

**ITEM 19. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
ULTIMO ROAD AND HARRIS STREET ULTIMO**

TRIM RECORD NO: 2015/301587

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Modification to the geometry of Ultimo Road and Harris Street, Ultimo intersection to provide:
- Two left turn slip lanes from Ultimo Road to Harris Street;
 - A single right turn movement from Ultimo Road to Harris Street;
 - A larger traffic island including pram ramps and increased pedestrian storage;
 - Realignment of the southbound lanes on Harris Street to facilitate the construction of the larger triangular island;
 - Extension to the kerb on the northeast corner of Harris Street and Ultimo Road;
 - Reduction of the kerb widths on the south east corner of Harris Street and Ultimo Road providing two traffic lanes on the slip lane; and
- (B) The changes to the traffic signal design at Harris Street and Ultimo Road 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 intersection currently has two right turn lanes from Ultimo Road to Harris Street and a single left turn lane.

The implementation of the kerb arrangements allows for increased vehicle capacity on the left turn from Ultimo Road to Harris Street and provides for increased storage capacity for pedestrians on the traffic island.

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.

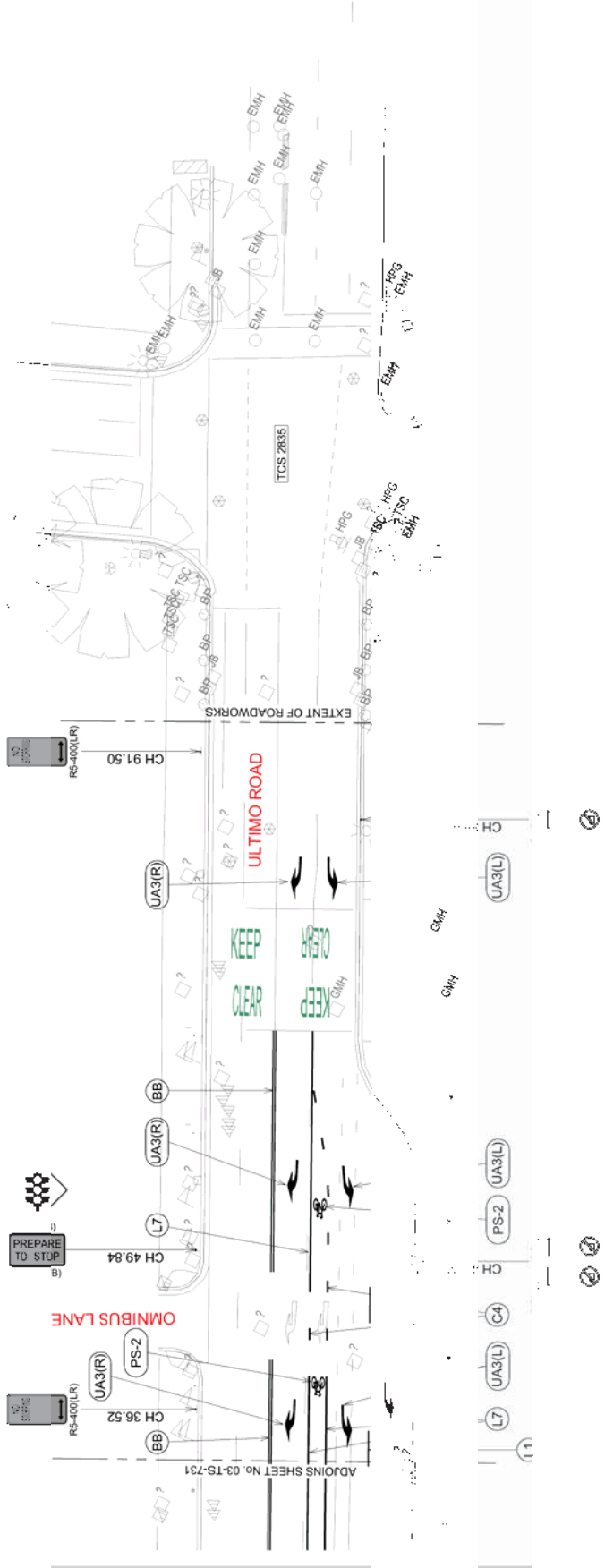
FINANCIAL

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 – Ultimo Road and Harris Street, Ultimo

Stephen Sherwin, Project Manager – Roads and Maritime Services



ADJOINS SHEET No. 03-TS-731

RS-400(LR)
CH 36.52
BB
PS-2
UA3(R)

OMNIBUS LANE

PREPARE TO STOP
RS-400(LR)
CH 49.84
L7
UA3(R)
BB

KEEP CLEAR

KEEP CLEAR

KEEP CLEAR

ULTIMO ROAD

EXTENT OF ROADWORKS

RS-400(LR)
CH 91.50

TCS 2855

HPC
TSC
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REVISIONS

NO	DESCRIPTION	DATE	DRAWN	CHECKED
A	ISSUED FOR PERMIT	12/01/15	AO	RM

GENERAL NOTES

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

PROJECT: TRACT ARCHITECTS
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Woolcotts.
Woolcotts
Woolcotts

WSP
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WSP

PARSONS BRINCKERHOFF
PARSONS BRINCKERHOFF

LAS
Lighting, Art & Science
Lighting, Art & Science

PROJECT
SCCCP
PRECINCT 03 - SOUTHERN PRECINCT
CLIENT

LINEMARKING & SIGNAGE PLAN
ULTIMO ROAD / HARRIS STREET
SHEET 2 OF 2

REV	DRN	CHD	APPD
A	AO	RW	RM

DRAWING No. 02150022-03-TS-732
DATE 04.06.15