

Attachment A

Additional Project Scope of Work

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George Street North Pedestrianisation

Summary of Additions to Initial Project Scope

The project scope has expanded from the City's initial proposal developed in 2021 to incorporate numerous authority and stakeholder requirements.

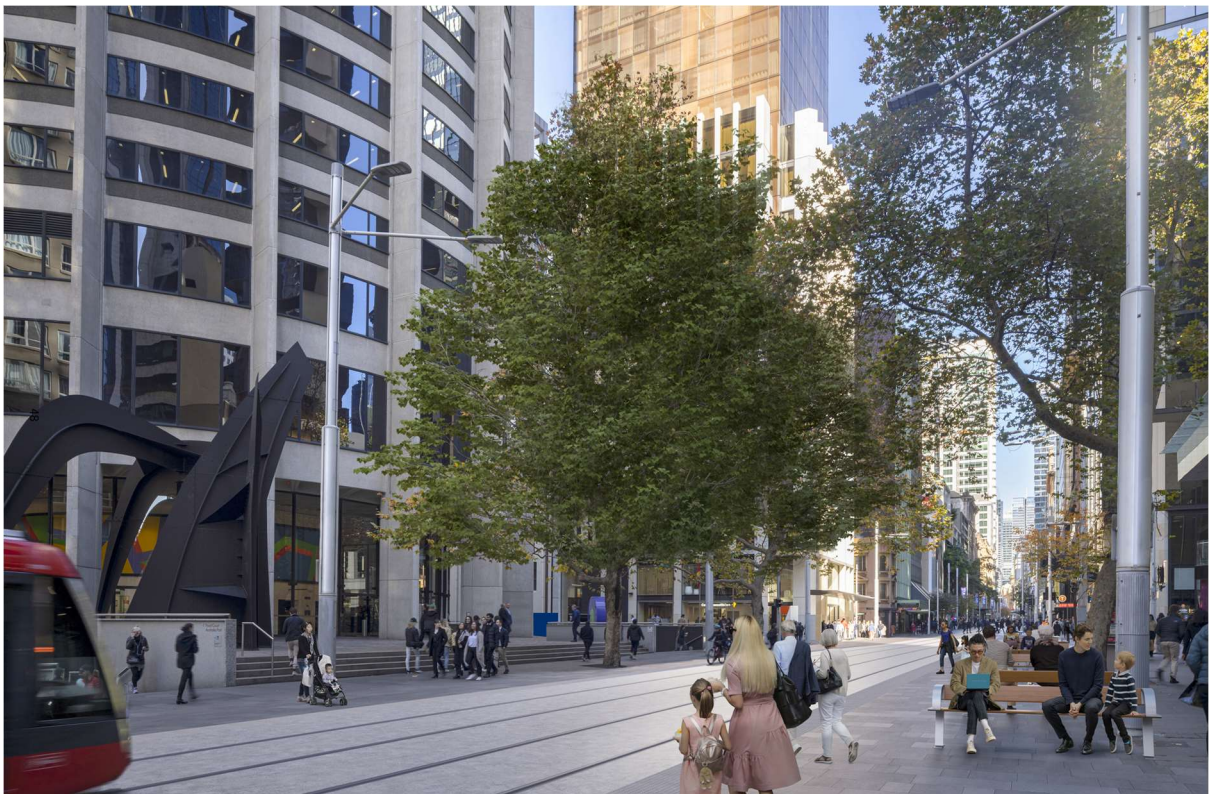
Upon commencing the project, the City formed a project working group with TfNSW and Transdev, the Light Rail operator. The working group has met weekly since June 2022 to refine the scope of work for the project. The working group will continue to meet to help facilitate the successful implementation of the project's proposed substantive changes.

The City has also undertaken extensive community and internal stakeholder consultation.

The resulting expansion of the project site area into the surrounding street network carries with it the need to address an extensive array of legacy intersection configurations and accessibility issues.

The proposed scope of work includes upgrade works required to meet the current City of Sydney, TfNSW and Australian standards.

The following table summarises the changes in project scope associated with authority and stakeholder engagement.



Change Item No.	Change Origin	Location	Change Summary	Additional Scope Required
1	TfNSW	Wynyard Street and Wynyard Lane	Reverse the direction of traffic. Convert trafficked areas into shared zones.	Area to be designed and constructed to adhere to shared zone technical requirements, including upgrading road pavement, street lighting and electrical infrastructure, and stormwater drainage infrastructure.
2	TfNSW	Margaret Street	In response to change item 1, Margaret Street traffic direction of travel is to be amended from 4 lanes bi-directional to one-way westbound.	Four traffic lanes are to be reduced to two traffic lanes. Footpath widening, street lighting, and stormwater drainage infrastructure will be amended to suit the new road geometry. Tree planting and furniture to fit the new footpath environment.
3	TfNSW	Intersection of Margaret Street and Carrington Street	Intersection to be reconfigured to suit changed traffic network arrangements associated with items 1 and 2.	Amend traffic signal poles, lanterns and electrical assets; amend road geometry, kerb and gutter alignment, footpath pavement and grading, street lighting and electrical infrastructure, and stormwater drainage infrastructure.
4	TfNSW	Intersection of Margaret Street and York Street	Intersection to be reconfigured to suit changed traffic network arrangements associated with item 2.	Amend traffic signal poles, lanterns and electrical assets; amend road geometry, kerb and gutter alignment, footpath pavement and grading, street lighting and electrical infrastructure, and stormwater drainage infrastructure.
5	TfNSW	Intersection of Jamison Street, Lang Street and York Street	Existing road geometry was identified as unsuitable for the proposed two-way traffic environment on Jamison Street. The existing	Amend traffic signal poles, lanterns and electrical assets; amend road geometry, signage and line marking, kerb and gutter alignment, footpath pavement and grading, street lighting and electrical infrastructure,

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			intersection does not comply with current technical and accessibility standards - new intersection works require existing non-compliant elements within the project site area to be upgraded.	and stormwater drainage infrastructure.
6	Community stakeholder(s)	Intersection of Jamison Street and Margaret Lane	Construct continuous footpath treatment (CFT) to address accessibility concerns.	Amend road geometry, kerb and gutter, footpath pavement and grading, stormwater drainage infrastructure, bollards and tactile ground surface indicators.
7	Internal stakeholder(s)	Jamison Street and Carrington Street	Existing footpath infrastructure at taxi ranks within the project site was identified as requiring upgrades to meet pending revisions to the Disability Standards for Accessible Public Transport.	Numerous additional footpath kerb ramps are to be constructed at taxi ranks.
8	Community stakeholder(s)	Jamison Street, near Met Centre driveway	The existing footpath does not adhere to equitable access requirements.	Reconstruct footpath pavement, grading, kerb and gutter using City of Sydney standards.
9	TfNSW	Intersection of Grosvenor Street, Harrington Street and Lang Street	Remove the right-turn restrictions and introduce a dedicated right-turn lane. The existing intersection does not comply with current technical and accessibility standards. The new intersection works require all existing non-compliant elements to be upgraded.	Amend traffic signal poles, lanterns and electrical assets; amend road geometry, signage and line marking, kerb and gutter alignment, footpath pavement and grading, street lighting and electrical infrastructure, and stormwater drainage infrastructure.

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10	TfNSW	Grosvenor Street, between George and York Streets and Bridge Street, between George and Pitt Streets	In response to change item 9, the road geometry for the entire length of Grosvenor Street and Bridge Street requires amending to reflect traffic operation changes.	Mill and resheet the entire road surface. Apply new traffic lane line marking.
11	TfNSW	Intersection of George Street, Grosvenor Street and Bridge Street.	Road motor vehicle tracking of reversed curves for opposing lanes of traffic is to be reviewed, as removing turn lanes will likely introduce conflicts.	Amend road geometry, kerb and gutter alignment, footpath pavement and grading, street lighting and electrical and stormwater drainage infrastructure. Tree removal and replacement planting.
12	TfNSW	Intersection of Essex Street and Harrington Street	Alternate construction vehicle egress for current and planned development in Circular Quay is to be facilitated in the project scope.	Turn-path for 19-metre-long semi-trailer construction vehicles requires amendments to traffic signal locations, signage and line marking.
13	TfNSW	Intersection of Harrington Street and Grosvenor Street	Alternate construction vehicle egress for current and planned development in Circular Quay is to be facilitated in the project scope.	Turn-path for 19-metre-long semi-trailer construction vehicles requires amendments to traffic signal locations and line marking.
14	TfNSW	Intersection of Essex Street and Harrington Street	Impacted hotel coach routes to be facilitated in project scope.	Turn paths for coach and tour bus vehicles require amendments to traffic lanes, parking, signage and line marking.
15	TfNSW	Grosvenor Street, between Harrington Street and George Street.	The existing 'open-top' tour bus route will be facilitated in the project scope. The revised route introduces a safety hazard associated with the potential for the 'open-top' bus to clash with an existing mature tree trunk	The existing footpath is to be widened to remove the safety hazard and avoid the removal of an existing mature tree.

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			leaning into the road carriageway.	
16	PMNSW, TfNSW	Intersection of Harrington Street and Grosvenor Street	Increase the length of no-stopping zones to improve the operational efficiency of the intersection.	Adjust kerbside parking signage and posts throughout Harrington Street.
17	Road Safety Auditor	Grosvenor Street	Amendment to road geometry and footpath west of Harrington Street is required to ensure a safe road environment, including a clear line of sight to obstructed traffic signals and safe traffic lane geometry.	Adjust kerb and gutter alignment, reconfigure stormwater drainage infrastructure to suit new kerb alignment, footpath paving works, and relocation of traffic signals.
18	Road Safety Auditor	Grosvenor Street, Bridge Street	Additional road pavement markings are required to comply with AS1742.2	Additional road pavement markings.
19	Road Safety Auditor	Intersection of George Street, Grosvenor Street and Bridge Street	Risk of illegal left turns.	Additional road signage is required.
20	Transdev (light rail operator)	George Street and all project areas upstream of the light rail corridor.	The requirement is to ensure surface stormwater depths do not reach or exceed 15mm on the permanent light rail corridor due to the Aesthetic Power Supply (APS) presence.	Increase stormwater drainage infrastructure upstream of the permanent light rail corridor.
21	Internal stakeholder(s)	Margaret Street	Extension of Non-potable water network to the west.	Installation of additional pipes, hydrants and valves.
22	Internal stakeholder(s)	Intersection of George Street, Grosvenor Street and Bridge Street	The risk of pedestrians walking diagonally through the intersection of the permanent light rail corridor toward the Bridge Street	Reinstate yellow hatched line markings within the light rail corridor throughout the intersection.

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			stop.	
23	Internal stakeholder(s)	George Street	Relocate digital signage impeding pedestrian circulation.	Additional electrical pits and conduit trenches, paving reinstatement and new underground foundation structures.
24	Review of Environmental Factors	Project Wide	Specialist consultants are required on the project to advise on site contamination and landscape designs.	Additional specialised consultants are to be engaged to produce project documentation and reports.
25	Community stakeholder(s)	Margaret Street	Amend streetscape design to improve opportunity for activation associated with adjacent building tenancies.	Relocation of existing streetscape elements, such as a switchboard cabinet and posts, possible amendment to footpath grading and/ or terracing.
26	Design Advisory Panel (DAP)	Side street plaza areas: Margaret Street, Bond Street, Jamison Street, Dalley Street	The Panel advised the introduction of terracing is preferred over designing on a slope.	Introduce paved terraced areas, footpath tie-in grading, low wall structures, steps, tactile ground surface indicators, handrails, utility service lid adjustments, and stormwater drainage infrastructure.
27	Design Advisory Panel (DAP)	George Street intersections with side street plaza areas	Add to the existing avenue of street trees on George Street that might be missing at each side street intersection.	Excavation for tree pits, including structural soil areas, utility service protection and tree planting. Additional furniture is to be installed underneath new tree canopies.