

Engagement report – George Street, Rawson Place to Pitt Street upgrade

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Overview

Background

The City of Sydney is extending the George Street pedestrian boulevard from Bathurst Street to Rawson Place. This is part of our response to the Covid-19 pandemic and will complete our vision for a fully pedestrianised George Street. Overall, the project will create 9,000 square metres of extra space, with wider footpaths to enable physical distancing, and new spaces for businesses to operate.

As part of the George Street South Pedestrian Boulevard project, the City is proposing to upgrade the public domain in George Street, between Rawson Place and Pitt Street, with wider footpaths, new trees and street furniture.

To achieve the boulevard vision and create a pedestrian and business friendly environment, the following traffic and parking arrangements are proposed:

- 45 metres of coach parking;
- Four Loading Zone / 4P Ticket bays;
- Three Funeral / Wedding parking bays;
- Introducing a “No Left Turn” restriction from George Street to Pitt Street; and
- Introducing a “No Entry” restriction for northbound traffic from George Street at Railway Square into George Street

This report outlines the engagement activities undertaken during the consultation for this proposal, and a summary of feedback received during the consultation period.

Engagement summary

We first sought feedback from the community on the George Street South Pedestrianisation proposal in September and October 2020. Feedback received during the public exhibition has been considered in this proposal.

The City also met with stakeholders during 2021, which has further informed the proposal.

From 8 December 2021 to 10 January 2022, we asked the community for feedback on the design plan for George Street between Rawson Place and Pitt Street, including changes to the public domain, street parking and access. The consultation period was further extended to 31 January 2022 to give the community more time to make a submission over the holiday period.

Consultation was based on the advice of the City of Sydney, and state and federal government regarding COVID-19 safe guidelines. This has included online engagement activities in place of face-to-face meetings. Online engagement included an e-mailout and letterbox drop, and online stakeholders meetings.

Purpose of engagement

- To seek feedback from the community on the proposed design and associated parking and access changes
- To raise awareness and understanding in the community about the proposed changes

- To determine level of satisfaction with the proposal
- To explain the next steps and timeframes for the project

Engagement activities

The engagement approach has operated inline with COVID-19 safe guidelines.

Activities included:

- A letter, with enclosed design plan, local access plan, and proposed parking plan, distributed to 561 surrounding property owners, residents and business occupants
- Stakeholder emails sent to a database of key stakeholders, including local businesses and Haymarket Chamber of Commerce
- Online stakeholder meetings offered in place of face-to-face meetings
- A project contact and email address for submissions and more information

Response snapshot

Table of responses

Quantity	Description of activity
86	Individuals signed a submission
74	Total submissions
37	Submissions on behalf of Christ Church St Laurence
33	Submissions on behalf of Chinatown businesses
2	Submissions from youth hostels
2	Submissions from community (residents, workers)

A total of 74 submissions were received during the consultation period.

Thirty seven of these submissions (50%) were from members of the Christ Church St Laurence parish and council. Thirty three of these submissions (45%) were from/on behalf of Chinatown businesses. Two submissions (3%) were from youth hostels operating in the area, and a further two submissions (3%) were from city residents/workers.

Key findings

Overview of key findings

The following table is a snapshot of the most common topics raised in submissions, and how many submissions commented on the topic.

Table of common topics

Quantity	Description of topic
67	“No Left Turn” restriction from George Street to Pitt Street
67	“No Entry” restriction for northbound traffic from George Street at Railway Square into George Street
38	Changes to street parking
37	Christ Church St Laurence
33	Impacts on Chinatown businesses
33	Coach parking
27	Christ Church St Laurence driveway access
27	Reducing number of traffic lanes
26	Changes to loading zones
1	Traffic lights at George Street and Rawson Place

The most common topics raised in submissions were regarding the proposed changes to vehicle access and parking associated with the public domain improvement works. Sixty seven submissions (91%) opposed both the introduction of a ‘No Left Turn’ restriction for vehicles from George Street to Pitt Street, and the “No Entry” restriction for northbound traffic from George Street at Railway Square into George Street. Thirty eight submissions (51%) commented on the proposed changes to street parking.

A high proportion of submissions received (thirty seven submissions or 50%) were regarding Christ Church St Laurence. Twenty seven of these submissions (36%) raised concerns about no demonstrated right turn northbound on George Street into both Christ Church St Laurence (CCSL) driveways.

A high proportion of submissions received (thirty three submissions or 45%) were regarding Chinatown businesses, and the impacts on businesses due to vehicle access changes in the area including from Thomas Street closure at Hay Street end.

Thirty three submissions (45%) commented on the 45m coach parking zone, and twenty six submissions (35%) mentioned changes to loading zones arrangements. Other topics raised

included traffic congestion caused by reducing the number of traffic lanes on George Street between Rawson Place and Pitt Street (raised in nineteen submissions).

“No Left Turn” restriction from George Street to Pitt Street

The proposal to install a ‘No Left Turn’ restriction from George Street into Pitt Street was the most common topic raised in submissions. Sixty seven submissions (91%) opposed the introduction of a ‘No Left Turn’ for vehicles travelling south on George Street into Pitt Street.

This issue was raised in submissions from businesses operating in the Haymarket/Chinatown area, members of the Christ Church St Laurence (CCSL) parish council and parishioners and local residents.

Comments include:

- What is the detriment of leaving the left turn in place?
- The pedestrian crossing in Pitt Street has moved to the north, creating enough room for more than 1 car to turn left and stop before the crossing.
- A red arrow comes on when the lights turn green for George Street traffic proceeding south. It provides pedestrians with safety from turning vehicles and gives adequate time to cross.
- The volume of traffic exiting George Street at Railway Square has been very considerably reduced by the other arrangements further north in George St. If an issue arises by reason of reducing southbound traffic to one lane southwards in George St in that block, a small second turning lane could be provided for at the intersection.
- Retaining this left turn is critical – not only for CCSL parishioners who live to the east and north of the church, but most especially for the Rector, Senior Assistant Priest and Honorary Assistant Priest when called out to attend promptly to the sick and dying in St Vincent’s Hospital and parishioners’ homes to the east and north of the church.
- Introducing a ‘No Left Turn’ from George Street into Pitt Street is not business friendly and hostile to businesses in the Chinatown area
- A driver who needs to drive from ‘southern Chinatown’ to Pitt Street/Eddy Avenue will need to go all the way down Ultimo Road, left to Harris Street, on to Regent Street, left to Lee Street and then on to Pitt Street
- Preventing cars turning left would require people heading east or north from that block to drive a considerable distance south up Regent Street to Cleveland Street and Chalmers Street before being able to turn back northwards. That is a serious imposition for little or no benefit in traffic movement. I strongly urge that this proposal be abandoned.
- There is a Church retirement village in Albion Street and also Potts point where some of our regulars live. We pick them up and take them home - now it would seem a very long and not very scenic drive will be required to do so.
- Restricting vehicular access to and from the church would consequently restrict the ability to ‘drop off’ elderly and disabled parishioners attending CCSL

Suggestions include:

- Retain the existing left turn southbound from George Street south into Pitt Street by acknowledging that the displacement north of the existing pedestrian crossing in Pitt Street from Central Station actually allows up to 2 cars to turn left into Pitt Street and stop short of this new pedestrian crossing without requiring a change to traffic light sequencing at this intersection. CCSL related cars are among the most frequent vehicles to use this turn and there are no buses programmed to use this turn.
- The preparation of a traffic report and business impact assessment relating to all traffic changes affecting the Chinatown area arising from the George Street pedestrianisation

project including the proposal to install 'No Left Turn' and 'No entry' signs as well as the closure of Thomas Street at Hay Street

- Carry out further consultation after the above information is provided
- Not proceed with traffic arrangement changes in the meantime
- Re-open Thomas Street at Hay Street, given the Inner West Light Rail has temporarily been shut down
- Opening Rawson Place to vehicular traffic, from Eddy Avenue to George Street, and not just be limited to STA buses.
- Opening Valentine Street to allow vehicular traffic from George Street.

“No Entry” restriction for northbound traffic from George Street at Railway Square into George Street

Sixty seven submissions (91%) opposed the “No Entry” restriction for northbound traffic from George Street at Railway Square into George Street, making it equally the most common topic raised.

Comments include:

- What benefit is obtained from preventing left turns into George St from Railway Square for vehicles travelling north? If the issue is the pedestrian crossing, that can be dealt with by a red arrow, if it is needed at all.
- Introducing a 'No entry' from George Street at Railway Square into George Street is not business friendly and hostile to businesses in the Chinatown area
- A driver who wants to reach the section of Ultimo Road between George Street and Quay Street from the west via Parramatta Road will have to detour to City Road. Cleveland Street, Regent Street, then Lee Street before getting into George Street to turn left to Ultimo Road
- “Your traffic officer told us that around 200 vehicles are expected to use this detour during peak hours. How is that a manageable number? That is more than 3 cars per minute. You will be creating bottlenecks and increased traffic down small streets. It's hardly an efficient solution. Has the council considered the safety implications of 200 cars pulling out back onto George St (into a pedestrianised area)?”
- Eliminating the northbound entry into George Street from Railway Square – “How on earth do we get a vehicle - wedding car, funeral cortege, the families who live in the premises accommodation. The service people, organ tuners, bell ringers, food deliveries etc. I cannot see how a vehicle coming via Valentine Street OR any other direction can now get access to the driveways of the church.”

Suggestions include:

- Retaining the existing northbound straight ahead/slight left turn from George Street, Railway Square, into the main George Street. While noting that part of this footpath area will be widened, the left lane of these three lanes into Pitt Street northbound could include optional slight left to continue along George Street northbound in the same traffic light sequence, thus also allowing access to the loading zone parking spots on the western side of George Street.
- The preparation of a traffic report and business impact assessment relating to all traffic changes affecting the Chinatown area arising from the George Street pedestrianisation project including the proposal to install 'No Left Turn' and 'No entry' signs as well as the closure of Thomas Street at Hay Street
- Carry out further consultation after the above information is provided
- Not proceed with traffic arrangement changes in the meantime

- Re-open Thomas Street at Hay Street, given the Inner West Light Rail has temporarily been shut down

Changes to street parking

Thirty eight submissions (51%) commented on changes to street parking. Concerns about the lack of parking, particularly for those less mobile and reliant on cars to access the city, were raised in submissions on behalf of Christ Church St Laurence (CCSL) and Haymarket businesses.

Comments include:

- Submissions by CCSL raised concerns about a 2/3 decrease in the number of street parking bays on George Street (from about 12 to 4) – the 2 proposed loading zones would become 4P ticket parking for total of 4 cars 6pm-10pm M-F and 10am-10pm Sat; 8am-10pm Sun and public holidays. Currently on Sundays, there are about 7 parishioner cars which park in George Street. The loading zone on the western side of George Street could only be accessed from Lee Street.
- Lack of parking for those with mobility issues – “I have a disability Parking Permit, but there are no public disabled parking spaces nearby.”
- “We support pedestrianisation in a balanced way. Not everyone is able to take public transport. For example the elderly and those with disability. City of Sydney talks itself up as a place for inclusion, but this doesn't seem right at all.”
- Substantial reduction in street parking bays will inhibit people relying on driving to access the Church – “There are quite a few long time parishioners at Christ Church who can only attend because there are adequate parking spaces near the Church. Please do not take this facility away from us”, and “I am a long term City of Sydney resident. I am a parishioner of Christ Church St Laurence, and participate there in a range of community support and events, including daily welcome and care to people in need, more than 20 regular weekly church services, and special services such as funerals. Many of these aspects of community gathering and support require drop-off and pick-up of people with limited mobility, or access by vehicles such as funeral transport.”
- Access and parking for those involved in running events in the church hall is an issue often overlooked
- The 45 metres of coach parking on the CCSL side of George Street decreases the amount of street parking for those attending CCSL and businesses
- Is it necessary to limit parking to parking bays? To facilitate the ease of attending church services, retaining parking as it currently exists, south of the church, would facilitate this objective.

Suggestions include:

- Increase the length of the 2 loading zones to accommodate up to 4 cars each
- Increase parking by including angle parking along the eastern side of George Street
- Widening the footpath on one side only
- Removing bus/coach parking arrangements
- Ensuring that there is adequate on street disabled parking for parishioners with mobility issues
- The proposal also proposes making an area south of the church “No Parking, Wedding of Funeral Vehicles Excepted”, as shown below. Would it be possible for this to be available for normal parking, when not required for weddings and funerals?
- Drop off/pick up option for parishioners attending CCSL – “some of us more mobile pickup and bring people in for services. especially the Wednesday Healing Service”

Christ Church St Laurence

Christ Church St Laurence (CCSL) is a 176 year old heritage listed Anglican Church. It is located on George Street between Pitt Street and Rawson Place. The parish of CCSL (and the Anglican Church Property Trust) owns and occupies three buildings in the triangular block of George and Pitt Streets and Rawson Place.

In addition to normal church services, weddings and funerals, the hall is hired out for functions. Community support activities include free sandwiches and coffee and operating an overnight shelter for homeless men on Saturday nights. The church has leased its lower level of hall to The Haymarket Foundation, providing free medical services to homeless people.

A high proportion of submissions received were from members of the Christ Church St Laurence parish and council. We received thirty seven submissions (50%), signed by a total of 49 people. The main concerns were around parking, access and traffic. Comments expressed concern at the proposal to remove street parking near the church, preventing cars from turning left into Pitt Street from George Street (southbound), and removing northbound vehicle access from George Street at Railway Square into George Street. Concerns were based on the fact that many parishioners, particularly those who are elderly or less mobile drive to the church. By removing nearby parking and creating detours that result in longer, more convoluted car journeys, respondents feared that some parishioners may be unable to attend services; and would restrict CCSL's ability to carry out community support services. These comments are included throughout the associated key topics.

Submissions also outlined some suggestions to help mitigate the potential negative impacts of this proposal on the church. These suggestions are also included throughout the associated key topics.

Impacts on Chinatown businesses

Thirty three submissions or 45% from/on behalf of Chinatown businesses commented that traffic arrangement changes have caused inconveniences and difficulties to vehicles coming in and out of Chinatown which is having a damaging economic impact to the area. Specifically, submissions were opposed the "No Left Turn" from George Street into Pitt Street, the "No Entry" restriction for northbound traffic from George Street at Railway Square into George Street, the amount of coach parking proposed, and reduction in on street parking. Submissions also raised concerns about the previously approved and implemented closure of Thomas Street at Hay Street.

Comments include:

- The proposed changes will put more access constraints to driving to and from Chinatown.
- The closure of Thomas Street at Hay Street has already cut short the northern and eastern approaches to Chinatown via Sussex and Thomas Streets, dividing Chinatown into two halves.
- Local businesses and property owners in Chinatown have suffered from the road closures and traffic changes since the start of light rail works, and this has been aggravated by the impacts of Covid-19. Many Sydneysiders who drive have not visited Chinatown in the last few years because of frustrations with road closures and traffic changes. With fewer customers and visitors, some businesses have moved away.
- The introduction of a "No left turn" restriction from George Street to Pitt Street and "No entry" restriction for northbound traffic from George Street at Railway Square into George Street must not occur. Major shopping centres such as Marigold Shopping Arcade, Prince Centre and Market City must have sufficient vehicular traffic flows for shoppers to either park or load and unload passengers/goods.

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- The Pitt Street proposed area cannot accommodate further traffic congestion resulting from facilitating a new 45 metres of coach parking. There are extensive coach parking facilities at Central Railway Station – Interstate elevated platform entrance and at Darling Drive adjacent to Ultimo Road behind UTS.
- Northbound George Street had already been truncated and sections made inaccessible to motor vehicles travelling north towards the northern side of Chinatown putting more pressure increasing traffic unnecessarily onto Goulburn Street both east and south bounds in particular from Pitt Street to Harbour Street and Pitt Street in particular from Broadway to Goulburn Street.
- Essential factors for the formation of business centres are convenient traffic arrangement and availability of vehicle parking, either free for short term or at affordable rates. The closure of Thomas Street, recent removal of a multistorey carpark and continuing reduction of on-street parking in the area by changing them to loading zones has tremendously reduced business activities in this area.
- “Has the council considered the economic impacts of such a permanent change? Businesses are already bleeding from the last change that council swept through - closing Thomas Street at Hay Street and making it 2-way between Hay Street and Ultimo Road. This is just another move that will deter people from entering the CBD and into Chinatown.”

Suggestions include:

- The preparation of a traffic report and business impact assessment relating to all traffic changes affecting the Chinatown area arising from the George Street pedestrianisation project including the proposal to install ‘No Left Turn’ and ‘No entry’ signs as well as the closure of Thomas Street at Hay Street
- Carry out further consultation after the above information is provided
- Not proceed with traffic arrangement changes in the meantime
- Re-open Thomas Street at Hay Street, given the Inner West Light Rail has temporarily been shut down
- The spaces allocated to coach parking should be better served by affordable short stay parking for private vehicles (excluding vehicles permitted to park at loading zones) to stimulate the accessibility to the shopping precinct on this section of George Street where retail traffic support is urgently needed.

Coach parking

Thirty three submissions (45%) commented on the 45m coach parking zone.

Thirty one submissions oppose the amount of coach parking noting it would decrease the amount of street parking for those attending Christ Church St Laurence (CCSL) and nearby businesses.

Two submissions were in favour of additional coach parking to cater for the need to service the surrounding youth hostels and many tour operators.

Comments include:

- Concerns about the lack of set down or pick up area for patrons within a reasonable distance from 790 on George St.
- Coach parking is unsuited to this small section of George Street – “This area is already consistently abused by coaches parking long-term and significantly blocking visibility and access to this section of George Street. Extending the presence of coaches in this block will severely compromise the fundamental planning advantages of City of Sydney pedestrianisation as previously advised.”
- Allowing coach parking on the CCSL side of George Street will create unnecessary noise that will interfere with the worship services

Suggestions include:

- Converting loading zones to coach set down/pick up zones outside of the loading zone hours, as the block is full of coaches particularly from 7am-9.30am and 4.30pm-6.30pm
- Spaces allocated to coach parking should be better served by affordable short stay parking for private vehicles (excluding vehicles permitted to park at loading zones) to stimulate the accessibility to the shopping precinct on this section of George Street where retail traffic support is urgently needed.
- Making more parking available for parishioners attending CCSL
- Moving coach parking to Belmore Park – “There must be a better solution – all that space around the central Railway entrance – eliminate that small garden area and get more bus space in there? Slice off a sliver of Belmont Park?”

Christ Church St Laurence driveway access

Twenty seven submissions (36%) raised concerns about no demonstrated right turn northbound on George Street into both Christ Church St Laurence (CCSL) driveways.

Comments include:

- No demonstrated right turn northbound on George Street into both CCSL driveways. One of these is the sole access to the Rectory garages and requires 24/7 access and egress for the Rector and Assistant priest

Suggestions include:

- Ensure right turns northbound from George Street into the two CCSL driveways

Reducing number of traffic lanes

Twenty seven submissions (36%) commented on the proposal to reduce the number of traffic lanes on George Street, between Rawson Place and Pitt Street, resulting from widening the footpaths on both sides of the street.

Comments include:

- Concerns that narrowing the street from 2 lanes in each direction to 1 lane in each direction will create congestion between vehicles and buses.
- “It has come to our attention that it has been proposed to widen the footpath and narrow the vehicular lanes at the southern end of George Street leading into Railway Square. These changes appear to us to have no advantage for anyone and to provide a lot of difficulty for the parish of Christ Church St. Laurence. There is limited parking already outside the historic church. Wedding and funeral vehicles park in George St regularly, so if there is only one lane for vehicles there would be regular traffic problems. There are still some shops and other businesses in that block between Rawson Place and Railway Square. How will they get deliveries if trucks can only park in the one traffic lane?”

Suggestions include:

- Widening the footpath on one side only

Changes to loading zones

Twenty six submissions (35%) mentioned changes to loading zones arrangements, raising concerns that heavily reducing loading zone parking will have a severe impact on businesses and multiple services and community users in the area.

Comments include:

- Youth hostels in the area oppose the reduction of loading and parking – “The situation is so bad that I cannot get contractors to carry out essential maintenance work as they cannot park anywhere nearby.”
- A wide range of essential services providers rely on availability of “loading zone” parking in this area. Already many contractor servicers decline to support inner city requirements: further restriction will severely impact critical services access.
- Community Volunteers have relied on availability of before-hours and after-hours street parking, which is reduced more than 60% in this proposal.

Suggestions include:

- Increase the length of the 2 loading zones to accommodate up to 4 cars each
- Increase parking by including angle parking along the eastern side of George Street
- Widening the footpath on one side only.

Traffic lights, corner of George Street and Rawson Place

One submission requested Council control more efficiently the traffic light at the corner of George Street and Rawson Place. The wait time for the light to turn green is overly long for car drivers and only green for a very short period of time (less than 30 seconds). Request that this traffic light provide a reasonable wait time for both drivers and pedestrians.

Responses to submissions

Topic raised	Total (Number of times raised)	City of Sydney response
<p>“No Left Turn” restriction from George Street to Pitt Street Submissions opposed this proposal and asked why it was being put forward again. Request to retain the existing left turn since the existing pedestrian crossing allows up to 2 cars to turn left into Pitt Street and stop before the crossing without requiring a change to traffic light sequencing at this intersection.</p> <p>Request traffic report and business impact assessment relating to all traffic changes affecting Chinatown, and further consultation. Request reopen Thomas Street at Hay St, given the Inner West Light Rail has temporarily been shut down. Request open Rawson Place to vehicular traffic, from Eddy Avenue to George Street (not just STA buses), and open Valentine Street to allow vehicles from George Street.</p>	<p>67</p>	<p>The ‘no left turn’ into Pitt Street is proposed to optimise the performance of the entire Railway Square traffic flow.</p> <p>The turn restrictions for vehicles at the intersection will shorten the cycle time at the intersection, improving pedestrian space, safety and potentially reduce waiting times at the intersection.</p> <p>There is no loss of access to Chinatown by vehicle. The project aims to improve business activity by promoting a better and safer pedestrian environment. Wider footpaths and improved intersections will make it easier for people to walk around Chinatown and access shops.</p> <p>The traffic management plan for the project shows that the proposed works can be implemented while retaining satisfactory levels of access for local residents and businesses. On-street parking provision for specific needs such as loading zones, weddings, funerals and coaches is maintained while overall provision of public parking it reduced. This is consistent with the aim of the project to reduce vehicle traffic on George Street and enhance pedestrian amenity.</p> <p>The Thomas Street closure at Hay Street will remain closed with Inner West Light Rail services planned to recommence in February 2022.</p> <p>Rawson Place is a bus and light rail interchange and TfNSW do not want private vehicles obstructing this important node.</p>

Topic raised	Total (Number of times raised)	City of Sydney response
<p>“No Entry” restriction for northbound traffic from George Street at Railway Square into George Street</p> <p>Submissions opposed this proposal and asked what benefit is obtained from the proposal? How can a vehicle coming via Valentine Street or any other direction access to the driveways of the church?</p> <p>Request retaining northbound access from George Street, Railway Square, into George Street, noting part of the footpath will be widened, the left lane of these three lanes into Pitt Street northbound could include optional slight left to continue along George Street northbound in the same traffic light sequence, also allowing access to the loading zone on the west side of George Street.</p> <p>Request traffic report and business impact assessment relating to all traffic changes affecting Chinatown, and further consultation. Request to reopen Thomas Street at Hay St, given the Inner West Light Rail has temporarily been shut down.</p>	<p>67</p>	<p>Valentine Street is open to George Street eastbound. Creating a two-way street would remove half of the loading and parking bays which is not considered desirable.</p> <p>Left turn into George Street from Railway Square is not required as Quay Street/Valentine Street provides the same service. This also provides for additional public space and amenity.</p> <p>Vehicles can continue to access George Street (north) from Broadway by turning left into Quay Street, right into Valentine Street, left into George Street or via Lee Street.</p> <p>Intersection traffic modelling outcomes for the proposed layout remain consistent with the modelled performance of the existing layout, meaning there is no loss in overall intersection efficiency.</p> <p>Traffic modelling undertaken for the project forecasts no loss of intersection efficiency at George Street / Quay Street, ensuring continued northbound access from George Street at Railway Square, via Quay and Valentine Streets.</p> <p>There is no impediment to a vehicle driving down Valentine Street from accessing Church driveways.</p> <p>The western loading zones between George and Valentine are accessed from Lee Street.</p> <p>As stated previously, there is no loss of access to Chinatown by vehicle. The project aims to improve business activity by promoting a better and safer pedestrian environment. Wider footpaths and improved intersections will make it easier for people to walk around Chinatown and access shops.</p> <p>The Thomas Street closure at Hay Street will remain closed with Inner West Light Rail services planned to recommence in February 2022.</p>

Topic raised	Total (Number of times raised)	City of Sydney response
		<p>Rawson Place is a bus and light rail interchange and TfNSW do not want private vehicles obstructing this important node.</p> <p>Valentine Street is open to George Street eastbound. Creating a two-way street would remove half of the loading and parking bays which is not considered desirable.</p> <p>Northbound access into George Street from Lee Street is allowed.</p>
<p>Changes to street parking</p> <p>Concerns a decrease in the number of street parking bays on George Street will inhibit people needing to drive to access CCSL. Request adequate disabled parking.</p> <p>Suggestions include increasing the length of loading zones to accommodate 4 cars each, angle parking, widening the footpath on one side only, and making wedding/funeral parking available for general parking when not required.</p>	<p>38</p>	<p>Traffic congestion and parking competition are significant challenges faced by inner-city residents, businesses and visitors due to the high number of people using private vehicles.</p> <p>This is why the City is promoting active transport options such as walking and cycling and advocate for more public transport to encourage a shift away from car ownership. This is a more realistic and more sustainable way to address congestion and increasing parking demands</p> <p>While the City understands the concerns raised about parking losses and traffic changes in this section of George Street, the proposed works provide significant improvements to pedestrian space, safety and accessibility and creates a more pleasant environment for the public. Access to on-street parking will still be available in nearby Quay and Valentine Streets for visitors who wish to drive into the City.</p> <p>The City does not support introducing more parking spaces in George Street as this will minimise the benefits of the project to improve pedestrian safety and accessibility</p> <p>Drivers with a disability parking permit are equitably catered for by the existing street parking and may park in any of the time-limited parking spaces for an unlimited amount of time and without payment of ticket parking fees.</p>

Topic raised	Total (Number of times raised)	City of Sydney response
		<p>Providing dedicated disability parking is not recommended because it limits parking in high demand areas and prevents other users from parking in those spaces when it is not being used by a disability permit holder.</p> <p>The City can consider reallocating part of the wedding/funeral parking spaces to disability parking if CCSL supports the parking change.</p> <p>Drivers can pick up and drop off along the church’s driveway and in the wedding/funeral parking spaces outside the church.</p>
<p>Christ Church St Laurence</p>	<p>37</p>	<p>Responses to concerns and suggestions raised in submissions by CCSL are provided in the associated topics in this section. Please refer to the topics in this sections.</p>
<p>Impacts on Chinatown businesses</p> <p>Traffic arrangement changes and loss of parking have caused inconveniences and difficulties to vehicles coming in and out of Chinatown which is having a damaging economic impact to the area.</p> <p>Request traffic report and business impact assessment relating to all traffic changes affecting Chinatown, and further consultation. Request to reopen Thomas Street at Hay St, given the Inner West Light Rail has temporarily been shut down.</p>	<p>33</p>	<p>The project aims to improve business activity by promoting a better and safer pedestrian environment. Wider footpaths and improved intersections will make it easier for people to walk around Chinatown and access shops.</p> <p>A traffic management plan was prepared for the proposal. The traffic management plan shows that the proposed works can be implemented while retaining satisfactory levels of access for local residents and businesses. On-street parking provision for specific needs such as loading zones, weddings, funerals and coaches is maintained while overall provision of public parking is reduced. This is consistent with the aim of the project to reduce vehicle traffic on George Street and enhance pedestrian amenity.</p> <p>Intersection traffic modelling outcomes for the proposed layout remain consistent with the modelled performance of the existing layout, meaning there is no loss in overall intersection efficiency.</p> <p>Traffic modelling undertaken for the project forecasts no loss of intersection</p>

Topic raised	Total (Number of times raised)	City of Sydney response
		<p>efficiency at George Street / Quay Street, ensuring continued northbound access to Chinatown at Ultimo Road and Thomas Street from George Street at Railway Square, via Quay and Valentine Streets.</p> <p>The Thomas Street closure at Hay Street will remain closed with Inner West Light Rail services planned to recommence in February 2022.</p>
<p>Coach parking</p> <p>Concerns 45m of coach parking reduces parking for people attending CCSL and businesses. Request it is reallocated to affordable short stay parking to support businesses, and CCSL parishioners.</p> <p>Concerns also about the lack of set down or pick up area for patrons within a reasonable distance from 790m on George St.</p> <p>Request converting loading zones to coach set down/pick up zones outside of the loading zone hours</p>	33	<p>General vehicles are unable to access the parking spaces as only buses/coaches are permitted to turn left from Rawson Place.</p> <p>The coach bay length is determined by the manoeuvring requirements of the vehicles. Buses and coaches require far more area than private vehicles to pull in and out.</p> <p>Coach parking is used throughout the day for the backpacker hostels, it is not practical to mix casual parking with the coach services.</p> <p>It is not possible for coaches to manoeuvre into the loading bays. They require significant space which can only be achieved by turning through Rawson Place.</p>
<p>Christ Church St Laurence driveway access</p> <p>There is no demonstrated right turn northbound on George Street into both CCSL driveways.</p>	27	<p>The City confirms that vehicles can continue to turn right into the two CCSL driveways from George Street. There are no turn restrictions into and out of the driveways.</p>
<p>Reducing number of traffic lanes</p> <p>Narrowing the street from 2 lanes in each direction to 1 lane in each direction will create congestion between vehicles and buses.</p>	27	<p>Private motor vehicles are banned from using Rawson Place so there will be no conflict with buses and coaches.</p> <p>Intersection traffic modelling forecasts outcomes for the proposed layout remain consistent with the modelled performance of the existing layout, meaning there is no loss in overall intersection efficiency.</p>
<p>Changes to loading zones</p>	26	<p>Businesses are encouraged to use the existing loading zones in Quay and</p>

Topic raised	Total (Number of times raised)	City of Sydney response
<p>Heavily reducing loading zone parking will have a severe impact on businesses and multiple services and community users in the area.</p>		<p>Valentine Streets to service local businesses.</p> <p>City staff will request for Rangers to increase enforcement of the loading zones to improve parking turnover.</p> <p>The City does not support introducing more loading spaces in George Street as this will minimise the benefits of the project to improve pedestrian safety and accessibility.</p>
<p>Traffic lights at George Street and Rawson Place</p> <p>The wait time for the green light is overly long for car drivers and only green for a very short period of time.</p>	<p>1</p>	<p>City staff has requested TfNSW to review the traffic signal timings at this intersection and make improvements as required.</p>

Appendix

8 December 2021

Our Ref: 2021/522493

THE OCCUPANT
[INSERT Address]

**George Street South Pedestrian Boulevard
George St Upgrade between Rawson Place and Pitt Street
Proposed traffic and parking changes**

The City of Sydney invites your feedback on a proposal to change traffic and parking arrangements in George Street, between Rawson Place and Pitt Street, Haymarket.

Proposed changes

As part of the George Street South Pedestrian Boulevard project, the City is proposing to upgrade the public domain in George Street, between Rawson Place and Pitt Street, with wider footpaths, new trees and street furniture.

To achieve the boulevard vision and create a pedestrian and business friendly environment, the following traffic and parking arrangements are proposed:

- 45 metres of coach parking;
- Four Loading Zone / 4P Ticket bays;
- Three Funeral / Wedding parking bays;
- Introducing a "No Left Turn" restriction from George Street to Pitt Street; and
- Introducing a "No Entry" restriction for northbound traffic from George Street at Railway Square into George Street

I enclose plans showing the proposed changes. These changes are being consulted with TfNSW and require their approval.

Please pass this information onto any tenants or occupants in your building who may not have received this letter.

More information

If you require any further information about the proposal, you can contact Clement Lim, Senior Traffic Engineer on 9265 9333 or at clim@cityofsydney.nsw.gov.au.

How to make a submission

You are invited to make a written submission on the proposal by **5pm on Monday 10 January 2022**. You can email your submission to council@cityofsydney.nsw.gov.au or post it to Traffic Operations, City of Sydney, GPO Box 1591, Sydney NSW 2001. Please include your name and address and quote **reference number 2021/522493**.

Next steps

We will consider all submissions received and report the results to the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC), for consideration at its meeting on **Thursday, 17 February 2022**. The Committee's report will be available on the City's website after 5pm on Thursday, 10 February 2022 at bit.ly/2EzNKP4.

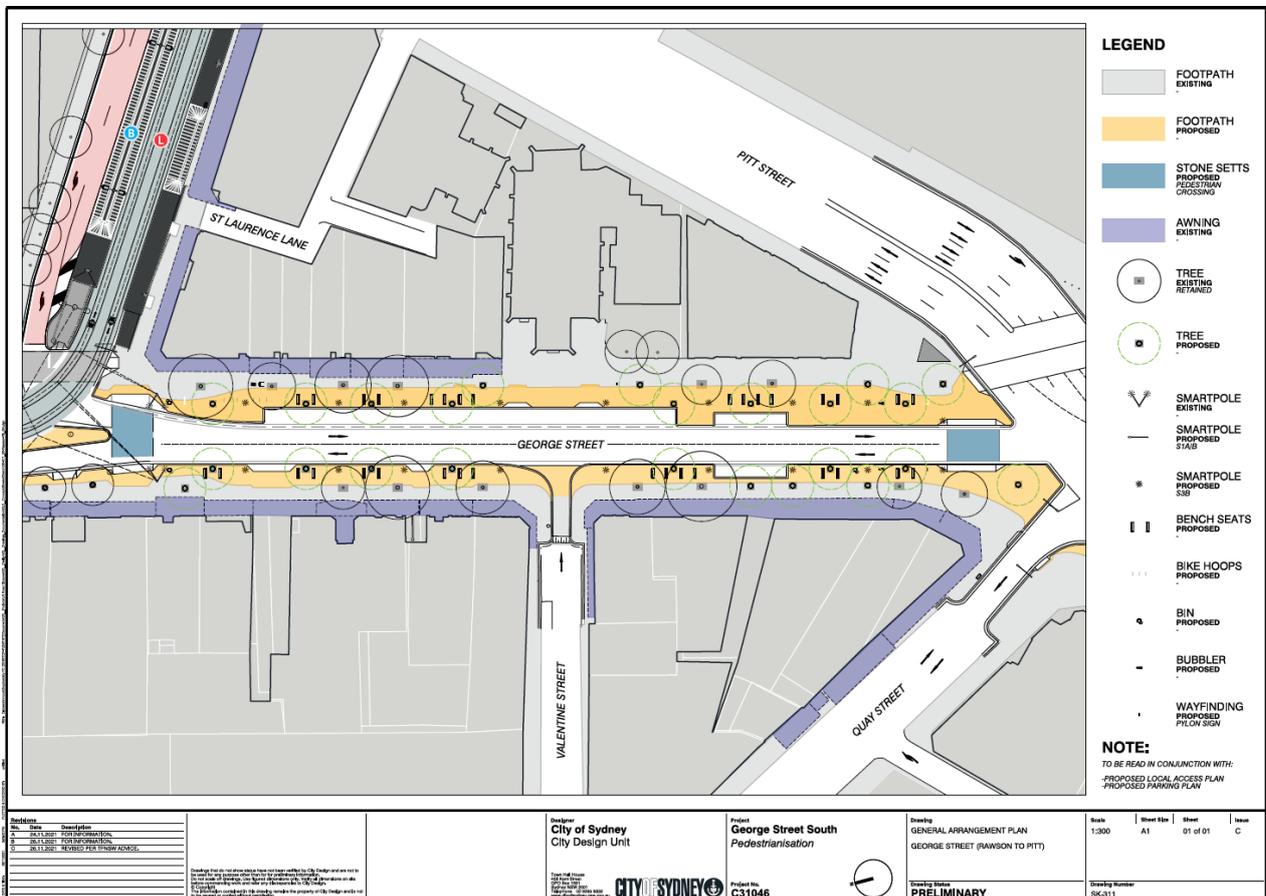
Members of the public are welcome to attend the Committee meeting to address the Committee. The meeting starts at 10am in the Town Hall Council Chamber at 483 George Street, Sydney. If you would like to address the Committee, you need to register by close of business on Monday, 14 February 2022. To do this, please contact Claudia Calabro on 9265 9648 or at ccalabro@cityofsydney.nsw.gov.au.

Yours sincerely



Kim Woodbury
Chief Operating Officer

End of document ■



Engagement report – George Street, Rawson Place to Pitt Street upgrade

