

**ITEM 17. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
PITT STREET FROM RAWSON PLACE TO BATHURST STREET
SYDNEY**

TRIM RECORD NO: 2015/385731

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Provision of two through lanes and a 65 metre dedicated right turn lane on Pitt Street south of Hay Street;
- (B) Provision of shared through and left lane and a shared through and right lane on Pitt Street south of Goulburn Street;
- (C) Reallocation of kerb space on the western side of Pitt Street between the Rawson Place and 10 metres north of the building line of Rawson Place as “No Stopping”;
- (D) Reallocation of kerb space on the western side of Pitt Street between 10 metres and 39 metres north of the building line of Rawson Place as “Bus Zone”;
- (E) Reallocation of kerb space on the western side of Pitt Street between 39 metres and 41.6 metres north of the building line of Rawson Place as “No Stopping”;
- (F) Reallocation of kerb space on the western side of Pitt Street, between the kerb line of Barlow Street and 10 metres north of the northern kerb line of Barlow Street to “No Stopping”;
- (G) Reallocation of kerb space on the western side of Pitt Street, between points 10 metres and 39 metres north of the northern kerb line of Barlow Street to “Bus Zone”;
- (H) Reallocation of kerb space on the western side of Pitt Street, between points 39 metres and 106.9 metres north of the northern kerb line of Barlow Street to “No Stopping”;
- (I) Reallocation of kerb space on the western side of Pitt Street, between points 16.2 metres and 21.6 metres north of the northern kerb line of Hay Street to “Mail Zone Taxis Excepted 1 minute limit set down only”;
- (J) Reallocation of kerb space on the western side of Pitt Street between points 21.6 metres and 46.4 metres north of the northern building alignment of Hay Street as “Loading Zone Ticket 6am-6pm Mon-Fri 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun and Public Holidays”;
- (K) Reallocation of kerb space on the western side of Pitt Street, between points 8.9 metres and 32.5 metres north of the northern kerb alignment of Campbell Street to “No Stopping 6am-10am 3pm-8pm Mon-Fri” and “No Parking other times, Buses Excepted 5 minute limit”;

- (L) Reallocation of kerb space on the western side of Pitt Street, between points 32.5 metres and 41.8 metres north of the northern building alignment of Campbell Street to “No Stopping 6am-10am 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sunday and Public Holidays”;
- (M) Reallocation of kerb space on the western side of Pitt Street, between 41.8 metres north of the northern kerb line of Campbell Street and Cunningham Street as “No Stopping”;
- (N) Reallocation of kerb space on the western side of Pitt Street between Cunningham Street and 10 metres north of the northern kerb alignment of Cunningham Street as “No Stopping”;
- (O) Reallocation of kerb space on the western side of Pitt Street, between points 10 metres and 54.8 metres north of the northern kerb alignment of Cunningham Street as “No Stopping 6am-10am 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sunday and Public Holidays”;
- (P) Reallocation of kerb space on the western side of Pitt Street, between points 72.8 metres and 90.4 metres north of the northern building alignment of Goulburn Street to “No Parking Coaches Excepted 15 Minute Limit”;
- (Q) Reallocation of kerb space on the western side of Pitt Street, between points 112.9 metres and 123.4 metres north of the building alignment of Goulburn Street to “P5 Minute”;
- (R) Reallocation of kerb space on the western side of Pitt Street between the points 4.9 metres and 48.2 metres north of Liverpool Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sunday and Public Holidays”;
- (S) Reallocation of kerb space on the western side of Pitt Street between the points 61.7 metres and 90.1 metres north of Liverpool Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sunday and Public Holidays”;
- (T) Reallocation of kerb space on the western side of Pitt Street between the points 90.1 metres and 108.3 metres north of Liverpool Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sunday and Public Holidays”;
- (U) Reallocation of kerb space on the western side of Pitt Street between the points 108.3 metres and 128 metres north of Liverpool Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sunday and Public Holidays”;
- (V) Reallocation of kerb space on the western side of Pitt Street between the points 151.3 metres and 161.3 metres north of Liverpool Street as “P Motorbikes Only”;
- (W) Reallocation of kerb space on the western side of Pitt Street between the points 161.3 metres and 180.4 metres north of Liverpool Street as “No Parking Coaches Excepted 15 Minute Limit”;

- (X) Reallocation of kerb space on the western side of Pitt Street between the points 180.4 metres and 210.4 metres north of Liverpool Street as "Taxi Zone";
- (Y) Reallocation of kerb space on the eastern side of Pitt Street, between points 10.9 metres and 19.4 metres south of the southern kerb alignment of Goulburn Street to "No Stopping";
- (Z) Reallocation of kerb space on the eastern side of Pitt Street between the points 10.9 metres to 19.4 metres south of the kerb alignment on Goulburn Street as "No Stopping";
- (AA) Reallocation of kerb space on the eastern side of Pitt Street between points 19.4 metres and 45.1 metres south of the kerb alignment of Goulburn Street as "No Stopping 3pm-8pm Mon-Fri", "Loading Zone Ticket 6am-3pm Mon-Fri" and "4P Ticket 8pm-12am Mon-Fri, 8am-10pm Sat, Sun and Public Holidays";
- (BB) Reallocation of kerb space on the eastern side of Pitt Street between points 45.1 metres and 61.7 metres south of the kerb line of Goulburn Street to "No Stopping 3pm-8pm Mon-Fri" and "No Parking other times";
- (CC) Reallocation of kerb space on the eastern side of Pitt Street between points 61.7 metres and 80.7 metres south of the kerb alignment of Goulburn Street to "No Stopping 3pm-8pm Mon-Fri", "No Parking 6am-3pm, Buses Excepted 15 minute limit" and "4P Ticket 8pm-12am Mon-Fri, 8am-10pm Sat, Sun and Public Holidays";
- (DD) Reallocation of kerb space on the eastern side of Pitt Street, between points 80.7 metres and 94.5 metres south of the kerb alignment of Goulburn Street to "No Stopping 3pm-8pm Mon-Fri", "Loading Zone Ticket 6am-3pm Mon-Fri" and "4P Ticket 8pm-12am Mon-Fri, 8am-10pm Sat, Sun and Public Holidays";
- (EE) Reallocation of parking restrictions on the eastern side of Pitt Street, between points 94.5 and 119.7 metres south of the kerb alignment of Goulburn Street to "Bus Zone";
- (FF) Reallocation of kerb space on the eastern side of Pitt Street, between points 6.9 metres and 65.5 metres north of the building alignment of Goulburn Street to "No Stopping";
- (GG) Reallocation of kerb space on the eastern side of Pitt Street, between points 65.5 metres and 89.0 metres north of the building alignment of Goulburn Street to "Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat" and "4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays";
- (HH) Reallocation of kerb space on the eastern side of Pitt Street, between points 99.1 metres and 129.9 metres north of the building alignment of Goulburn Street to "Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat" and "4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays";
- (II) Reallocation of kerb space on the eastern side of Pitt Street between the points 7.5 metres and 19.5 metres north of Liverpool Street as "Disability Parking"; and
- (JJ) Reallocation of kerb space on the eastern side of Pitt Street between the points 19.5 metres and 54.9 metres north of Liverpool Street as "Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat" and "4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays";

- (KK) Reallocation of kerb space on the eastern side of Pitt Street between the points 89 metres and 155.9 metres north of Liverpool Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays”;
- (LL) Reallocation of kerb space on the eastern side of Pitt Street between the points 171 metres and 186 metres north of Liverpool Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays”; and
- (MM) The Applicant (RMS) must return items (A) and (D) to pre-construction alignment following the commencement of passenger services of the CBD and South East Light Rail network.

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 Pitt Street from Rawson Place to Liverpool Street is generally signposted as Loading Zone, 1P and 4P Ticket.

The proposed parking change seeks support to provide kerb space dedicated Bus Zones, Loading Zones and 4P Ticket.

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

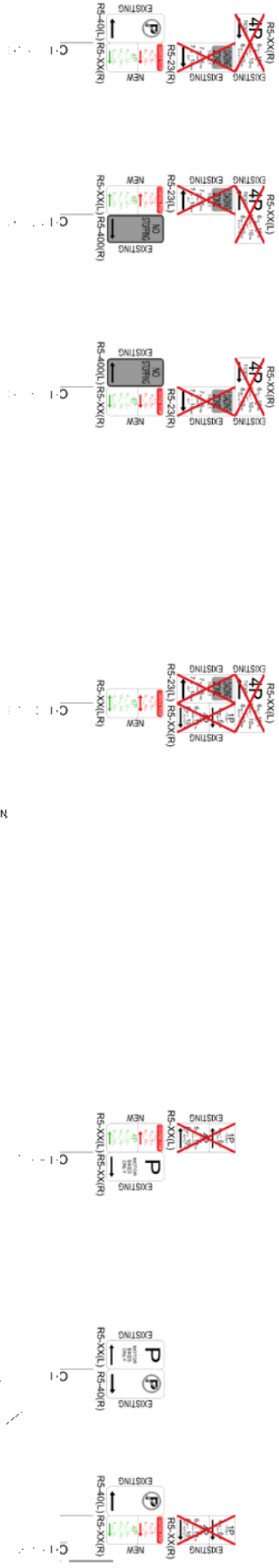
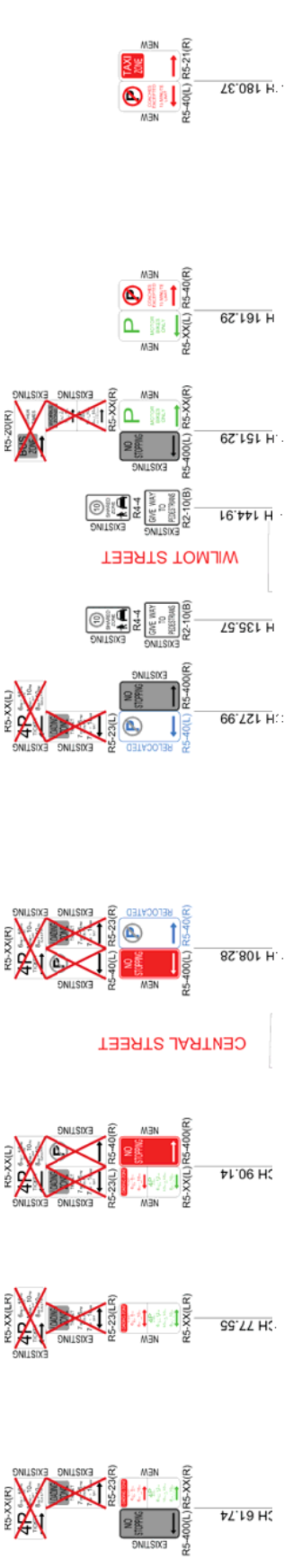
Item for Committee Information – Traffic Treatment – Pitt Street from Rawson Place to Bathurst Street, Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services



PITT STREET

NS SHEET NO. 03-T



<p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>REV</th> <th>DESCRIPTION</th> <th>DATE</th> <th>DESIGN</th> <th>CHKD</th> <th>APPD</th> </tr> </thead> <tbody> <tr> <td>01</td> <td>ISSUE FOR CONSTRUCTION</td> <td>21.07.15</td> <td>AO</td> <td>RW</td> <td>RM</td> </tr> </tbody> </table>	REV	DESCRIPTION	DATE	DESIGN	CHKD	APPD	01	ISSUE FOR CONSTRUCTION	21.07.15	AO	RW	RM	<p>GENERAL NOTES</p> <ol style="list-style-type: none"> 1. DON'T SCALE DRAWINGS. FIGURED DIMENSIONS HAVE PREFERENCE OVER SCALED DIMENSIONS. 2. ANY DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO THE SUPERINTENDENT. 3. ALL DIMENSIONS MUST BE READ IN CONJUNCTION WITH THE DETAILED SPECIFICATIONS AND ENGINEERING DOCUMENTS. 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. <p>© 2015 Woolcotts Pty Ltd. All rights reserved. The copyright in these drawings is owned by Woolcotts Pty Ltd. No part of these drawings may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Woolcotts Pty Ltd.</p>	<p>PROJECT SCCCP PRECINCT 03 - SOUTHERN PRECINCT</p> <p>CLIENT GSD ALLIANCE</p> <p>LINEMARKING & SIGNAGE PLAN PITT STREET SHEET 16 OF 9</p> <p>DRAWING No. 02150022-03-TS-726 REV. DRN. CHD. APPD. 00 AO RW RM</p> <p>DATE 21.07.15</p> <p>SCALE 1:200 @ A4</p>	<p>Tract Landscape Architects Urban Designers Town Planners</p> <p>Level 6/80 Mount Street North Sydney A.S.N. 2060 P. 02 9554 3733 www.tract.com.au</p>
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