

ITEM 34. TRAFFIC TREATMENT – PITT STREET SYDNEY

TRIM RECORD NO: 2015/385281

RECOMMENDATION

It is recommended that the Committee endorse the following in Pitt Street, Sydney:

- (A) Installation of a kerb extension on the southern side of Park Street, east of Pitt Street;
- (B) Installation of a kerb extension on the eastern side of Pitt Street, south of Park Street;
- (C) Removal of a kerb extension on the western side of Pitt Street, south of Park Street;
- (D) Removal of a kerb extension on the northern side of Park Street, west of Pitt Street;
- (E) Reallocation of parking on the eastern side of Pitt Street, between points 14.8 metres and 40.5 metres (four car spaces), 46 metres and 56.7 metres (two car spaces), and 66.6 metres and 88.8 metres (four car spaces), north of Bathurst Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays”;
- (F) Reallocation of parking on the eastern side of Pitt Street, between points 88.8 metres and 126.1 metres (six car spaces), north of Bathurst Street as “Taxi Zone”;
- (G) Reallocation of parking on the eastern side of Pitt Street, between the points 126.1 metres and the southern kerb line of Park Street, north of Bathurst Street as “No Stopping”;
- (H) Reallocation of parking on the western side of Pitt Street between points 22.1 metres and 53.8 metres (five car spaces) and 100.9 metres and 110 metres (two car spaces), north of Bathurst Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays”;
- (I) Reallocation of parking on the western side of Pitt Street between the points 110 metres and the southern kerb line of Park Street, north of Bathurst Street as “No Stopping”;
- (J) It is recommended that the Committee note changes to the signalised intersections of Pitt and Park Streets;
- (K) The Applicant (RMS) must return items (C) and (D) to pre-construction alignment following the commencement of passenger services of the CBD and South East Light Rail network; and
- (L) The City, in conjunction with TfNSW, to review traffic and parking changes 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 Pitt Street is generally a combination of loading zones and ticket parking.

The proposed parking change seeks support to provide kerb extensions and loading and taxi 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.

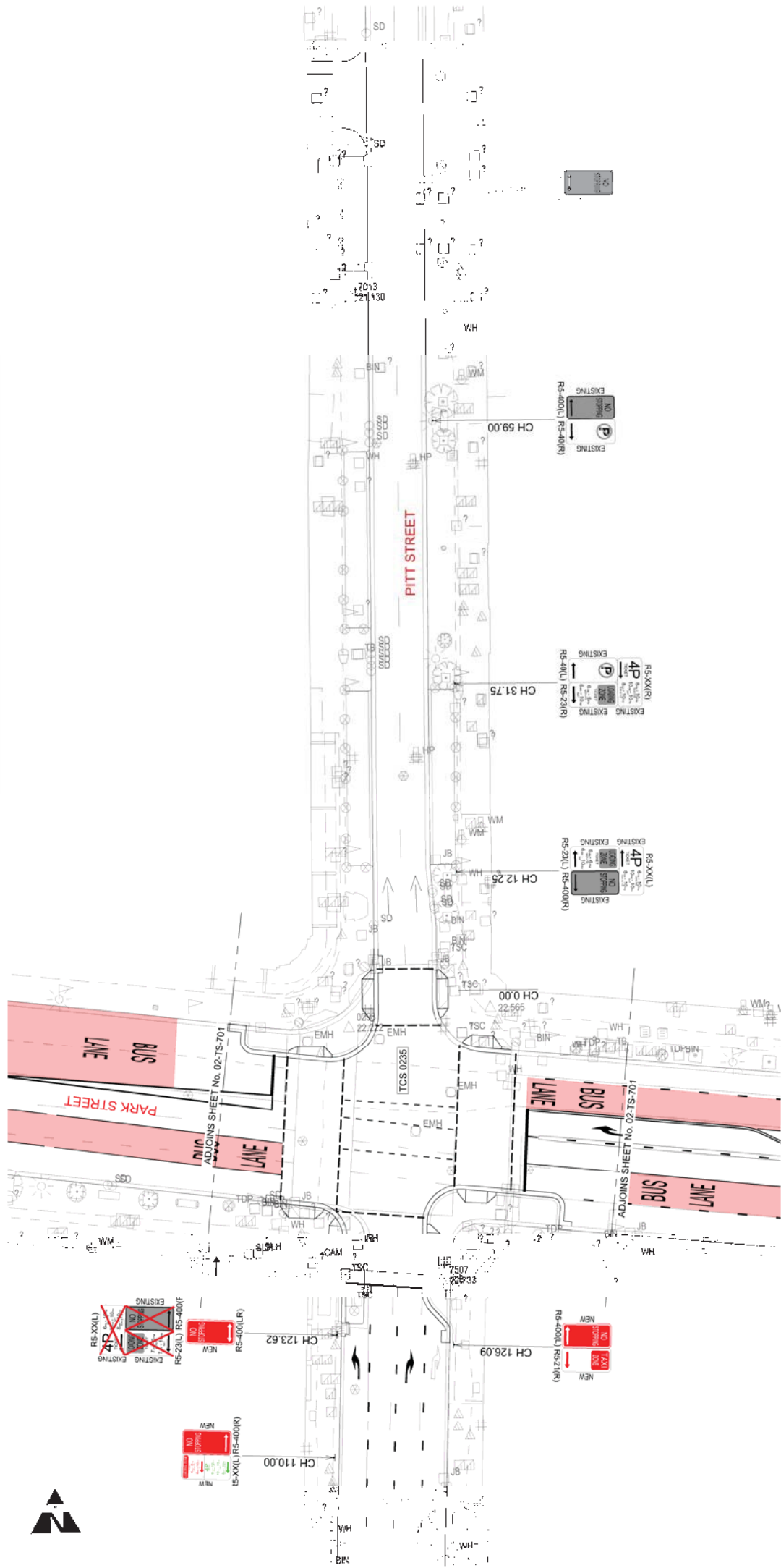
FINANCIAL

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 – Pitt Street Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services



GENERAL NOTES

1. DON'T SCALE OR
2. ANY DIMENSIONS
3. DIMENSIONS
4. LOCATE AND PRO
5. THESE DRAWING

ENGINEERS HAVE PREFERENCE OVER SCALED DIMENSIONS
 3. IMMEDIATELY TO THE SUPERINTENDENT.
 4. NO SERVICES PRIOR TO ANY EXCAVATION. MAKE GOOD
 5. BY THE ACTIVITY OF THESE WORKS.
 6. COLOUR
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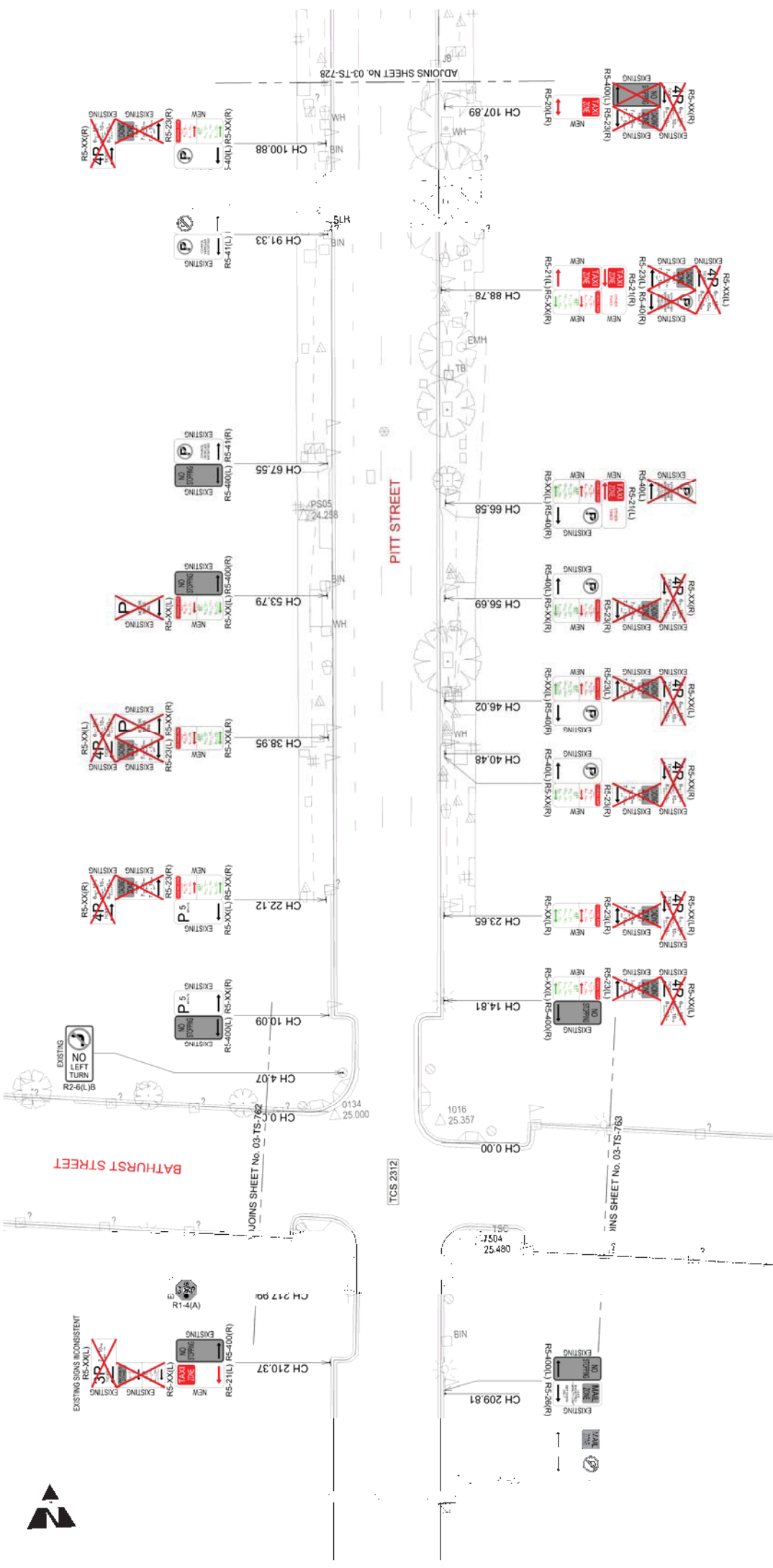
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 Lighting, Art & Science
 Lighting Consultants, Electrical Engineers
 895 Bourke Highway, PMB 1203
 Pitt St, Pitt Point NSW 2212

PROJECT: SCCCP
 PRECINCT 03 - SOUTHERN PRECINCT
 CLIENT: CBD ALLIANCE

NOT FOR CONSTRUCTION

PRELIMINARY

LINE	02
PIT	02
SH	02
DBA	02
DATE	02/12/20



BATHURST STREET

PITT STREET

ADJOINS SHEET No. 03-TS-728

JOINS SHEET No. 03-TS-728

JOINS SHEET No. 03-TS-728

TCS 2312

RE	DATE	BY	DESCRIPTION
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PROJECT: SCCC
 PRECINCT 03 - SOUTHERN PRECINCT
 CLIENT: CBD ALLIANCE
 DRAWING No. 02150022-03-TS-727 A
 REV C
 SCALE 1:200 (PLAN)

PROJECT: SCCC
 PRECINCT 03 - SOUTHERN PRECINCT
 CLIENT: CBD ALLIANCE
 DRAWING No. 02150022-03-TS-727 A
 REV C
 SCALE 1:200 (PLAN)

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