

Submission

No 64

INQUIRY INTO THE UTILISATION OF RAIL CORRIDORS

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Date Received: 26/04/2012

City Esplanade:

Pedestrian Fast Lanes:

A vision for a crowded City of Sydney.

April, 2012.



Wynyard

Suggestion from Ann Young



Wynyard Park

Wynyard Station
York St entrance
↓

Pedestrians over
George St

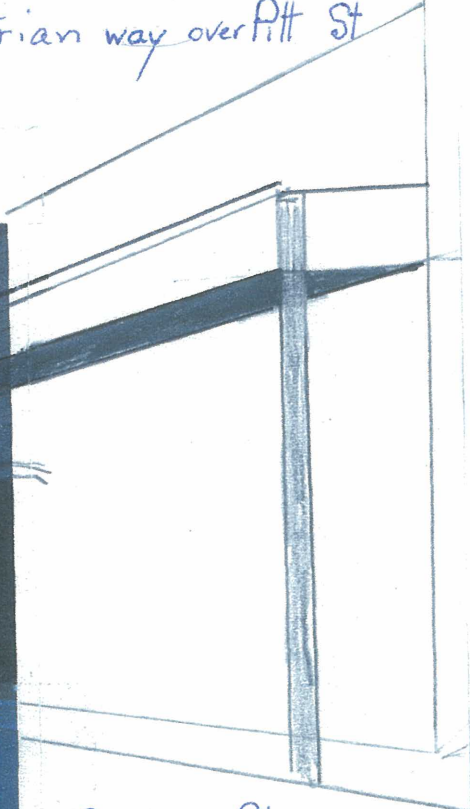
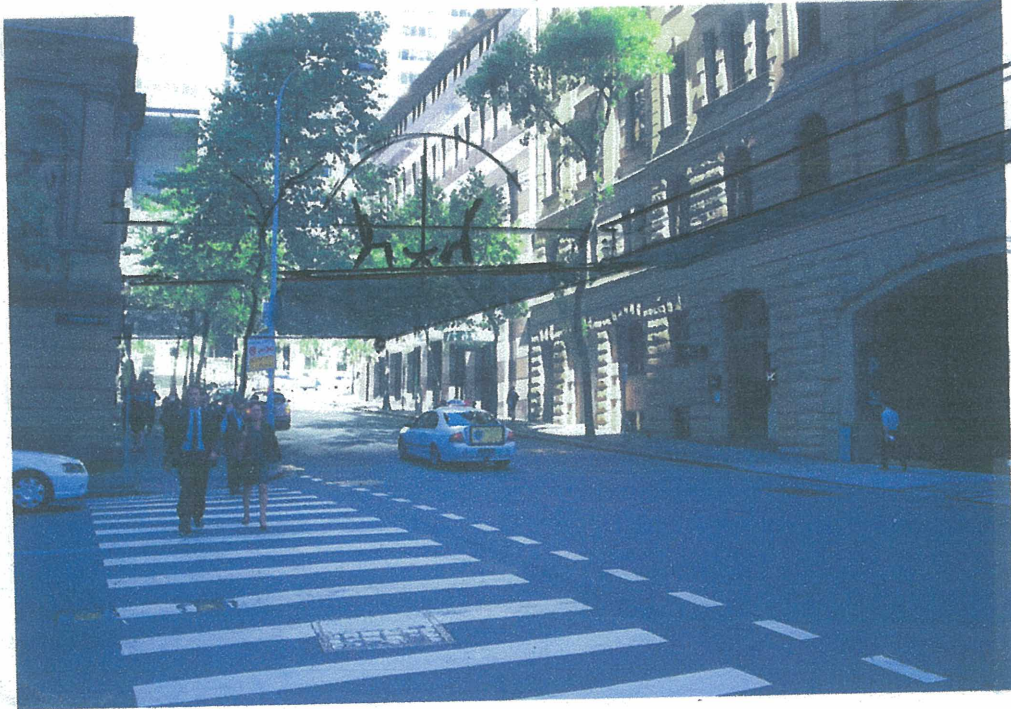


Margaret St



Down to George St

Spring St upper level plaza and level pedestrian way over Pitt St



Spring St

Gresham St

City Esplanade: Fast Lane: Over-Pass

Railway stations are a vital part of this vision for the City of Sydney. The whole strategy is described here so that the way stations would need to be integrated can be understood.

Premises

1. Sydney is hilly.
2. It is expensive to build traffic tunnels. It is much less expensive to build people bridges.
3. A level pavement facilitates rolling and walking, pushing prams or trolleys, skating, and cycling.
4. Creating additional "land" area out of redundant air space, adds value to the owner and increases the taxable value to government.
5. Bikes are fast pedestrians not vehicles.
6. Over time, people invent solutions.

Vision

The aim of this plan is to make it possible for more vehicles to move through the city easily and for pedestrians to get from place to place fast and effortlessly.

The hills in the city will be connected by level esplanades. Sometimes these will turn the road beneath into a tunnel. The esplanades will connect transport hubs to universities, schools, offices and shops. People will wear roller-blades or use other wheels to move quickly from place to place, on the esplanades. Rickshaws will be permitted.

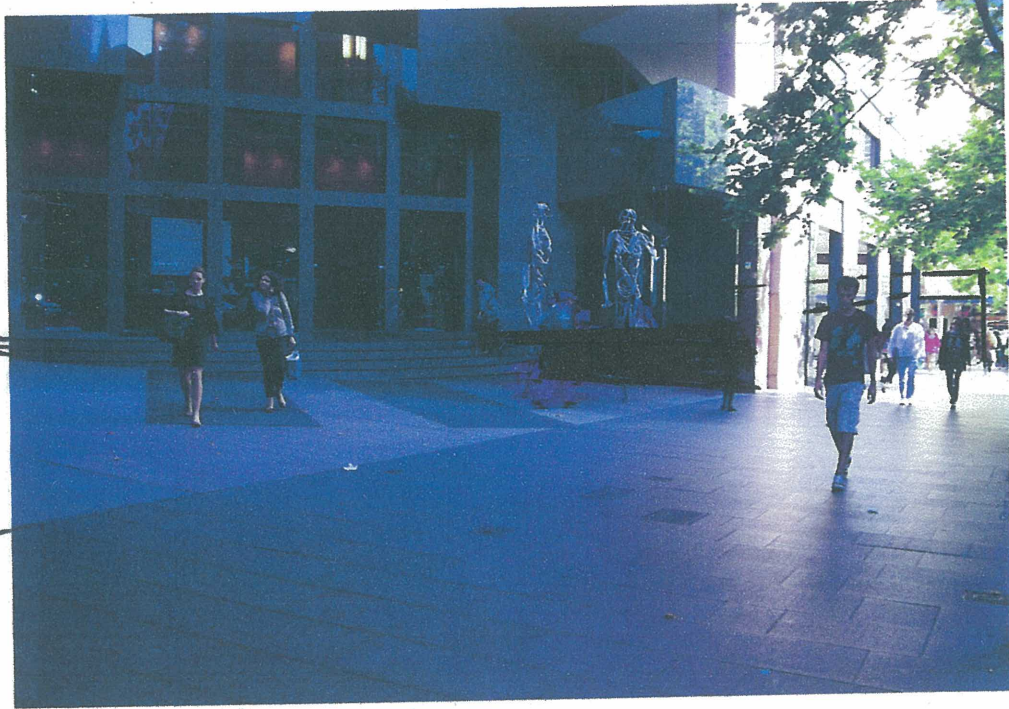
Lifts at Central Railway, Circular Quay, and Redfern stations will carry people up to the level esplanade above.

Vehicle traffic at ground level will move more freely on all roads, but with diminished daylight. Pitt Street mall will no longer be closed to vehicles at ground level. Instead the pedestrian park will be above.

Pedestrian bridges and balconies can vary in width and construction. On some esplanades there will be separate lanes down the centre for bikes, skates, and walkers. At the edges there may be coffee shops and gardens. There may be a roof over parts of it but people will enjoy the fresh air and light away from vehicle traffic and its pollution and noise. Building owners may link to the esplanade with arcades through their

George St

level access over Haymarket through arcade.



← One level up

George St - one block south of Town Hall

To level of City Rd.

level pedestrian
esplanade to
upper level Notre
Dame,
←
over Abercrombie St.



Knox St, Chippendale. - closed.

buildings. All transport hubs will provide level access 24 X 7 to the pedestrian esplanade.

George Street will not be closed to vehicles or have trams. It will be a fast road. Instead Clarence Street and Phillip Street could be closed to vehicles and possibly Riley Street.

Linking Infrastructure

Already in existence are arcades through buildings and pedestrian tunnels under roads and pedestrian overpasses. Whatever legal and financial impediments there are to esplanades above the ground have been solved by these existing structures. Research should be commenced to identify the problem that obstructs development of similar above ground co-operative spaces.

Train stations will play a vital role. Existing lifts to additional levels and additional lifts will be needed at all City Circle stations and Redfern. Railway land along railway lines will present ideal sites for level esplanades for bikes, skaters, wheel chairs and walkers. A route from USyd and Redfern station on railway land under Cleveland Street and into the bus parking area and thus to the major transport hub of Central would be an important part of the network.

Parts of the network already exist:

1. Monorail
2. Central Railway – Devonshire Street Tunnel - TAFE - Jones Street –Pymont – Harris Street – Power House - Convention Centre
3. Pymont Bridge
4. Wynyard Station to York Street escalators
5. Cahill Expressway
6. Town Hall Station lifts.

Finance

Whoever pays to build a part of it gets to own that part. Government will need to connect up the bits, but once an adjoining building owner opens a door onto the esplanade they will be charged rates. Access to and from the esplanade adds value and is taxable.

Government should make it known that air-space is available for purchase above all the roads and railways. Owners who facilitate the network by providing 24 X 7 public access through their existing building, or by their lifts, will be given some exemptions from land taxes,

Over George St into/beside Australia Square
over Pitt St to Spring St.



since they have given away some private ownership of some of their space.

Implementation

I suggest a piece-meal approach

New Constructions

1. Add level fast lanes to existing walkways.
2. Monorail circuit will be utilized.
3. A tower at Central Railway, Devonshire Street end, with lifts up to hill-top height which connect with bridges
 - a. over Devonshire Street to Moore Park, the Cricket Ground, Randwick Race-course and UNSW;
 - b. over Railway Square into TAFE, (and to country trains) to UTS, to Central Park, and from Mary Ann Street over Wattle Street and Kelly St to Broadway Centre.
4. From Railway Square a level fast lane through the bus parking area under Cleveland Street Bridge to Pemulwuy and to Redfern Station and USyd.
5. The new Redfern station should connect with level access to USyd.
6. From the bus parking area, over Regent St to Central Park, over Abercrombie St to Notre Dame, over Grafton St and landing down in Knox St.
6. Darling Harbour lift tower to bridges to
 - i. Power House and Jones Street
 - ii. monorail circuit
7. Open Pitt St to vehicles and move pedestrians up to connect with the monorail and to Phillip Street.
8. A level bridge from Margaret Street (Wynyard) through Australia Square to Phillip Street.

To be Considered:

9. Close Phillip Street to vehicles and connect it to Cahill Expressway and connect it over Elizabeth Street to lifts down to St James station and to Hyde Park and Museum station and to the monorail circuit.
10. Close Clarence Street to vehicles and connect it, passing Wynyard, to the monorail circuit.

Difficulties

1. Providing access to the esplanade from ground level midway across a valley is a major expense. This would have to be by lifts, at least for wheel-chairs and prams.

Bent St over O'Connell St



over Boston St

2. Another major difficulty is that the esplanade must rise above traffic before it crosses a road. "Squares" and parks dotted around the city make it possible.
3. Adjusting to different levels because the top of the hills are not level is only a problem going up hill. Some kind of mechanism, escalator, or an occasional step, would need to be installed.
4. Learning to skate would pose a problem for some people. They could walk or employ a rickshaw.

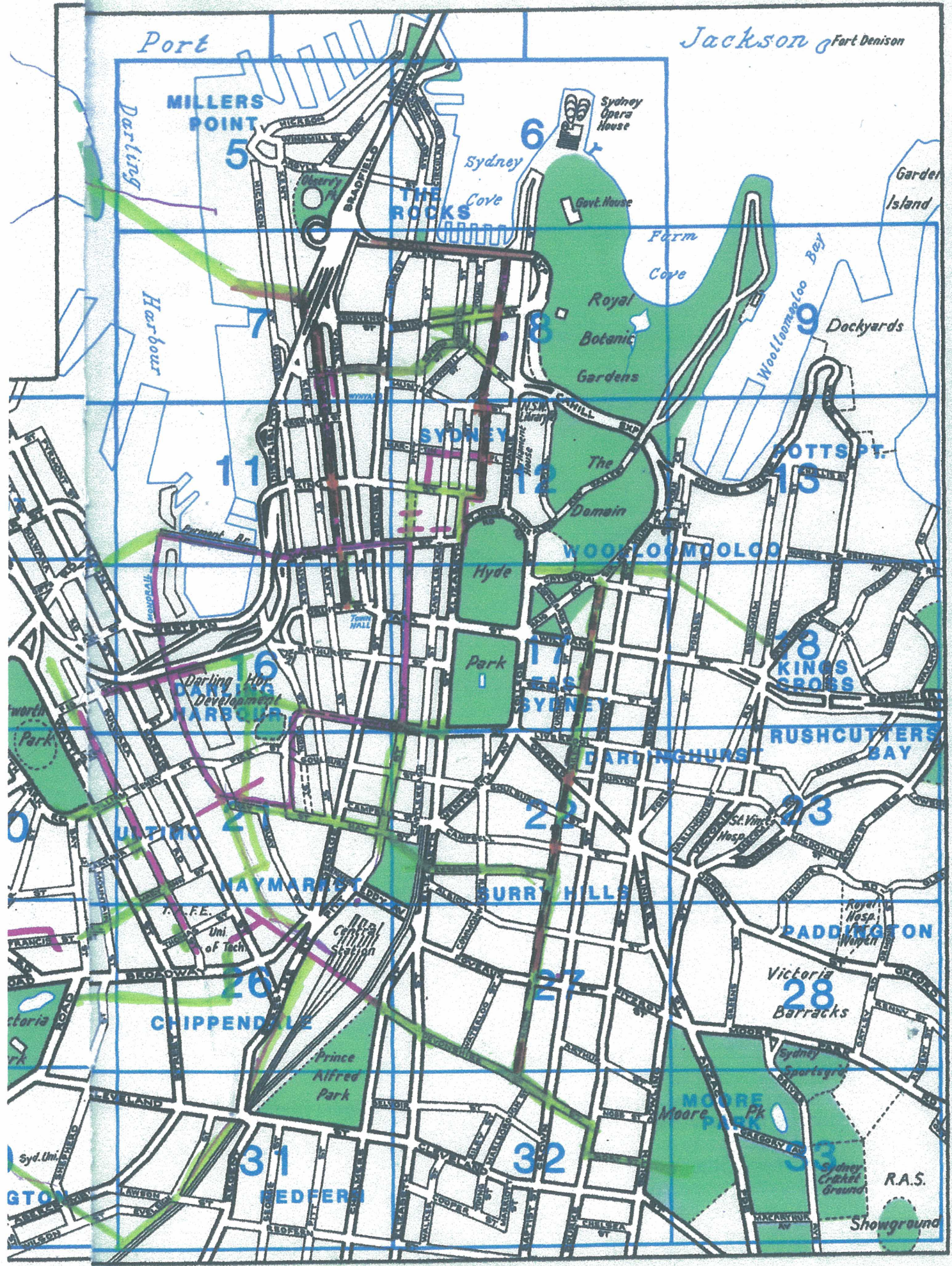
Final Point

If this strategy seems elaborate or expensive, just consider the expense and nuisance of bringing back trams, building traffic tunnels under the city, or closing roads.

A level pedestrian esplanade attached to public transport at one end and to major destinations at the other end is the easiest option.

Port

Jackson & Fort Denison



existing new possibly road closure