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AH/cjb

6th August, 1968

Clarke Gazzard & Partners,
Architects,
117 Harrington Street,
SYDNEY N.S.W. 2000

Attention Mr. D. Gazzard

Dear Sir,

Pedestrian Mall in Martin Place

Martin Place, the main ceremonial street in Sydney, is of considerable importance to the life of the city. The idea of creating a pedestrian mall at its lower end has considerable appeal in that the Cenotaph could be given a much more favourable environment than it presently enjoys. Furthermore there are few enough spaces which are not given over to the motor vehicle in the heart of Sydney and the addition of a pedestrian mall in such a central location is worthy of the most serious consideration.

We have therefore examined the proposal from the point of view of motor vehicle traffic. There are two types of traffic which must be considered. Firstly, there is traffic which has business in the area either at the G.P.O. or at the other buildings in the block and secondly, there is the traffic passing through the area using Martin Place as part of the general circulation system.

A limited series of traffic counts were conducted to determine the amount of traffic entering and leaving Martin Place in the block between Pitt Street and George Street. The hour between 4.30 and 5.30 p.m. appears from our limited observations to be the busiest on a typical weekday. During this hour a total of 810 vehicles used Martin Place, 580 in the westerly direction and 230 in the easterly. The number of vehicles which actually stopped for drivers to carry out business in the area was hardly significant.

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Closing Martin Place will mean that traffic must be diverted to other routes. There are few parallel routes in the immediate vicinity. King Street to the south at present functions as a one-way street for east-bound traffic. Hunter Street to the north operates for two-way traffic. Thus traffic travelling west along Martin Place must be diverted to either Market Street or Hunter Street. Eastbound traffic can use Hunter Street or King Street. The volume of traffic thus diverted would not appear to give rise to serious problems in any of these parallel streets. Indeed it could be argued that the improvement to traffic flow in Pitt Street and George Street would be of greater benefit to the overall traffic flow in the area than the inconvenience caused by closing Martin Place.

There are several activities carried on in Martin Place which themselves give rise to traffic generation. The most important of these are the P. M. G. mailing boxes and the tourist buses. The mailing boxes themselves would either need to be moved or a parking area for say a dozen cars would need to be provided with a five minute time limit imposed. The latter measure would allow drivers to park, walk to the mailing boxes and return. The optimum solution may be a combination of both.

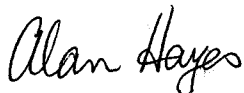
The tourist buses on the other hand offer a service which requires access for buses only a few times each day. Probably the design of the pedestrian area could accommodate the tourist buses, without loss of amenity.

Finally there is one bus route which passes along Martin Place. This is the route between Kings Cross and Wynyard. Rerouting of the bus could undoubtedly be undertaken. The changes to the route would, however, be quite major in view of the fact that Pitt Street is one-way north-bound. To continue running buses past Wynyard Station it may be necessary to leave Martin Place at Castlereagh Street travel north to Hunter Street thence to George Street and Wynyard. From Wynyard the route would then follow George Street to King Street.

We consider, that from the standpoint of motor vehicle traffic, closing of Martin Place between Pitt Street and George Street can be accommodated. We further consider that the provision of pedestrian areas such as this should be provided even at the risk of some inconvenience to motor vehicles. We therefore wish you success in your imaginative planning for the area.

Yours faithfully,

RANKINE & HILL



A. Hayes

Encl.

file 747/C
attch 67.
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Parking Advisory Committee for the City of Sydney

4th Floor, 302 Castlereagh Street, Sydney, NSW
all mail to be addressed to
Box 3927, GPO, Sydney, NSW. 2001
telephone 211 0966 extension 220

AJC:EH

The Town Clerk,
Sydney City Council,
Town Hall,
SYDNEY. 200

25 MAR 1973

our reference P.A.C. 872 your reference

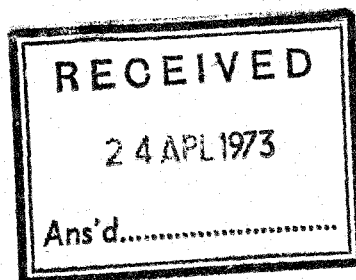
Dear Sir,

Martin Place

.. I enclose herewith copy of a letter
addressed to The Under Secretary, Department
of Lands concerning the proposed closure of
Martin Place.

Yours faithfully,

[Signature]
SECRETARY



Mr Dan Gazzard.

Forwarded for information by direction of Newman Loo Port. LC 18/4

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AJC:EH

The Under Secretary,
 Department of Lands,
 Bridge Street,
 SYDNEY. 2000

25 MAR 1973

our reference P.A.C. 872 your reference

Dear Sir,

Martin Place

I refer to my letter of 21st December, 1972, concerning the proposed closure of Martin Place extending from the eastern side of Pitt Street to the western side of Macquarie Street.

2. This matter was considered by the Committee at its 209th Meeting held in February, 1973, and, having regard to a detailed report prepared by its Technical Sub-Committee, resolved that no objection be raised to the proposed closure provided that it is recognised that there will be some disadvantages to users of Martin Place and other nearby locations.

3. In particular, the Committee has asked that the Minister for Lands and the City Council be made aware of the parking problems likely to occur which are as follows:-

- (1) Steps taken by the Parking Advisory Committee to assist in the successful operation of the existing Martin Place pedestrian plaza between Pitt and George Streets included the provision of additional short term parking for the G.P.O. in the section of Martin Place east of Pitt Street as well as other places. Traffic progress through the section of Pitt Street between Martin Place and King Street is frequently hindered by the on-street parking that is now permitted and the time is approaching when this parking will need to be further restricted. The loss of the Martin Place and the Pitt Street parking will mean that the G.P.O. will not be serviced by on-street parking at any place nearer than Barrack Street or Wynyard Street.
- (2) Existing closures of portions of Martin Place have resulted in the imposition of severe parking restrictions in Hunter Street. The proposed further closures would increase traffic to the extent that a complete prohibition on the standing of vehicles, including those making deliveries may be required on the full length of both sides of the street at least during business hours, and the introduction of one-way movements would have to be considered. Increased restrictions on parking would also be required in King Street, east of Pitt Street.

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(3) Deliveries to the buildings on the northern side of Martin Place now used as a pedestrian plaza have to be made from the busy, congested and narrow Angel Place and considerable inconvenience has resulted. Similar difficulties will be experienced between Pitt and Castlereagh Streets, where deliveries will all be required to be mainly made from Hosking Place.

(4) The on-street parking facilities that would be lost comprise:-

- (i) Pitt Street to Castlereagh Street.
 - north side - 300 feet divided between loading zones and short term period parking (105' now temporarily used for construction purposes) - 24' of Royal Mail vehicle reserve.
 - south side - 174 feet divided between loading zones and short term parking (for G.P.O.) (94 feet temporarily being used for construction purposes) 71 feet authorised vehicles reserve (Commonwealth cars).
- (ii) Castlereagh Street to Elizabeth Street.
 - north side - 95 feet short term parking (bank).
 - south side - 39 feet short term parking. 25 feet for use by persons being set down from vehicles arriving at Prudential building. 49 feet Taxi Stand.

(5) Prior to the opening of the pedestrian plaza this section of Martin Place was used for parking by over 500 vehicles daily for essential business purposes. Complaints in regard to this loss have died away except in relation to the G.P.O. A corresponding reduction in business activity could be expected from further closures but no doubt complaints of the loss of parking space in the sections now proposed to be closed to vehicles would not be sustained. Recent surveys showed that between 9.30 a.m. and 4.30 p.m. 232 vehicles parked in the section of Martin Place between Pitt Street and Castlereagh Street; 95 vehicles parked between Castlereagh and Elizabeth Streets and 54 vehicles parked between Elizabeth Street and the Railway construction works at the eastern end of Martin Place.

Demolition and reconstruction of the sites of any of the buildings fronting the portions of Martin Place proposed to be closed would be almost impossible without the re-opening of the street to heavy vehicles. Severe difficulties in this connection are at present being experienced in the existing Plaza, where Challis House is being

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renovated. The renovations are possible only because of the availability of the narrow Angel Place, where unacceptable inconvenience to shopkeepers is being caused. Similarly, development approval granted Lend Lease Pty.Ltd. for the Hotel Australia site includes use of a Construction Zone on the southern side of Martin Place for a period of 18 months.


4. This Committee is also very concerned at the effect of the proposed closure of the eastern end of King Street will have on traffic conditions in this sector of the City.

The traffic arrangements designed to accommodate this closure included the widening of Elizabeth Street between King Street and St. James Road, involving the demolition of the old Supreme Court building.

There have already been moves to preserve this building which was designed by Francis Greenway and it is not unlikely that the plans to widen Elizabeth Street will be frustrated. In any event, this Committee is of the opinion that it would be prudent to keep the eastern end of Martin Place open for the time being against this eventuality. Use of the eastern end of Martin Place as a central City bus terminal should also be considered and the views of the Government Transport Division of the Public Transport Commission should be sought on this suggestion.

5. It will be appreciated if the Committee's conclusions could be brought to the Minister's attention. A copy of this letter has also been forwarded to the City Council.

Yours faithfully,


SECRETARY