

**ITEM 31. TRAFFIC TREATMENT – MARKET STREET SYDNEY**

**TRIM RECORD NO: 2015/385607**

**RECOMMENDATION**

It is recommended that the Committee endorse the following:

- (A) Provision of lane and road markings on Market Street between Kent Street and 45 metres west of Kent Street as “Bus Only”;
- (B) Reduction of the existing kerb extension on the north western corner of the intersection of Market and Clarence Streets;
- (C) Provision of a three through traffic lanes a dedicated right turn lane westbound on Market Street between York Street and Clarence Street;
- (D) Reduction of the existing kerb extension on the northern side of Market Street between the points 47.2 metres east of the building line Clarence Street;
- (E) Reduction of the existing kerb extension on the south eastern corner of the intersection of Market and York Streets;
- (F) Reduction of the kerb width on the southern side of Market Street and the provision of three straight through lanes and a dedicated left turn lane on the southern side of Market Street between George Street and York Street;
- (G) Extension of the footpath width on the south-western corner of George and Market Street;
- (H) Realignment of kerb angle on the northern side of Market Street between 180 metres and 185 metres west of the building alignment on Castlereagh Street;
- (I) Reallocation of kerb space on the northern side of Market Street between points 122.6 metres and 157.6 metres west of the building alignment of Castlereagh Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “Taxi Zone other times”;
- (J) Reallocation of kerb space on the northern side of Market Street between points 157.6 metres and 170.7 metres, west of the western building alignment of Castlereagh Street as “Taxi Zone”;
- (K) Reallocation of kerb space on the northern side of Market Street between points 170.7 metres and 182.7 metres, west of the western building alignment of Castlereagh Street as “No Parking”;
- (L) Reallocation of kerb space on the northern side of Market Street between the points 35.5 metres and 45.5 metres east of the building line on Clarence Street as “Mail Zone”;
- (M) Reallocation of kerb space on the northern side of Market Street between points 5.8 metres and 35.5 metres east of the building alignment on Clarence Street as “Bus Zone”;

- (N) Reallocation of kerb space on the southern side of Market Street between points 4.2 metres and 14.75 metres, west of the western building alignment of Castlereagh Street as “No Stopping”;
- (O) Reallocation of kerb space on the southern side of Market Street between points 14.75 metres and 83.25 metres, west of the building alignment of Castlereagh Street as “No Stopping 6am-8pm Mon-Fri” and “Taxi Zone other times”;
- (P) Reallocation of kerb space on the southern side of Market Street between Pitt Street and George Street as “No Stopping”;
- (Q) It is recommended that the Committee note changes to the signalised intersections of Market and Clarence Streets, Market and York Streets and Market and Castlereagh Streets;
- (R) The Applicant (RMS) must return items (B), (C), (D), (E) and (F) to pre-construction alignment following the commencement of passenger services of the CBD and South East Light Rail network; and
- (S) The City, in conjunction with TfNSW, to review the provision of bus parking in Market Street six months after implementation.

## **DECISION**

## **BACKGROUND**

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion in the Sydney CBD 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.

Following commencement of passenger services on the CBD and South-East Light Rail (CSELR), and following consultation between the City and RMS, any SCCCIP treatments that diminish the safety and accessibility of pedestrians and cyclists, like reduced footpath widths and removed kerb extensions, will be reinstated by RMS at full cost.

## **COMMENTS**

The kerb space on Market Street is generally a combination of Taxi Zones, Bus Zones, No Stopping and No Parking.

The above changes are proposed to provide through routing through the City and additional No Stopping, Taxi and Loading Zones.

### **CONSULTATION**

The RMS publically exhibited the Review of Environmental Factors (REF) for the SCCCIP from 24 November 2014 to 9 January 2015. Notification of the REF also included a letterbox drop to 42,000 residents and businesses.

There were a total of 122 submissions received with 104 opposing the proposal and nine submissions supporting the proposal.

The submissions opposing the proposal objected to the reduction in pedestrian space.

The submissions supporting the proposal were in favour of increased vehicle capacity in the CBD.

### **FINANCIAL**

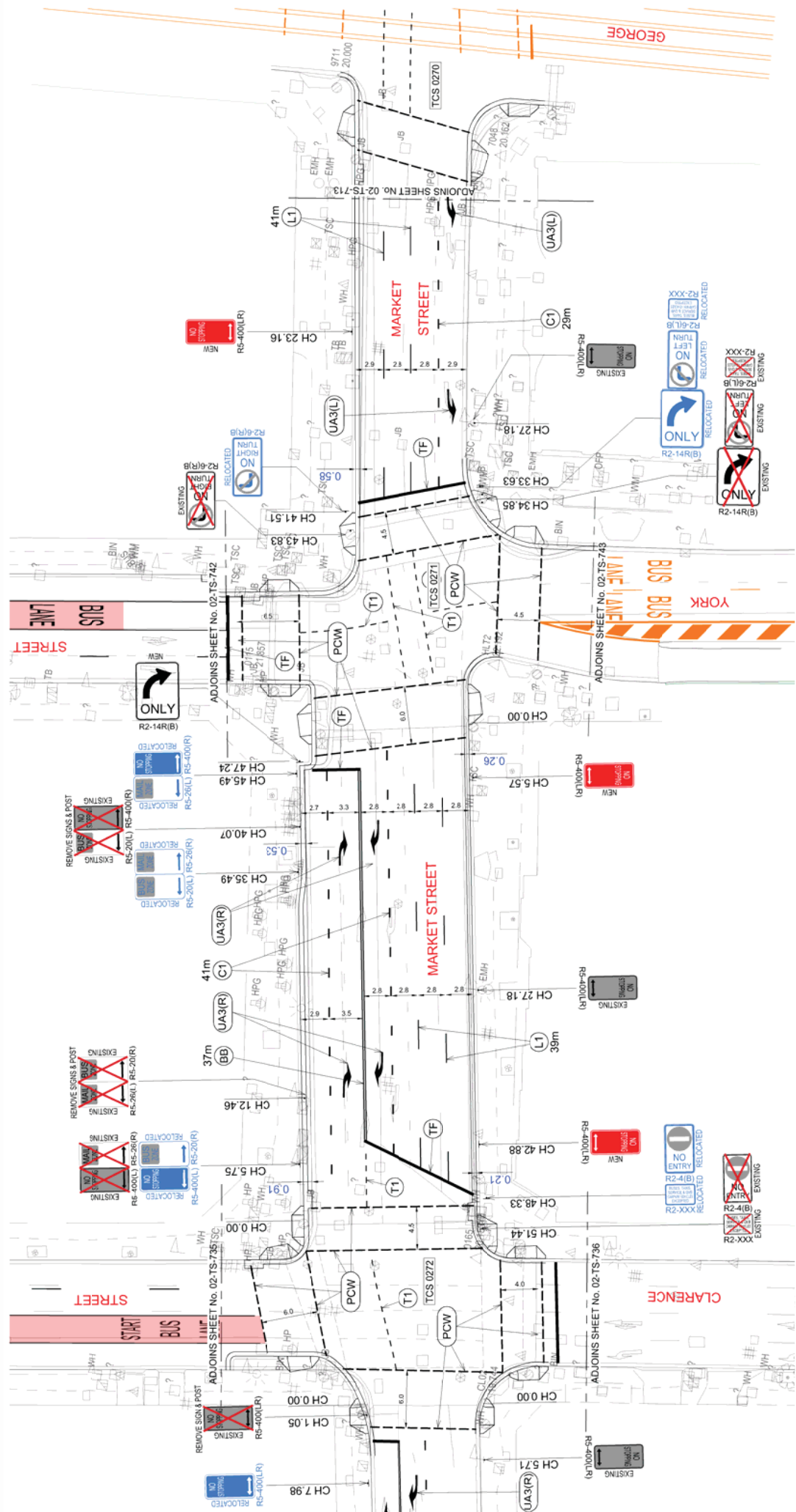
Implementation of all works associated with the SCCCIP, including any restoration works required following commencement of passenger services on the CSELR, will be fully funded by the NSW Government.

### **ATTACHMENTS**

Traffic Treatment – Market Street Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services





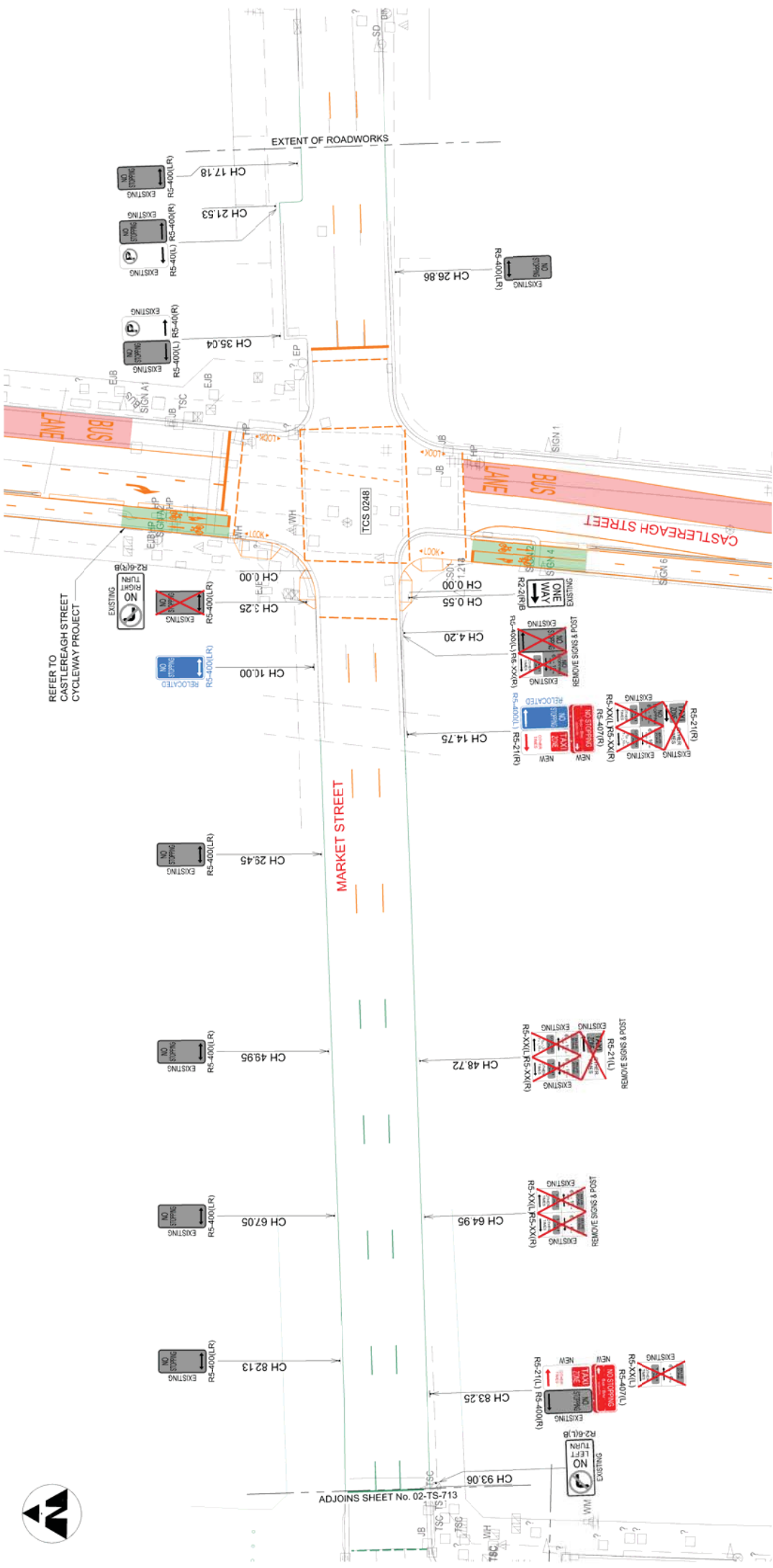
REVISIONS

NO	DESCRIPTION	DATE	DRAWN	CHKD
1	ISSUED FOR CONSTRUCTION	22.07.15	AD	RW

GENERAL NOTES

1. DON'T SCALE DRAWINGS - FIGURED DIMENSIONS HAVE PREFERENCE OVER SCALED DIMENSIONS
2. ANY DIMENSIONS MUST BE REPORTED IMMEDIATELY TO THE SUPERINTENDENT
3. 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.
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**LINEMARKING & SIGNAGE PLAN**  
**MARKET STREET**  
**SHEET 4 OF 4**

REV	DRW	CHD	APPD
02150022-02-TS-714	00	AO	RW

DATE: 22.07.15  
SCALE: 1:200 @ A4

**PROJECT**  
SCCCP  
PRECINCT 02 - RETAIL PRECINCT

**CLIENT**  
GBD ALLIANCE

**CONSTRUCTION ISSUE**

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**REVISIONS**

REV	DESCRIPTION	DATE	DESIGN	CHD
01	ISSUE FOR CONSTRUCTION	22.07.15	AO	RW

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