

**ITEM 18. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
PRINCE ALBERT ROAD FROM MACQUARIE STREET TO COLLEGE
STREET SYDNEY**

TRIM RECORD NO: 2015/380114

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Reallocation of the kerb side the northern side of Prince Albert Road between points 37.8 metres and 83.3 metres east of the building alignment of Macquarie Street as “No Stopping”;
- (B) Provide an additional westbound lane in Prince Albert Road between Macquarie Street and College Street: and
- (C) The Applicant (RMS) must return item (B)**Error! Reference source not found.** 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 Prince Albert Road from Macquarie Street to College Street is generally signposted as Bus Zone.

The proposed parking change seeks to remove the existing bus zone to provide a dedicated left turn lane in Prince Albert Road at College Street. It is also proposed to realign the kerb, median and lanes to provide an additional westbound lane in Prince Albert Road.

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.

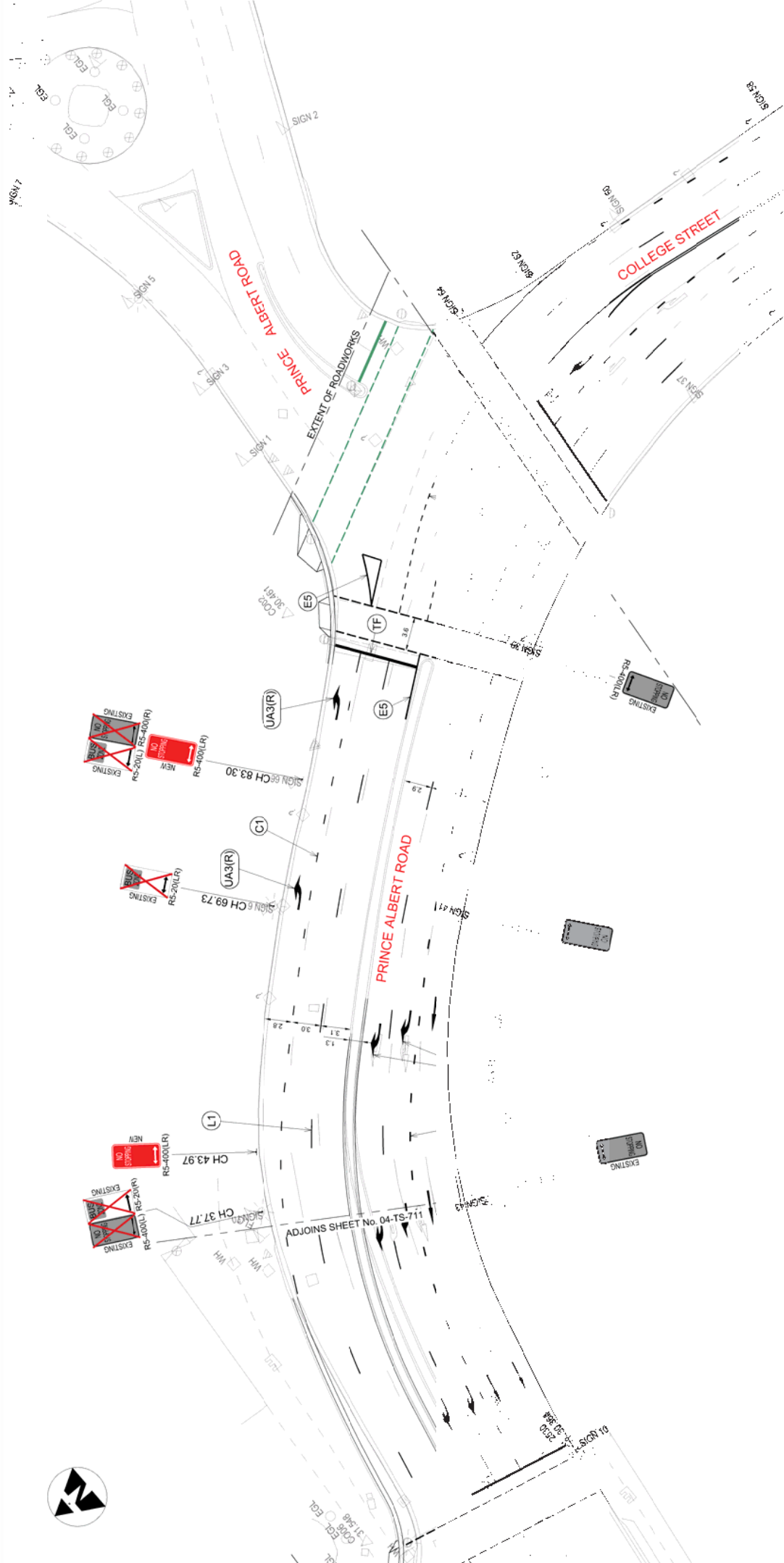
FINANCIAL

Implementation of all works associated with the SCCIP 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 – Prince Albert Road from Macquarie Street to College Street, Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services



REVISIONS

REV	DESCRIPTION	DATE	DESIGN	CHKD	APPD
01	ISSUE FOR CONSTRUCTION	20.05.15	AO	RV	RM

PROJECT
 SCCCP
 PRECINCT 04 - COLLEGE STREET
CLIENT
 GBD ALLIANCE
CONSTRUCTION ISSUE

Lighting, Art & Science
 Lighting Consultants, Electrical Engineers
 4/3 Pacific Highway, PARRAMATTA 2073
 PH: 02 9411 0474, 02 9440 1325

WSP
 WSP GROUP
 1111 Market Street, Sydney NSW 2000
 PH: (02) 9232 2200
 Fax: (02) 9232 2201

Woolcotts
 CONSULTANTS
 1111 Market Street, Sydney NSW 2000
 PH: (02) 9232 2200
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GENERAL NOTES

1. DO NOT SCALE DRAWINGS. FIGURED DIMENSIONS HAVE PREFERENCE OVER SCALED DIMENSIONS.
2. ANY DIMENSIONS MUST BE REPORTED IMMEDIATELY TO THE SUPERINTENDENT.
3. ALL DIMENSIONS MUST BE READ IN CONJUNCTION WITH THE DETAILED SPECIFICATION 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.

The Client, its officers, agents and the contractor shall be jointly and severally liable for the accuracy of the information provided in this document. The Client shall be responsible for the accuracy of the information provided in this document. The Client shall be responsible for the accuracy of the information provided in this document.

