

**ITEM 4. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
COLLEGE STREET FROM PRINCE ALBERT ROAD TO LIVERPOOL
STREET SYDNEY**

TRIM RECORD NO: 2015/384317

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Reallocation of the separated cycleway to a general traffic lane on the western side of College Street between Prince Alfred Road and Oxford Street;
- (B) Provision of three northbound lanes and a 65 metre right turn lane on College Street northbound Prince Albert Road;
- (C) Provision of central median painted road markings between the points 140 metres and 206.7 metres south of Prince Alfred Road;
- (D) Provision of a dedicated left turn lane, two through southbound lanes, a 120 metre long right-turn lane (south to west) on College Street on the northern approach to William Street;
- (E) Provision of two southbound lanes, two dedicated northbound right turn lanes, a through northbound lane and shared through/left lane northbound lane on College Street on the southern approach to Park Street;
- (F) Provision of three southbound and three northbound lanes on College Street between Stanley Street and Oxford Street ;
- (G) Reallocation of kerb space on eastern side of College Street between the points 8.4 metres and 65.9 metres south of the building alignment of Prince Albert Road as “No Stopping”;
- (H) Reallocation of kerb space on eastern side of College Street between the points 65.9 metres and 85.9 metres south of the building alignment of Prince Albert Road as “No Parking Funeral Vehicles Excepted”;
- (I) Reallocation of kerb space on eastern side of College Street between points 85.9 metres and 95.9 metres south of the southern building alignment of Prince Albert Road as “P Disabled Only”;
- (J) Reallocation of kerb space on eastern side of College Street between the points 95.9 metres and 118.1 metres south of the building alignment of Prince Albert Road as “2P Ticket 8am-6pm Mon-Fri” and “4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun & Public Holidays”;
- (K) Reallocation of kerb space on eastern side of College Street between points 187.8 metres and 211.6 metres south of the building alignment of Prince Albert Road as “Bus Zone Route Buses Only”;
- (L) Reallocation of kerb space on eastern side of College Street between the points 211.6 metres and 288.3 south of the building alignment on Prince Albert Road to “No Stopping 3pm-8pm Mon-Fri”, “No Parking 6am-3pm Mon-Fri, 6am-6pm Sat, Sun & Public Holidays, Buses and Coaches Excepted 15 Minutes Limit” and “4P Ticket 8pm-12am Mon-Fri, 6pm-10pm Sat, Sun & Public Holidays”;
- (M) Reallocation of kerb space on the eastern side of College Street between the points 11.7 metres and 79.7 metres, south of the building alignment of William Street as “No Stopping”;

- (N) Reallocation of kerb space on the eastern side of College Street between the points 79.7 metres and 107.8 metres, south of the building alignment on William Street as “No Parking 6am-6pm Mon-Fri” and “4P Ticket 6pm-12am Mon-Fri, 8am-10pm Sat, Sun & Public Holidays”;
- (O) Reallocation of kerb space on the eastern side of College Street between the points 132.1 metres and 145.3 metres, south of the building alignment on William Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “No Parking 10am-3pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri, 8am-10pm Sat, Sun & Public Holidays”;
- (P) Reallocation of kerb space on the eastern side of College Street between the points 6.2 metres and 33.3 metres, south of the building alignment on Stanley Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “No Parking 10am-3pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri, 8am-10pm Sat, Sun & Public Holidays”;
- (Q) Reallocation of kerbside restrictions on western side of College Street from Prince Albert Road to Oxford Street as “No Stopping”;

DECISION

The Committee carried the recommendation unanimously out-of-session on 1 October 2015.

BACKGROUND

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion within the Sydney CBD during construction improve road infrastructure, increase vehicle capacity and reduce congestion in the City during the construction of the Sydney CBD and South East Light Rail Project (CSELR).

The SCCCIP will be delivered by Roads and Maritime Services (RMS) and includes:

- Modifying and realigning traffic lanes;
- Introducing changes to kerbside uses;
- Temporarily removing kerb extensions;
- Temporarily reducing footpath widths;
- Traffic signal modifications; and
- Modifying or removing some on-street parking.

The proposals set out as part of the SCCCIP will be reviewed six months after implementation to ensure effective operation of the changes. Following commencement of services for the CBD and South-East Light Rail, and following consultation between the City and RMS, any measures reducing pedestrian and cyclist accessibility will be reinstated by RMS at full cost.

COMMENTS

The western kerb on College Street from Prince Albert Road to Wentworth Avenue is generally signposted as No Stopping as a result of the College Street cycleway.

The eastern kerb on College Street from Prince Albert Road to Wentworth Avenue is generally signposted as 2P and 4P Ticket Parking.

CONSULTATION

The RMS publically exhibited the Review of Environmental Factors (REF), from 24 November 2014 to 9 January 2015. Notification of the REF included a letterbox drop to 42,000 residents and businesses including about 400 letters to key stakeholders, businesses and residents located adjacent to the various individual proposals.

There were a total of 122 submissions in response to the REF. 104 submission were opposed to the proposal, nine submissions were in support of the proposal.

The submissions in support of the proposal were in favour of increased vehicle capacity in the CBD. The submissions opposed to the proposal were opposed to the reduction in pedestrian space.

FINANCIAL

Implementation of all works associated with the SCCCIP including any restoration works required following the implementation of the CSELR, will be fully funded by the NSW State Government.

ATTACHMENTS

Item for Committee Information – Traffic Treatment – College Street from Prince Albert Road to Oxford Street, Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services

REVISIONS

NO	DESCRIPTION	DATE	DRAWN	CHD
01	ISSUED FOR CONSTRUCTION	20.05.15	AO	RW

GENERAL NOTES

1. DO NOT SCALE DRAWINGS. DIMENSIONS HAVE PREFERENCE OVER SCALED DIMENSIONS.
2. ANY DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO THE SUPERINTENDENT.
3. ALL WORK MUST BE DONE IN ACCORDANCE WITH THE DETAILED SPECIFICATIONS AND DRAWING DOCUMENTATION.
4. LOCATE AND PROTECT ALL UNDERGROUND SERVICES PRIOR TO ANY EXCAVATION. MAKE GOOD ALL DAMAGE TO EXISTING WORKS CAUSED BY THE ACTIVITY OF THESE WORKS.
5. THESE DRAWINGS ARE TO BE PRINTED IN COLOURS.

PROJECT: SCCCP
PRECINCT 04 - COLLEGE STREET
CLIENT: GBD ALLIANCE



