

Item 40.**Traffic Treatment - Pedestrian Boulevard Extension - George Street, Sydney****TRIM Container No.: 2022/603696****Recommendations**

It is recommended that the Committee endorse the following traffic treatments and parking changes in Sydney subject to Transport for New South Wales (TfNSW) approving the Traffic Management Plan (TMP):

Proposed Stage 1a Works - to be implemented via temporary works on 9 January 2023**In George Street:**

- (A) Footpath widening on the east side of George Street and permanent road closure of the southbound traffic lane of George Street, from Bond Street to Hunter Street;
- (B) Footpath widening on the west side of George Street and permanent road closure of the northbound traffic lane of George Street, from Bridge Street to Hunter Street;

In Jamison Street:

- (A) Permanent road closure of Jamison Street at George Street and extension of footpath across intersection;
- (B) Change road restrictions from one-way eastbound to two-way between York Street and George Street;
- (C) Removal of kerb extension on north side of Jamison Street at York Street and widen footpath on south side of Jamison Street;
- (D) On the north side, install "No Stopping" between the points 0 metres to 21.2 metres, east of York Street;
- (E) On the north side, install "No Stopping Aust. Post Vehicles Excepted 3min Limit 11am-6pm Mon-Fri" & "No Stopping TfNSW Vehicles Excepted All Other Times" between the points 21.2 metres to 28.2 metres, east of York Street;
- (F) On the north side, install "Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat" and "4P Ticket 6pm-Midnight Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays" between the points 28.2 metres to 64.2 metres, east of York Street;
- (G) On the north side, install "Taxi Zone 3pm-6pm Mon-Fri", "Loading Zone Ticket 6am-3pm Mon-Fri, 6am-10am Sat" and "4P Ticket 6pm-Midnight Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays" between the points 64.2 metres to 82.2 metres, east of York Street;
- (H) On the north side, install "Taxi Zone" between the points 82.2 metres to 109.8 metres, east of York Street;

- (I) On the north side, install "No Stopping" between the points 109.8 metres to 121 metres, east of York Street;
- (J) On the south side, install "No Stopping" between the points 0 metres to 36.7 metres, east of York Street;
- (K) On the south side, install "Loading Zone Ticket 6am - 6pm Mon-Fri, 6am-10am Sat" and "4P Ticket 6pm-Midnight Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays" between the points 76.5 metres to 94.4 metres, east of York Street; and
- (L) On the south side, install "No Stopping" between the points 94.4 metres to 121 metres, east of York Street.

In Lang Street:

- (A) On the south side, install "No Stopping" from 0 meters to 18.6 meters; and
- (B) On the south side, install "No Stopping 7am-10am, 3pm-7pm Mon-Fri" and "No Parking Coaches Excepted 15min Limit Other Times" from 18.6 meters to 36.4 meters.

In York Street:

- (A) Install kerb buildout at northeast corner of intersection with Margaret Street; and
- (B) Install "No Left Turn" restriction on York Street (southbound) to Margaret Street.

In Margaret Street:

- (A) Permanent road closure of Margaret Street at George Street and extension of footpath across intersection;
- (B) Install a 10km/h Shared Zone treatment on Margaret Street between Carrington Street and Wynyard Lane;
- (C) Install kerb buildouts and footpath widening between Carrington Street and York Street;
- (D) Change road restrictions from two-way to one-way westbound between York Street and Wynyard Lane;
- (E) Removal of the "No Right Turn 6.30am-9.30am, 3pm-7pm Mon-Fri" and "No Left Turn" restrictions on Margaret Street (eastbound) to York Street and install "Right Turn Only" restriction;
- (F) Install "No Entry" restriction on Margaret Street at east leg of intersection with York Street;
- (G) On the north side, install "No Stopping" between the points 0 metres to 21.8 metres, east of York Street;
- (H) On the north side, install "4P Ticket 6pm-10pm Mon-Fri, 10am-6.30pm Sat, 5pm-10pm Sun & Public Holidays", "Loading Zone Ticket 7am-9.30am 3.30pm-6pm Mon-Fri, 7am-10am Sat" and "No Parking 9.30am - 3.30pm Mon-Fri, 6.30pm-7pm Sat, 12 noon - 5pm Sun Wedding or Funeral Vehicles Excepted" between the points 21.8 metres to 33.8 metres, east of York Street;

- (I) On the north side, install "1/4P Ticket 7am-6pm Mon-Fri, 7am-10am Sat, Sun & Public Holidays" and "4P Ticket 6pm-10pm Mon-Fri, 10am-10pm Sat, Sun & Public Holidays" and "Loading Zone Ticket Other Times" between the points 33.8 metres to 50.4 metres, east of York Street;
- (J) On the north side, install "No Stopping" between the points 50.4 metres to 69.4 metres, east of York Street and from 0 meters to 46.2 meters east of Carrington Street;
- (K) On the south side, install "No Stopping" between the points 0 metres to 69.2 metres, east of York Street; and
- (L) On the south side, install "No Stopping" between the points 0 metres to 69.2 metres, east of York Street; and
- (M) On the south side, install "No Stopping" between the points 0 metres to 32.4 metres, east of York Street.

In Wynyard Street:

- (A) Change road restrictions from two-way to one-way eastbound between York Street and Wynyard Lane; and
- (B) Install a 10km/h Shared Zone treatment in Wynyard Street between Carrington Street and Wynyard Lane.

In Wynyard Lane:

- (A) Change road restrictions from one-way southbound to one-way northbound between Margaret Street and Wynyard Street; and
- (B) Install a 10km/h Shared Zone treatment in Wynyard Lane between Wynyard Street and Margaret Street.

In Carrington Street:

- (A) Install kerb buildouts at intersection with Margaret Street; and
- (B) Install "Left Turn Only" restriction at intersection with Margaret Street.

In Hunter Street:

- (A) Extend footpath across intersection with George Street;
- (B) Install "No Right Turn" and "No Entry Local Access Excepted" restrictions at intersection with George Street;
- (C) On the north side, install "No Stopping" between 0 meters and 32.8 meters east of George Street; and
- (D) On the south side, install "No Stopping" between 0 meters and 32.3 meters east of George Street.

In Bond Street:

- (A) Permanent road closure of Bond Street at George Street and extension of footpath across intersection;

- (B) Change road restrictions from one-way westbound to two-way between George Street and driveway to 16 Bond Street, Sydney;
- (C) On the north side, install "No Stopping" between 0 meters and 33.9 meters east of George Street;
- (D) On the north side, install "P5 min" between 33.9 meters and 45.8 meters east of George Street;
- (E) On the north side, install "Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat" and "4P Ticket 6pm-Midnight Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays" between 45.8 meters and 71.5 meters east of George Street;
- (F) On the south side, install "No Stopping" between 0 meters and 38.2 meters east of George Street; and
- (G) On the south side, install "No Stopping" between 38.2 meters and 58.2 east of George Street.

Proposed Stage 1b Works - to be implemented as part of the permanent works in late 2023

In George Street:

- (A) Footpath widening on the east side of George Street and permanent road closure of the southbound traffic lane of George Street, from Essex Street to Bridge Street;
- (B) Footpath widening on the west side of George Street and permanent road closure of the northbound traffic lane of George Street, from Essex Street to Bridge Street;
- (C) Removal of the "No Right Turn" restriction on George Street (southbound) to Essex Street.

In Essex Street:

- (A) Changes to kerb alignment at intersections with Harrington Street and George Street; and
- (B) Widen footpath on south side of Essex Street.

In Grosvenor Street:

- (A) Install "No Left Turn" restriction on Grosvenor Street (eastbound) to George Street;
- (B) Changes to kerb alignment at intersection with George Street; and
- (C) Removal of the "No Right Turn 6am-10am, 3pm-7pm Mon-Fri" restriction on Grosvenor Street (westbound) to Harrington Street.

In Bridge Street:

- (A) Install "No Right Turn" restriction on Bridge Street (westbound) to George Street.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The City of Sydney's Sustainable Sydney 2030-2050 Continuing the Vision strategic plan identifies George Street as the central spine of the city centre. The vision for George Street is a pedestrianised boulevard designed to provide a focus for public life in the city centre with light rail connecting three city squares – Circular Quay, Town Hall and Central Station.

The City's Community Recovery Plan in response to the Covid-19 pandemic included actions to continue the acceleration of the capital works program to upgrade city streets, parks and playgrounds; work with the NSW Government on city management initiatives such as mobility and transport, temporary footpath widening, cycleways, change signal timing, lower speed limits, travel demand planning and reprioritisation of roads; and invest in the pedestrianisation and activation of north George Street.

George Street, between Hunter Street and Railway Square, has had traffic treatments installed to close the road to general traffic and convert it into a pedestrian boulevard following the introduction of the CBD and South East Light Rail (CSELR).

To continue the pedestrian boulevard, it is proposed to install traffic treatments to close the road to general traffic and widen the footpath of George Street between Hunter Street and Alfred Street.

The proposed extension of the pedestrian boulevard of George Street includes footpath widening, traffic changes and the permanent road closure of nearby streets. These details are shown in the Concept Design included in Attachment A.

Comments

Traffic Management Plan

Approval of the proposed works is subject to acceptance of a Traffic Management Plan (TMP) for the project by TfNSW. The TMP is currently being assessed.

TfNSW have been actively involved in the development of this concept and have provided in-principle approval of the project.

Footpath Widening

The footpath widening along most of the George Street North corridor and on side streets supports City and TfNSW public domain policies and initiatives for greening, economic development, and safety.

Road Closures

The proposed traffic treatments to close George Street North to general traffic will reduce the number of conflicts between drivers and light rails at intersections along George Street. To improve pedestrian safety in the proposed pedestrian boulevard, the speed limit of light rail will be reduced from 40km/h to 20km/h. Despite the reduction of the speed limit, journey times for light rails are expected to improve due to the reduced number of conflicts with drivers and opportunities to optimise the phasing of traffic signals.

The proposed traffic treatments to close Margaret, Bond, Jamison, Dalley and Hunter Streets will require drivers to use alternative routes. This would improve the amenity of the closed areas and journey times for pedestrians and light rail. These diversions are shown in the Local Access Plans included in Attachment B.

Service, Cleansing, Construction and Freight access

Cleansing, construction, freight and servicing vehicles are encouraged to utilise off-street and on-street parking to service businesses, properties and future developments. For special deliveries, vehicular access to George Street via the light rail tracks and stopping in the proposed pedestrian boulevard will be permitted subject to approval from the City, TfNSW and the Light Rail operator.

Emergency Vehicle Access

Emergency vehicles will be permitted to access George Street via the light rail tracks and stop in the proposed pedestrian boulevard under flashing lights.

Local Access

Vehicle access and egress will be maintained to all driveways within the project area, though diversions will be required for some properties.

Kerbside Lane Usage / Parking

To facilitate installation of new shared zones and allow for vehicles to turn around on closed streets installation of "No Stopping" zones and changes to parking are proposed on streets within the project. Requirements for loading, pick up and drop off, mail collection and servicing have been prioritised in the reallocation of remaining kerbside parking. All of George Street within the project is currently signposted as "No Stopping".

Of the parking spaces on Jamison, Margaret, Hunter and Bond Streets, fifty-four of the seventy-eight spaces are proposed to be retained. Furthermore 37 metres of "Bus Zone" will

be converted to "No Stopping" on Margaret Street. No changes are proposed to Wynyard and Carrington Street and Wynyard Lane.

Turn bans

Removal of right turn restrictions from Grosvenor Street to Harrington Street and from Margaret Street to York Street are proposed to facilitate access to The Rocks and egress from the western CBD / Barangaroo respectively.

Staging

The road closures indicated in Attachment A between Hunter Street and Bridge Street will be implemented via temporary works on 9 January 2023.

The permanent construction works will be done in two phases, Hunter to Essex Street, followed by Essex to Alfred Street. Approval is only being sought at this stage to implement the first phase between Hunter Street and Essex Street on a permanent basis.

Further consultation and design development will occur for the section of George Street between Essex and Alfred Streets.

Consultation

The City of Sydney sought feedback about the proposed pedestrian boulevard of George Street from Hunter Street, Wynyard to Essex Street, Sydney from 10 October – 16 November 2022. Multiple channels were used to allow members of the public to contribute, including those listed below.

Community consultation included the following activities:

- 28-day public exhibition of the proposal;
- Two community notifications distributed to 4,965 property owners, residents, and businesses;
- Two e-mailouts to 255 registered stakeholders;
- A briefing to business leaders and industry groups hosted by Lord Mayor Clover Moore;
- 32 individual briefings with affected stakeholders;
- Door knocking 40 surrounding businesses.
- Two advertisements in the Sydney Morning Herald;
- Media announcement;
- Sydney Your Say web page;
- Online feedback form;

The City sought community feedback on three documents, that were available on the Sydney Your Say webpage, all of which contained information about different aspects of the proposed changes. The documents were:

- Concept design – proposed plan of the new pedestrian areas.
- Local access plan – proposed traffic and access arrangements.
- Review of environmental factors (REF)– addresses impacts of the proposal and how they will be managed.

Overall, this engagement captured the views of 267 people, via the following channels:

- 78 online survey responses;
- A stakeholder meeting hosted by Lord Mayor Clover Moore to 15 business leaders, industry groups and government representatives;
- 15 stakeholder meetings with a total of 126 people present;
- 25 email submissions from individuals and organisations; and
- 23 local businesses door knocked.

Out of the 78 online survey responses, there were 36 support submissions and 37 objections. 5 submissions were neutral.

Respondents who expressed support for the proposed pedestrianisation of George Street from Hunter Street to Essex Street did so on the basis that they agreed pedestrians and cyclists should be prioritised over cars, or more simply, that the proposed changes would improve the amenity of the area.

Access was overwhelmingly the largest topic within the feedback received. This feedback came predominantly from people with concerns for how access might be impacted negatively by the proposed changes. Concerns included:

- That vehicle access in the area would become too difficult and people would be forced to take much longer and less efficient routes, and that traffic congestion will be exacerbated. Some respondents argued that these issues would negatively impact the amenity and liveability of surrounding areas.
- That access to driveways for both residential homes and businesses such as hotels would be impeded.
- That deliveries and other loading and servicing activities would be made difficult.
- A couple of other topics of concern were raised like loss of car parking spaces, emergency services access and accessibility more generally.

A detailed engagement report is included at Attachment C.

Financial

The project is jointly funded by the City and NSW Government as part of the Transport for NSW Active Transport Program.

**MICHAEL HARVEY, PROGRAM MANAGER, URBAN DESIGN
ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER**