long Term Road Configuration

