

Memorandum/instruction

Job MARTIN PLACE ACTION PLAN NO. 24
re MARTIN PLACE CLOSURE - OBJECTIONS
to from
D. GAZZARD P. CASEY

copies to File 7247 date March 15, 1973

1. Parking Advisory Committee

Report available within two or three days.
SPA concerned about whether closure of the top end of Martin Place would necessitate demolition of the Supreme Court building when King Street is closed. Notation that Bent Street is now two-way and plans are being formulated to widen Bent Street to five or six lanes as part of the scheme to facilitate traffic movement in the northern end of the City following the opening of the Opera House.

2. Police

The police claim about traffic in Hunter and King Streets was not substantiated in the "Before" and "After" study associated with the closure of the lower end of Martin Place. The number of vehicles now using the section of Martin Place between Elizabeth and Pitt Streets is low and could be absorbed elsewhere (Sydney City Council counts substantiate this).

Concerning access to adjacent buildings, it ~~should~~ be noted that no vehicular access has ever been allowed to buildings from Martin Place.

While the question of the King Street closure could have some bearing on the section of Martin Place between Elizabeth and Macquarie Streets, it is irrelevant concerning the section between Elizabeth and Pitt Streets.

The re-introduction of two-way traffic in Bent Street was partially a result of the need to relieve the intersection of Macquarie and Hunter Streets following the temporary closure of Martin Place for the construction of the Eastern Suburbs railway. Two-way traffic in Bent Street allows west bound traffic to proceed via Bent Street to Elizabeth Street or via Bent and Spring Streets to Pitt Street.

The claim that the elimination of right hand turning movements from Macquarie Street and Elizabeth Street at Martin Place would cast an additional traffic load on the Elizabeth Street - Market Street intersection has no foundation. Currently due to the closure for the Eastern Suburbs railway there are no right turns at Macquarie Street and the Sydney City Council counts at Elizabeth Street indicate only a small right turning movement.

The last paragraph concerning "other adjustments to traffic arrangements etc" is simply a rambling truism which is too vague to be commented on. It has no substance whatsoever unless concrete proposals are made.

3. Public Transport Commission of NSW (Bus Division)

Demand for interchange between Eastern Suburbs and Northern Suburbs transport services can be best met at the Town Hall Railway Station. The demand that cannot be met in this manner is likely to be insignificant. Certainly some measure would be required.

In anticipation of the opening of the Eastern Suburbs Railway and the subsequent removal of many buses from Pitt, Elizabeth and Macquarie Streets a complete reappraisal of bus services within the CBD is necessary. For example, now that the Western Distributor Stage 1 has been completed, it should be possible to extend Northern Suburbs buses to the Town Hall or beyond instead of terminating in Carrington Street. Similarly services on the eastern side of the CBD could be extended past Martin Place to a destination further south.

The closure of the lower end of Martin Place actually had a beneficial effect on buses in Pitt Street and there is no reason to believe that similar benefits won't be felt in Castlereagh, Elizabeth and Macquarie Streets on closure of the balance.

It is worthy of note that total PM peak hour bus volumes in Elizabeth and Pitt Streets will drop by about 35 % following the opening of the Eastern Suburbs Railway to Bondi Junction.