

**ITEM 15. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
BROADWAY FROM MOUNTAIN STREET TO WATTLE STREET
ULTIMO**

TRIM RECORD NO: 2015/378441

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Remove the kerbside AM and PM peak Bus Lane on the northern side of Broadway between Mountain Street and Wattle Street;
- (B) Reconfigure the kerbside lane on northern side of Broadway between Mountain Street and Wattle Street to provide a dedicated left turn lane and three general traffic inbound lanes;
- (C) Provision of kerb extensions on the north-east, north-west and south-east corners of the Wattle Street, Broadway and Abercrombie Street intersection;
- (D) Reallocation parking on the northern side of Broadway, between Mountain Street and a point 23.1 metres east of the eastern building alignment of Mountain Street as “No Stopping”;
- (E) Reallocation of kerbside parking on the northern side of Broadway between the points 23.1 metres and 38.2 metres east of the eastern building alignment of Mountain Street with “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone 10am-3pm Mon-Fri, 8.30am-12.30pm Sat”;
- (F) Reallocation of kerbside parking on the northern side of Broadway between points 38.2 metres and 50.6 metres east of the eastern building alignment of Mountain Street with “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “2P 10am-3pm Mon-Fri 8.30am-12.30pm Sat”;
- (G) Reallocation of kerbside parking on the northern side of Broadway between points 50.6 metres and 67.6 metres east of the eastern building alignment of Mountain Street and retain “No Stopping”;
- (H) Reallocation of kerbside parking on the northern side of Broadway between points 67.6 metres and 82.5 metres east of the eastern building alignment of Mountain Street with “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone 10am-3pm Mon-Fri 8.30am-12.30pm Sat”;
- (I) Reallocation of kerbside parking on the northern side of Broadway between points 82.5 metres and 93.4 metres east of the eastern building alignment of Mountain Street as “No Stopping”;
- (J) Reallocation of kerbside parking on the northern side of Broadway between the points 93.3 metres east of the eastern building alignment of Mountain Street and Wattle Place;
- (K) Modify the traffic signal control at the Broadway, Wattle Street and Abercrombie Street intersection to provide for signal control on both pedestrian crossing and vehicle movements on the Wattle Street slip lane; and
- (L) Changes to the traffic signal design at of Broadway, Wattle Street and Abercrombie Street will be subject to final approval by the Roads and Maritime Services.

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 through improved road infrastructure, retaining vehicle capacity and reducing 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 kerb space on Broadway from Mountain Street to Wattle Street is generally signposted as Bus Lane, 2P Ticket and Loading Zone.

The proposed parking change seeks support to provide kerb extensions and peak hour No Stopping restrictions.

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.

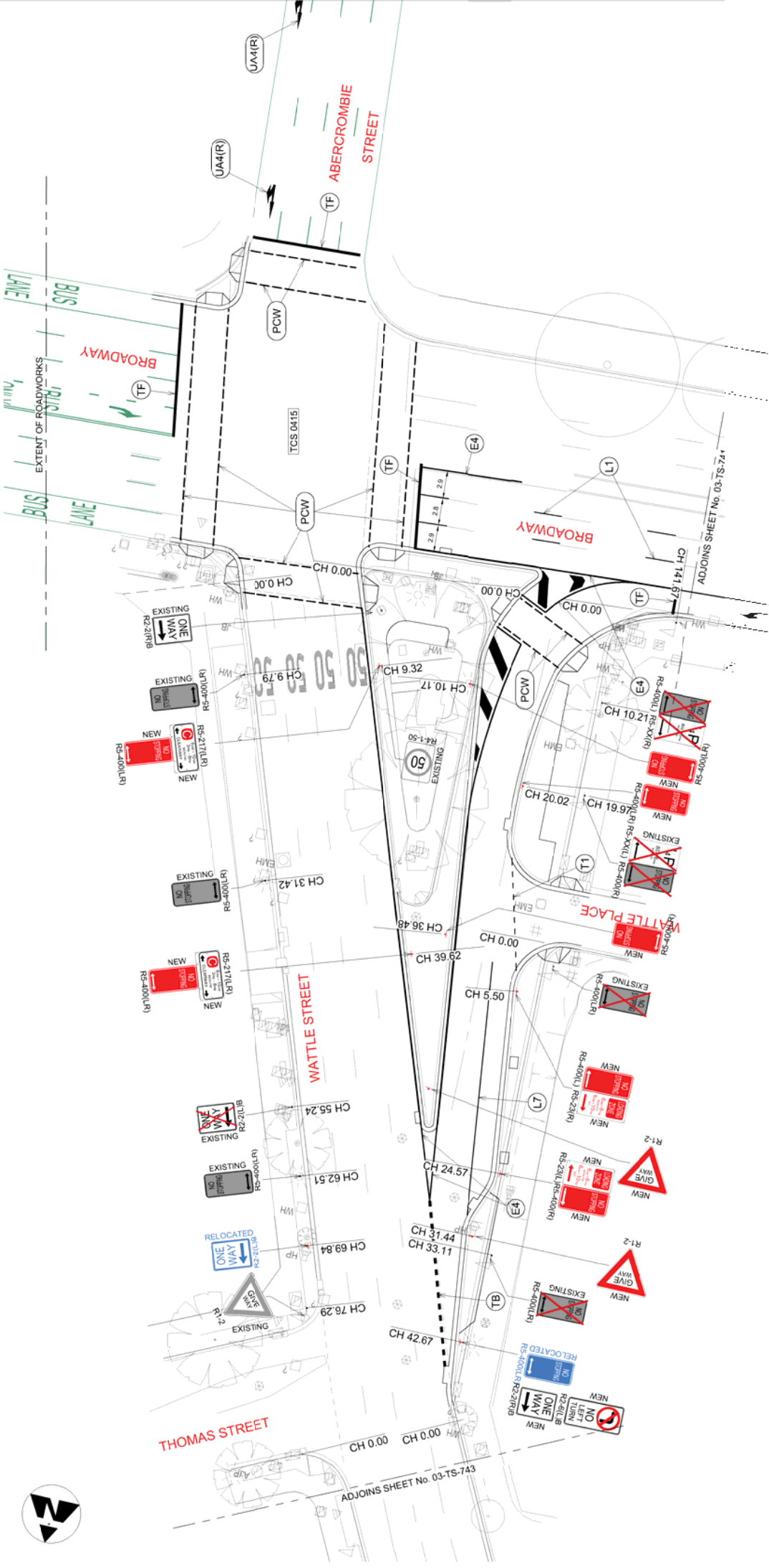
FINANCIAL

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 – Broadway from Mountain Street to Wattle Street, Ultimo

Stephen Sherwin, Project Manager – Roads and Maritime Services



REVISIONS

REV	DESCRIPTION	DATE	DRAWN	CHECKED	APPROVED
A	REVISED				
B	REVISED				

GENERAL NOTES

1. DO NOT SCALE DRAWINGS. DIMENSIONS HAVE PREFERENCE OVER SCALED DIMENSIONS.
2. ANY DIMENSIONS MUST BE REPORTED IMMEDIATELY TO THE SUPERINTENDENT.
3. DIMENSIONS MUST BE REPORTED IMMEDIATELY TO THE SUPERINTENDENT.
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 COLOUR.

PROJECT

SCCCIP
 PRECINCT 03 - SOUTHERN PRECINCT
 CLIENT: GBD ALLIANCE

LINE MARKING & SIGNAGE PLAN

WATTLE STREET
 SHEET 2 OF 3

DRAWING No: 02150022-03-TS-742
 REV: DRN B AO RW RM
 CHD: APPD
 DATE: 17/04/15

SCALE: 1:200 (A1)
 NOT FOR CONSTRUCTION

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ADJOINS SHEET No. 03-TS-743

ADJOINS SHEET No. 03-TS-741

