

## Traffic Treatment – Permanent Road Closure - Barlow Street, Sydney

File No: S120932.012

### Summary

This report recommends that Council approve the permanent road closure of Barlow Street at George Street to traffic to improve pedestrian and vehicle safety along George Street.

The transformation and delivery of the CBD and South East Light Rail in George Street will generate increased pedestrian activity and it has been identified a closure of Barlow Street to traffic would not only improve safety but prevent large vehicles exiting Barlow Street obstructing southbound traffic including light rail vehicles.

### Recommendation

It is resolved that:

- (A) Council approve the permanent closure of Barlow Street to traffic at George Street;
- (B) a Traffic Management Plan be submitted to the Roads and Maritime Services for the permanent closure of Barlow Street at George Street;
- (C) the proposed permanent closure of Barlow Street be submitted to the Central Sydney Traffic and Transport Committee for endorsement; and
- (D) two sets of bollards be installed in Barlow Street, east of George Street, to prevent vehicle exit.

### Attachments

**Attachment A.** Map of Permanent Closure of Barlow Street, Sydney

**Attachment B.** Local Pedestrian, Cycling and Traffic Calming Committee Minutes of 15 March 2018 - Item 42 - Traffic Treatment - Permanent Road Closure - Barlow Street Sydney

## Background

1. The City of Sydney, on behalf of Transport for NSW, proposes to permanently close Barlow Street, Sydney, at George Street to eliminate conflicts with the CBD and South East Light Rail (Attachment A).
2. The permanent road closure to vehicular traffic will also improve pedestrian safety and accessibility and enhance the local amenity.
3. Barlow Street is temporarily closed at George Street for construction of the CBD and South East Light Rail.
4. On completion of construction, Barlow Street is supposed to be reopened with a one-way westbound traffic flow from Parker Lane to George Street.
5. George Street will have a single southbound lane past Barlow Street and any vehicle over 7.5 metres exiting the street will encroach onto the light rail track.
6. Due to the new traffic signal arrangements at George Street and Rawson Place for light rail, any large vehicle turning left from Barlow Street to George Street will need to drive on the tracks.
7. If traffic signals have a red light, then large vehicles will stop on the tracks and obstruct the southbound light rail vehicle.
8. To eliminate conflicts and improve safety, it is proposed to permanently close Barlow Street to vehicular traffic at George Street but maintain access for pedestrian, cyclists and emergency vehicles with all local access to Barlow Street via Pitt Street.
9. As the proposed permanent closure will form a dead end, a turnaround area is proposed and introduction of "No Stopping" restrictions.
10. The Disability Parking Only spaces will be relocated further east in Barlow Street and the Authorised parking and 2P/4P Ticket parking reallocated as Loading Zone/4P Ticket parking in accordance with the City's Central Sydney On-Street Parking Policy.
11. The permanent road closure is supported by Transport for NSW and Roads and Maritime Services with an in-principle agreement to the closure received on 27 September 2017.

## Key Implications

12. Barlow Street is used by residents and businesses for local access which is still available via Pitt Street.
13. The eastern footpath of George Street is heavily used by pedestrians and this will significantly increase once the light rail is in operation.
14. Emergency vehicle access will still be maintained by removable bollards in Barlow Street.

**Strategic Alignment - Sustainable Sydney 2030 Vision**

15. 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 plan is aligned with the following strategic directions and objectives:
  - (a) Direction 4 - A City for Walking and Cycling - The proposal also helps develop a network of safe, linked pedestrian paths which gives greater priority to pedestrian movements and amenity in the City Centre.
  - (b) Direction 5 - A Lively and Engaging City Centre - The proposal is consistent with Direction 5 as it would increase the quality of open space.

**Budget Implications**

16. Sufficient funds have been allocated in the 2018-19 Minor Works Budget.

**Relevant Legislation**

17. The Roads and Maritime Services is responsible for the control of traffic on all NSW roads and has delegated to Council certain functions to regulate traffic on local roads.
18. The Roads and Maritime Services delegation gives Council authority to approve traffic management road closures under Part 8, Division 2 of the Roads Act 1993.
19. This delegation can only be exercised by the elected Council and is subject to a number of conditions and limitations, including the need to obtain the advice of Council's Local Pedestrian, Cycling and Traffic Calming Committee.
20. If Council agrees to the proposed traffic management road closure, the City must lodge a Traffic Management Plan for approval by the Roads and Maritime Services.
21. The proposed permanent closure of Barlow Street is within the Central Sydney Traffic and Transport Committee's operating area and must be submitted to the Committee for endorsement under section 51L of the City of Sydney Act 1988.

**Critical Dates / Time Frames**

22. Works are to be constructed in the 2018-19 financial year to coordinate with CBD and South East Light Rail reopening of George Street.

**Public Consultation**

23. In compliance with Section 116 of the Roads Act 1993, the City consulted with local residents and businesses for a period of 28 days and advertised in The Sydney Morning Herald and the City's 'Sydney Your Say' website.
24. Letters were sent to local residents and businesses at 22 properties with two submissions supporting the proposal and no submissions opposing the proposal.

25. The supporting submissions agreed that the permanent road closure would improve pedestrian safety and amenity.
26. Letters were also sent to NSW Ambulance, Fire Brigade and Police, Roads and Maritime Services and Transport for NSW.
27. NSW Ambulance, Fire Brigade and Police have no objection to closure of Barlow Street.
28. Transport for NSW supported the permanent road closure of Barlow Street, as it would improve safety and assist operation of the CBD and South East Light Rail on George Street.
29. The Local Pedestrian, Cycling and Traffic Calming Committee meeting on 15 March 2018 endorsed the proposed permanent closure of Barlow Street to traffic at George Street (Attachment B).

**KIM WOODBURY**

Chief Operating Officer

Col Warne, Traffic Project Manager