

**ITEM 20. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
WATTLE STREET FROM BROADWAY TO KELLY STREET ULTIMO**

TRIM RECORD NO: 2015/378483

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Provision of kerb extensions on the Wattle Street traffic island between Broadway and 21 metres north of the kerb line on Wattle Place;
- (B) Provision of a kerb extension on Wattle Street slip lane between Broadway and 45 metres north of Wattle Place;
- (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) Provision of a signal controlled pedestrian crossing on the Wattle Street slip lane;
- (E) Reallocation of kerb space on the western side of the Wattle Street slip lane between Broadway and Wattle Place as “No Stopping”,
- (F) Reallocation of kerb space on the western side of the Wattle Street slip lane between Wattle Place and a point 5.5 metres north of the kerb line of Wattle Place as “No Stopping”;
- (G) Reallocation of kerb space on the western side of the Wattle Street slip lane between points 5.5 metres and 24.6 metres north of the kerb line of Wattle Place as “Loading Zone 6am-6pm Mon-Fri, 6am-10am Sat”;
- (H) Reallocation of kerb space on the western side of Wattle Street between the kerb line of Thomas Street and a point 13.5 metres north of the northern kerb line of Thomas Street as “No Stopping”;
- (I) Reallocation of kerb space on the western side of Wattle Street between points 13.5 metres and 73.1 metres north of the kerb line of Thomas Street as “Clearway 6am-10am, 3pm-8pm Mon-Fri, No Parking other times”;
- (J) Reallocate the kerbside parking on the eastern side of Wattle Street between points 10.3 metres and 104.0 metres north of the kerb line of Thomas Street as “No Stopping 6am-10am,3pm-8pm Mon-Fri, No Parking other times”; and
- (K) 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 Wattle Street slip lane is generally signposted as ¼ P and No Stopping, Wattle Street is generally signposted as 1P Ticket and 2P Ticket parking with Clearway Restrictions.

The proposed parking change seeks support to provide kerb extensions with No Stopping during peak hours and No Parking Other Times.

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.

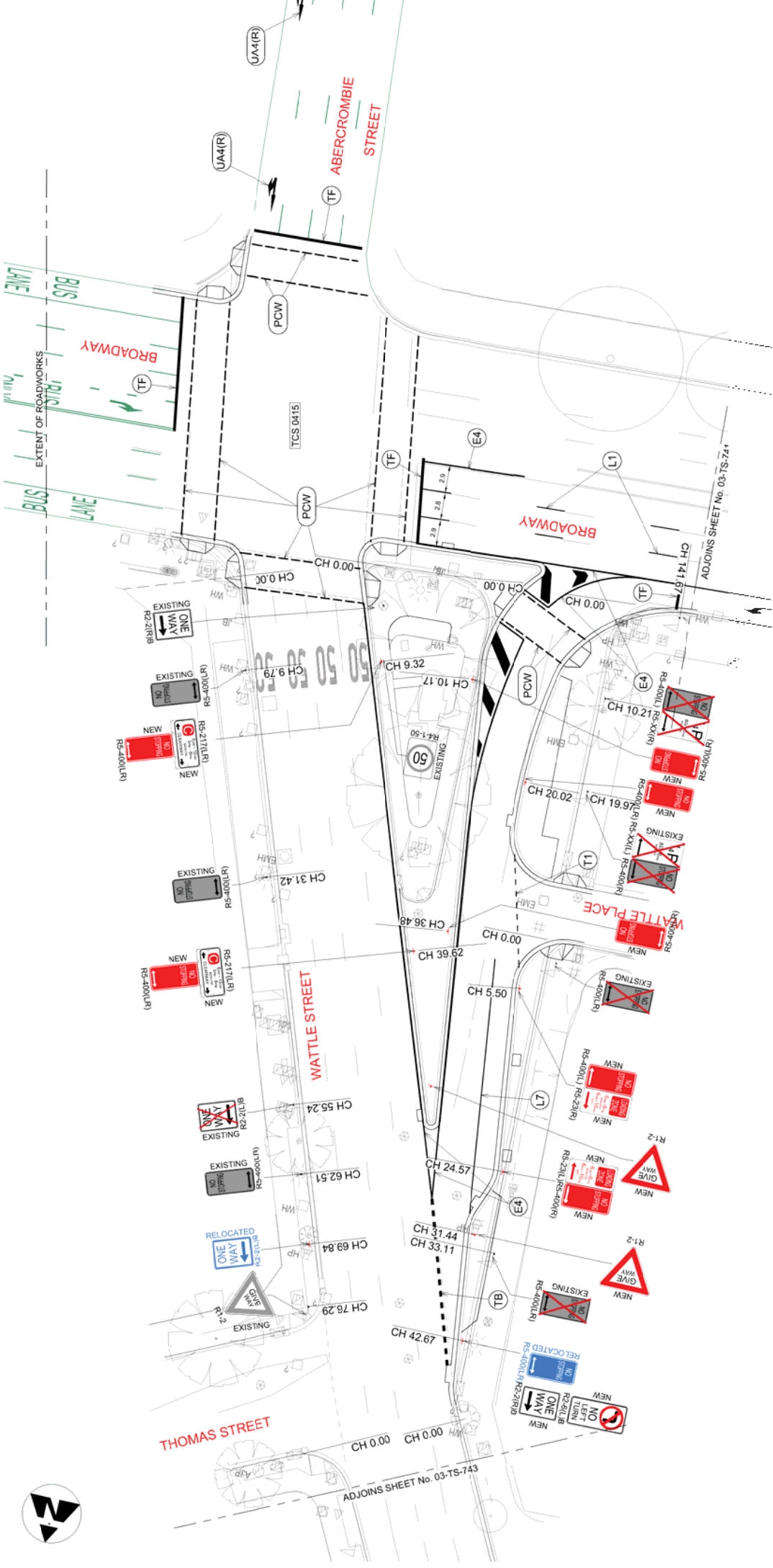
FINANCIAL

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 – Wattle Street from Broadway to Kelly Street, Ultimo

Stephen Sherwin, Project Manager – Roads and Maritime Services



LINE MARKING & SIGNAGE PLAN
WATTLE STREET
SHEET 2 OF 3

REV	DRN	CHKD	APPD
B	AO	RW	RM

DRAWING No: 02150022-03-TS-742
 DATE: 17/04/15

PROJECT: SCCPIP
 PRECINCT 03 - SOUTHERN PRECINCT
 CLIENT: GBD ALLIANCE

SCALE: 1:500

NOT FOR CONSTRUCTION
 PRELIMINARY

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REVISIONS

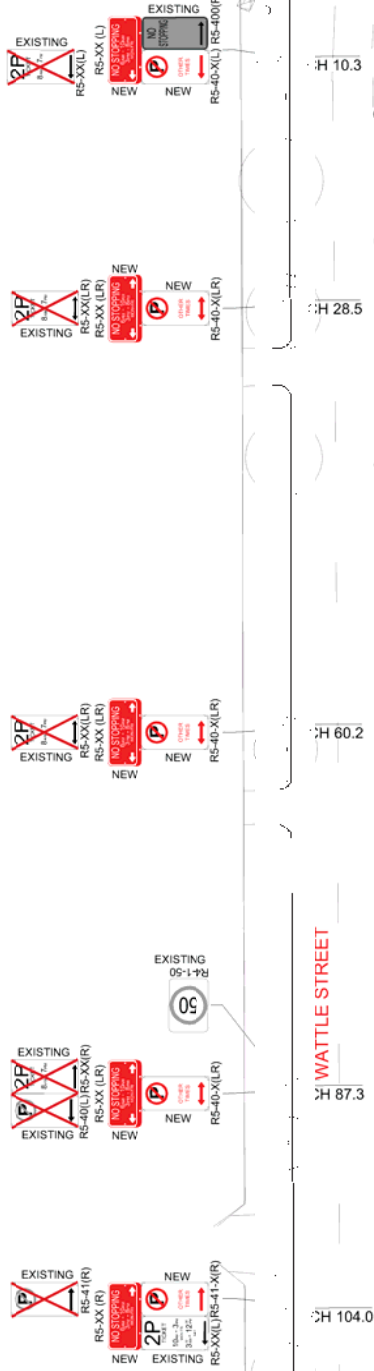
NO	DESCRIPTION	DATE	DRAWN	CHKD
1	ISSUED FOR PERMIT			

GENERAL NOTES

- DO NOT SCALE DRAWINGS. DIMENSIONS HAVE PREFERENCE OVER SCALED DIMENSIONS.
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- CONTRACTOR TO VERIFY ALL DIMENSIONS AND LOCATIONS WITH THE LOCAL AUTHORITIES AND ENGINEERING DOCUMENTS.
- LOCATE AND PROTECT ALL UNDERGROUND SERVICES PRIOR TO ANY EXCAVATION. MAKE GOOD ALL DAMAGE TO EXISTING WORKS CAUSED BY THE ACTIVITY OF THESE WORKS.
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THOMAS STREET



WATTLE STREET



REVISIONS

REV	DESCRIPTION	DATE	STATUS	CHKD
A	REVISED		AD	APPD
B	REVISED		AO	RW
C	REVISED		AD	RM

GENERAL NOTES

- DO NOT SCALE DRAWINGS. DIMENSIONS HAVE PREFERENCE OVER SCALED DIMENSIONS.
- ANY DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO THE SUPERINTENDENT.
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PROJECT
SCCPCP
PRECINCT 03 - SOUTHERN PRECINCT
CLIENT

LINEMARKING & SIGNAGE PLAN
WATTLE STREET
SHEET 3 OF 3

DRAWING No: 02150022-03-TS-743
REV: B
DRN: AD
CHKD: RW
APPD: RM

DATE: 17.04.15

SCALE: 1:200 @ A4

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