

**ITEM 12. ITEM FOR COMMITTEE INFORMATION – CYCLEWAY –
CASTLEREAGH STREET FROM HAY STREET TO CAMPBELL
STREET SYDNEY**

TRIM RECORD NO: 2015/009658

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the western side of Castlereagh Street between the points 319.1 metres and 349.3 meters south of Liverpool Street as “No Stopping”;
- (B) Reallocation of parking on the eastern side of Castlereagh Street between the points 321.1 metres and 355.1 metres south of Liverpool Street as “No Parking Route Service Buses Excepted, 15 Minute Limit”; and
- (C) Installation of kerb amendments and changes to lane configuration in Castlereagh Street between Hay Street and Campbell Street.

DECISION

BACKGROUND

The parking changes are proposed as part of the Sydney City Centre Access Strategy which was adopted by the NSW Government in December 2013. The Access Strategy prioritises and allocates street space for public transport, general traffic, pedestrians, cyclists, taxis and service vehicles. Integrated bus plan and cycle infrastructure are key features of the proposed integrated network.

Castlereagh Street between Hay Street and Liverpool Street is identified in the Sydney City Centre Access Strategy as a key bus corridor. The bus corridor includes “No Stopping”, “Bus Zone” and “Bus Lane 6am-8pm Mon-Fri 10am-6pm Sat” and off peak “Loading Zones” on the eastern side of Castlereagh Street.

Castlereagh Street between Hay Street and Liverpool Street is identified in the Sydney City Centre Access Strategy as a key cyclist corridor. The cycleway includes “No Stopping” on the western side of Castlereagh Street.

COMMENTS

The kerb space on the western side of Castlereagh Street between Hay Street and Liverpool Street is generally signposted as “No Stopping”, “2P Ticket”, “4P Ticket” and “Disabled Parking”.

The kerb space on the eastern side of Castlereagh Street between Hay Street and Campbell Street is generally signposted as “No Stopping” and “No Parking Police Vehicles Excepted”.

Where possible, loading, taxi and parking for people with disabilities will be distributed to neighbouring streets, contained within the proposed changes for the bus and cycleway plans.

Agreement was obtained from the RMS, the Sydney City Police and the State Member, for the proposed changes.

CONSULTATION

The Roads and Maritime Service carried out a letter drop consultation as well as contacting individual affected stakeholders individually in the affected area. The consultation process had 38,000 letters sent out and 127 responses in total were received. Of the above overall responses, there were 56 responses supporting the proposal and 67 responses opposing the proposal. Two neither support nor object and one was out of scope.

Submissions opposing the proposal were concerned about the loss of loading and parking spaces.

Submissions supporting the proposal believed the proposal would improve access to the City and reduce general traffic congestion.

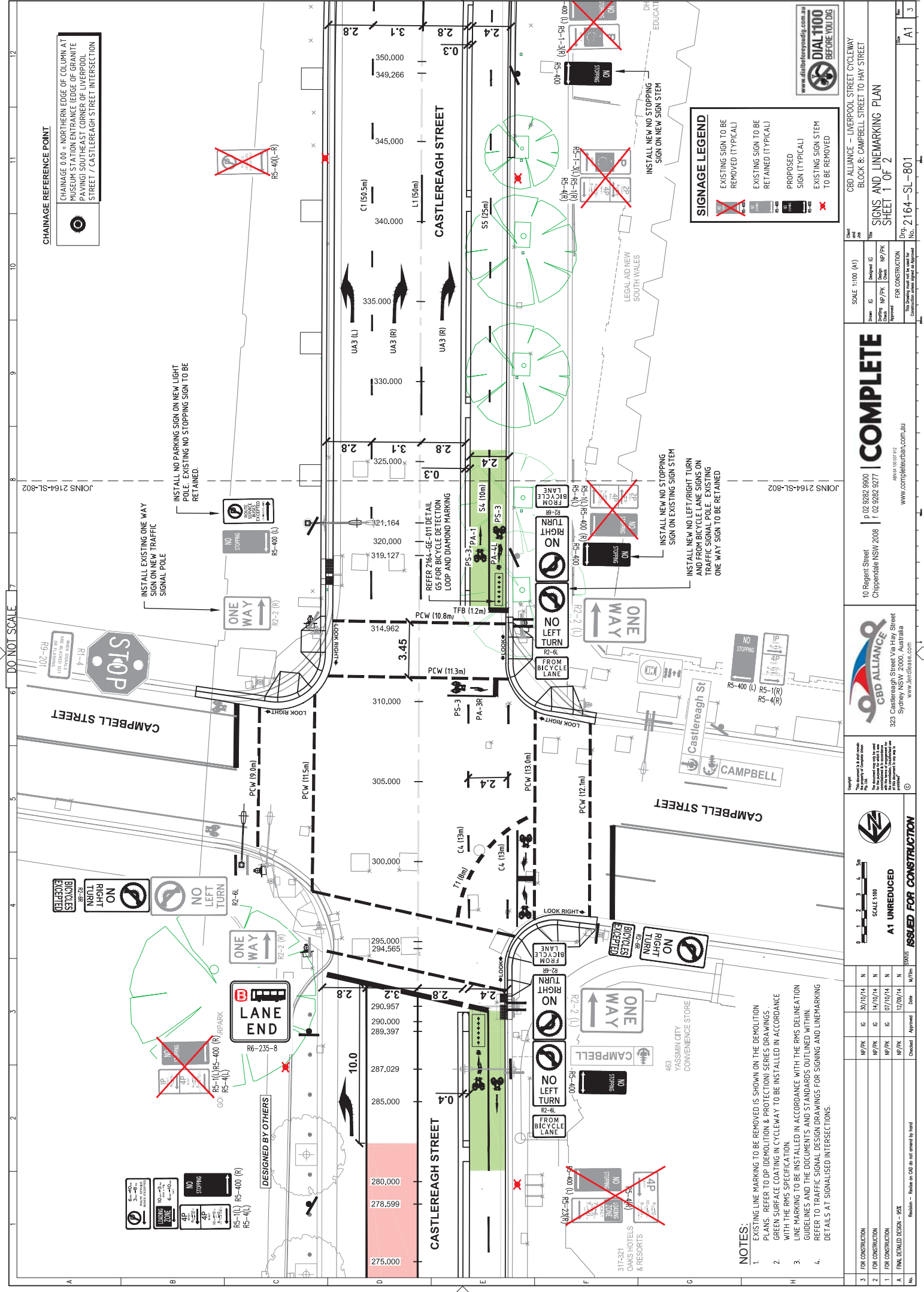
FINANCIAL

The project is being funded by Transport for NSW and City of Sydney.

ATTACHMENTS

Item for Committee Information – Cycleway – Castlereagh Street from Hay Street to Campbell Street Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services



CHAINAGE REFERENCE POINT

CHAINAGE 0+00 = NORTHERN EDGE OF COLUMN AT
 PUSCOM STATION ENTRANCE (EDGE OF GRANITE
 PAVING) SOUTHEAST CORNER OF LIVERPOOL
 STREET / CASTLEREAGH STREET INTERSECTION

DO NOT SCALE

12
11
10
9
8
7
6
5
4
3
2
1

SIGNAGE LEGEND

- EXISTING SIGN TO BE REMOVED (TYPICAL)
- EXISTING SIGN TO BE RETAINED (TYPICAL)
- PROPOSED SIGN (TYPICAL)
- EXISTING SIGN STEM TO BE REMOVED

NOTES:

- EXISTING LINE MARKING TO BE REMOVED IS SHOWN ON THE DEMOLITION PLANS. REFER TO DP (DEMOLITION & PROTECTION) SERIES DRAWINGS.
- GREEN SURFACE COATING IN CYCLEWAY TO BE INSTALLED IN ACCORDANCE WITH THE RMS SPECIFICATION.
- LINE MARKING TO BE INSTALLED IN ACCORDANCE WITH THE RMS DELINEATION GUIDELINES AND THE DOCUMENTS AND STANDARDS OUTLINED IN THIS REPORT.
- REFER TO TRAFFIC SIGNAL DESIGN DRAWINGS FOR SIGNING AND LINE MARKING DETAILS AT SIGNALISED INTERSECTIONS.

No.	1	FOR CONSTRUCTION	HP/PK	IS	30/10/14	N	STATUS	Date	Approved	Checked	Drawn	By	Scale	Sheet No.	Drawing No.	Project No.	Client
	2	FOR CONSTRUCTION	HP/PK	IS	14/10/14	N											
A	FINAL DETAIL DESIGN - 80%		HP/PK	IS	07/10/14	N								1 OF 2	2164-SL-801	2164-SL-802	CBDA ALLIANCE - LIVERPOOL STREET CYCLEWAY BLOCK 8; CAMPBELL STREET TO HAY STREET

COMPLETE
 10 Regent Street
 Chippendale NSW 2008
 p 02 9932 9980
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 www.completeurban.com.au

ISSUED FOR CONSTRUCTION
 SCALE 1:100 (A1)
 UNREDUCED
 A1 UNREDUCED

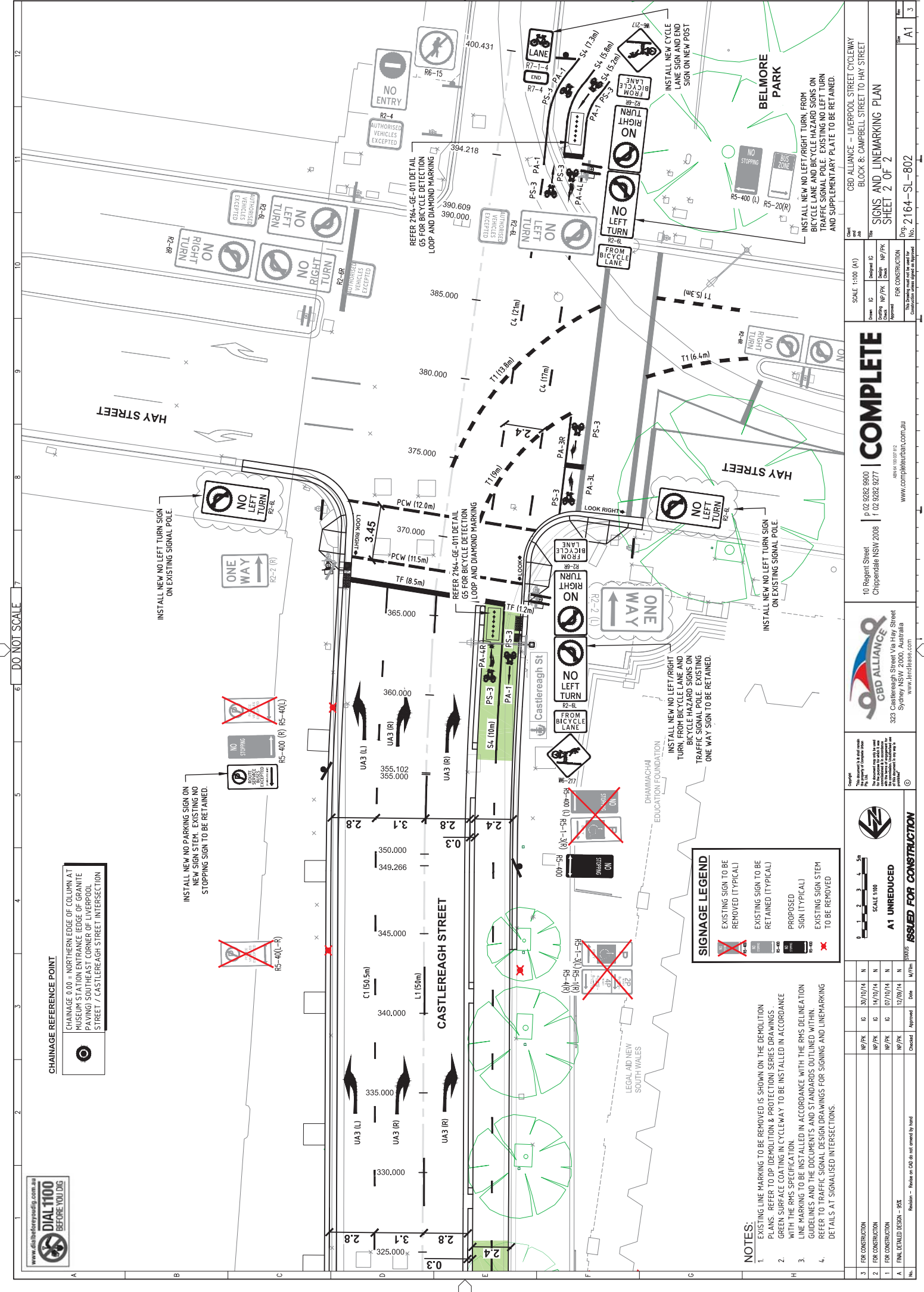
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323 Castlereagh Street Via Hay Street
 Sydney NSW 2000, Australia
 www.completeurban.com.au



CHAINAGE REFERENCE POINT

CHAINAGE 0+00 = NORTHERN EDGE OF COLUMN A1
 MUSEUM STATION ENTRANCE EDGE OF GRANITE
 PAVING; SOUTHEAST CORNER OF LIVERPOOL
 STREET / CASTLEREAGH STREET INTERSECTION



INSTALL NEW NO LEFT TURN SIGN ON EXISTING SIGNAL POLE.





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- NOTES:**
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 <p>323 Castlereagh Street Via Hay Street Sydney NSW 2000, Australia www.cbdalliance.com.au</p>			<p>COMPLETE</p> <p>p 02 9982 9980 f 02 9982 9277</p>		<p>SCALE 1:100 (A1)</p>	
<p>10 Regent Street Chippendale NSW 2008</p>						
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