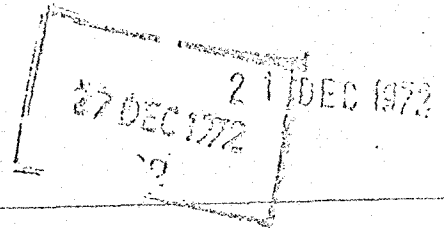


objection
Parking Advisory Committee for the City of Sydney

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

AJC:EH

The Under Secretary,
Department of Lands,
Bridge Street,
S Y D N E Y. 2000.



our reference PAC 872

your reference

Martin Place

I refer to the notification by the Minister for Lands in Government Gazette No. 124 of the 24th November, 1972, of 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 discussed at the December meeting of the City of Sydney Parking Advisory Committee and I am directed to inform you that the Committee wishes to lodge a formal objection to the abovementioned proposal.

3. However, it will be appreciated if an extension of time could be granted for the preparation of a report by the Technical Sub-Committee and on receipt of this report a detailed submission will then be made by the Committee to the Minister.

4. Your assurance that the Committee's representations will be taken into consideration will be appreciated.

JMA

dc
Roads Branch
27-12-72

A. Cook
Secretary

Action

- 1) Contact Chapman for Progress Report.
- 2) Discuss with H. C. C. re Previous Discussion and Meeting.

TELEGRAMS AND CABLES
REMITTANCE—SYDNEY
TELEX. AA 20535

COMMISSIONER'S OFFICE
64 BRIDGE STREET, SYDNEY

TM:OM

LETTERS BOX 45 G.P.O.
SYDNEY, N.S.W. 2004
TELE. 2 0566 EXT. 3238
REF. P3.76/1980/2299

The Under Secretary,
DEPARTMENT OF LANDS.

21st December, 1972.

29 DEC 1972

P4

SUBJECT:

Proposed closure of additional sections of
Martin Place to extend the Pedestrian Plaza.

REFERENCE:

Your communication of the 1st December, 1972,
Rds. 72.884.

* * * *

1. Consideration has been given within this Department to the likely effects from a traffic point of view in the event of approval being given to the proposed extension of the Plaza in Martin Place, by the closure to vehicular traffic of additional sections of that street.

2. While in the view of the Sydney City Council the existing Pedestrian Plaza in Martin Place has been a success, it has undoubtedly resulted in additional traffic volumes in the lower section of Hunter Street and has also affected to some extent traffic volumes in King Street. Beyond doubt the closure to vehicular traffic of the remainder of Martin Place would accentuate this situation. It is appreciated that the more easterly portion of the street is at present blocked to traffic by reason of work in connection with the Eastern Suburbs Railway. However, the section between Elizabeth and Pitt Streets is still used by an appreciable number of vehicles. *How many!!*

3. This Department has reservations on the advisability of closing Martin Place to traffic for its full extent and is certainly opposed to any such action being approved at this juncture. In the first place it is felt that special regard must be given to the consequences such a course may have on the ability of the street system to service the buildings in the adjacent city blocks should Martin Place be closed in the manner suggested. The effects on facilities for parking in the area would also need close examination and it is understood that this aspect is being investigated by the Parking Advisory Committee which will no doubt submit its views to your Department.

4. It is the opinion of the Police Authorities that no decision to permanently close Martin Place to vehicular traffic should be taken before the proposed road system in King Street - St. James Road associated with the development of the Commonwealth/State Law Courts has been completed and in particular the proposed widening of Elizabeth Street between King Street and St. James Road, enabling the effects of the changes in that area to be assessed. By reason of the close proximity of the two locations there would obviously be an inter-action from any major alterations at either point. Hitherto the pattern of traffic movement from King Street into St. James Road has been accepted as a basis for the design and layout of the new Courts and the reconstruction of Queens Square and it is deemed essential that full consideration be given to the effect of the possible closure of Martin Place on the ultimate system.

Received

-2 JAN 1973

5. There are several measures which from the aspect of a satisfactory traffic flow would be desirable now but which would be essential if the Plaza were extended for the full length of Martin Place, and would in fact be a pre-requisite to any such action. For reasons not associated with the closure of Martin Place, two-way traffic has recently been re-introduced in Bent Street. The width of this thoroughfare leaves something to be desired under existing conditions but if Martin Place were closed the need to widen Bent Street to cater for the added traffic problems which would be diverted there would be even more pressing and preferably six lanes should be provided for vehicular traffic, three in each direction.

It was!

*Is there
not provision
for widening
in any case
this is
irrelevant
to the
section
west of Elizabeth St*

6. *Nil* The elimination of *How much* right hand turning movements from Macquarie Street and Elizabeth Street at Martin Place would cast an additional traffic load onto the Elizabeth Street - Market Street intersection. Right hand turns at this point could hardly be eliminated but the existing very heavy pedestrian concentration crossing from the entrance to St. James Railway Station interferes both with these turning movements and traffic continuing in Elizabeth Street. The closure of Martin Place would necessitate increasing the capacity of the King Street, St. James Road and Market Street intersections with Elizabeth Street and the most logical means of achieving this is the elimination of all pedestrian movement over the latter street at the Market Street intersection. This would be a major undertaking, probably requiring the construction of a system of pedestrian subways but is regarded as a project most necessary before consideration can be given to the closure of Martin Place. It is understood that the Centre Point project being developed envisages a pedestrian subway pattern along the northern side of Market Street to Elizabeth Street and this may make the separation of vehicle/pedestrian activity in Elizabeth Street at the intersection a feasible proposition.

Does it?

7. There are quite a number of other adjustments to traffic arrangements which it is felt would be required in conjunction with permanent closure of Martin Place to vehicles, including some one way movements in certain streets in adjacent city blocks, prohibition of some turning movement etc. It is not deemed necessary to outline these in detail for the present purpose but mention is made of these aspects to indicate the wide reaching nature of any decision to adopt the proposal, which must be firmly opposed by this Department at this stage.

*What are
they?*

A. W. Lane
Assistant Commissioner of Police.

EXTRACT from Report from Public Transport
Commission of N.S.W. (Bus Division),
dated 20th December, 1972.

".... the only immediate requirement this Department has in respect of Martin Place relates to the preservation of continuity of the north/south streets in which the main City bus services operate.

In the longer term, however, it is believed regard should be paid to the desirability of providing convenient interchange between trains on the Eastern Suburbs Line and buses serving the northern suburbs. The former northern suburbs bus terminus in Martin Place was located immediately adjacent to the proposed railway entry points. The substitute terminus in Gresham Street is quite remote from Martin Place and, in fact, has been the subject of continued public complaint on the grounds of its remoteness from the central City area. Restoration of the terminus to Martin Place is therefore seen as being very much in the public interest.

Due regard will also have to be paid to the effect of the proposed closure on the adjacent street system, particularly in the light of the projected closure of the eastern end of King Street in connection with the erection of the new Law Courts Building. The Department will be anxious to be assured by the traffic authorities that closing Martin Place will not have a deleterious effect on major bus flows in the north-eastern sector of the City.

Putting aside traffic considerations, the Department sees no disability so far as bus operation is concerned in the closure of Martin Place west of Elizabeth Street. However, in view of the fact that the section east of Elizabeth Street will be occupied for railway workings for several years to come, the Department submits that consideration of the proposal to close Martin Place in the section between Elizabeth Street and Macquarie Street should be deferred until the railway work is closer to completion and more is known of future traffic and travel patterns."

J Mc Kerral & Western Distributor

This
can be
achieved
at Martin
Place or
Town Hall

Not necessarily
the answer
The whole routing
system needs revision

If stage 1, is
any good it
will be beneficial