

SYDNEY CITY CENTRE ACCESS STRATEGY

The Sydney City Centre Access Strategy seeks to deliver a fully integrated transport network that prepares Sydney's city centre for the future. It contains a review of rail, light rail, bus, ferry, cycling, car and pedestrian routes and services.

The following provides an assessment of the proposed development against the actions contained in the Access Strategy.

Action	Comments
Establish a City Centre Transport Taskforce responsible for smooth operation of the city centre network	Not applicable.
Prioritise city centre street space for specific purposes including: <ul style="list-style-type: none"> — public transport — traffic by-passes — general traffic within the city centre — taxis, service vehicles and loading — cycling — parking 	The proposed development will not interfere with the nominated street purpose, being traffic by-pass. The proposed development will improve the site's relationship to the street network, providing functional and legible locations for taxi drop-off, car park entrance, pedestrian flows and cycle paths. These elements will ensure that there are no negative impacts on the function of the surrounding traffic by-pass routes.
Improve wayfinding in the city centre for pedestrians and vehicles, with upgraded signs, maps and real time information for public transport services	The proposed development will upgrade the surrounding public domain, and this will encompass opportunities to improve wayfinding around the site and to the Darling Harbour precinct in general. Design elements will include signage and maps, and furthermore it is important to note that the development includes space for SHFA's information centre which provides information for visitors.
Redesign the city centre bus network and reduce the number of buses travelling through the city centre (as light rail is extended and as North West Rail Link services commence)	Not applicable.
Develop a mid-town interchange precinct at Town Hall and other hubs to optimise transfers between public transport services	Not applicable.
Complete Opal card roll-out to all public transport modes	Not applicable.
Declutter and improve footpaths at priority locations	The proposed development will upgrade the surrounding pedestrian environment, encompassing extensive Public Domain Works to the Cockle Bay pedestrian environment. The proposal provides for the upgrade of surrounding footpaths and will improve the overall pedestrian amenity of the surrounding area and priority locations
Complete the Wynyard Walk connecting Barangaroo and Wynyard	Not applicable.
Pedestrianise 40 per cent of George Street (with introduction of light rail)	Not applicable.
Introduce a 40km/h speed limit in parts of the city centre to improve pedestrian safety	Not applicable.

Complete the city centre cycleway network including: — Extending existing north-south cycleway on Kent Street — An east-west cycleway along Liverpool Street — Completing the existing King Street Cycleway — A new north-south Castlereagh and Pitt Street Cycleway which allows decommissioning of the existing College Street cycleway (to accommodate traffic diverted from George Street)	Not applicable.
Provide more rail services to the city centre starting with the new 2013 timetable	Not applicable.
Implement priority bus corridors, new routes and services to the city centre	Not applicable.
Provide more frequent ferry services and more direct routes starting with the 2013 timetable	Not applicable.
Extend clearways on major traffic routes	Not applicable.
Declutter and reconfigure city centre train stations	Not applicable.
Complete the Inner West light rail extension	Not applicable.
Commence services on South West and North West Rail links	Not applicable.
Complete the CBD and South East light rail extension through the city centre to Circular Quay and the University of NSW and Randwick	Not applicable.
Construct a new ferry hub at Barangaroo	Not applicable.
Construct a new rail crossing under Sydney Harbour and a new CBD rail line and stations	Not applicable.
Provide higher levels of service on principal bus routes on key corridors and in the longer term investigate possible conversion of some routes to light rail where there is high growth and density	Not applicable.