

**ITEM 72. OTHER AUTHORITIES – PARKING AND TRAFFIC TREATMENT –
PARK STREET SYDNEY**

TRIM RECORD NO: 2015/385281

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Westbound Bus Lane on the southern side of Park Street between George and Pitt Streets;
- (B) Provision of a 30 metre right turn lane on the eastern approach to Pitt Street on Park Street and relocate the median in Park Street between Pitt Street and 30 metres of east of Pitt Street;
- (C) Provision of kerb extensions on the northern side of Park Street between Pitt Street and 74.4 metres east of George Street;
- (D) Provision of kerb extensions on the southern side of Park Street between Pitt Street and 75.7 metres west of Castlereagh Street;
- (E) Reallocation of kerb space on the southern side of Park Street between the points 6.7 metres and 34.7 metres, west of the building alignment on Pitt Street as “Bus Zone”;
- (F) Reallocation of kerb space on the southern side of Park Street between the points 46.9 metres and 64.5 metres, west of the building alignment on Pitt Street as “Bus Zone 6am-10pm 3pm-8pm” and “Loading Zone Other Times”;
- (G) Reallocation of kerb space on the northern side of Park Street between Pitt Street and the point 19 metres west of the building alignment on Pitt Street as “No Stopping”;
- (H) Reallocation of kerb space on the northern side of Park Street between the points 19 metres and 56.3 metres, west of the building alignment on Pitt Street as “Bus Zone”;
- (I) Reallocation of kerb space on the northern side of Park Street between the points 56.3 metres and 64.9 metres, west of the building alignment on Pitt Street as “Loading Zone 6am-6pm” and “No Parking Other Times”;
- (J) Reallocation of kerb space on the northern side of Park Street between 64.9 metres and 71.5 metres, west of the building alignment on Pitt Street as “No Stopping Australia Post Vehicles Excepted”;
- (K) The Applicant (RMS) must return items (A), (B) and (C) 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 the provision of bus parking in Park Street between George Street and Castlereagh 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 alignment on Park Street is generally three lanes westbound and two lanes eastbound with a narrow central median. The kerb space on Park Street from George Street and Castlereagh Street is generally a combination of Taxi Zone and Bus Zone.

The proposed changes seeks support to provide two lanes in each direction with kerb changes and turning lanes with Bus 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

Other Authorities – Parking and Traffic Treatment – Park Street Sydney

Stephen Sherwin, Project Manager, Roads and Maritime Services

REVISIONS	DATE	BY	CHKD	DESC
1	27/07/15	AO	RM	ISSUED FOR CONSTRUCTION
2	13/08/15	AO	RM	REVISIONS TO SIGNAGE
3	13/08/15	AO	RM	REVISIONS TO SIGNAGE

GENERAL NOTES

1. CHECK LOCAL ORDINANCE. REQUESTS FOR SIGNAGE MUST BE REFERRED TO THE COUNCIL FOR APPROVAL.
2. ALL SIGNAGE MUST BE REFERRED TO THE COUNCIL FOR APPROVAL.
3. ALL SIGNAGE MUST BE REFERRED TO THE COUNCIL FOR APPROVAL.
4. ALL SIGNAGE MUST BE REFERRED TO THE COUNCIL FOR APPROVAL.

PROJECT: SOCCIP
 CLIENT: SOCCIP
 DRAWING NO: 02150022-02-TS-701
 SHEET: 1 OF 1
 DATE: 21/07/15

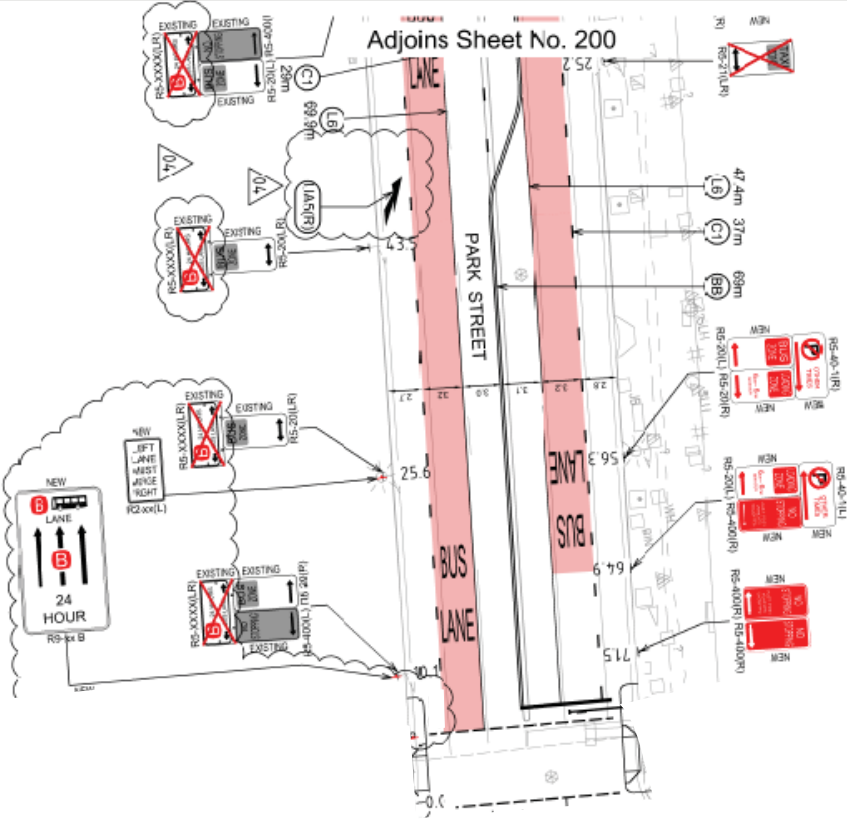
LINE MARKING & SIGNAGE PLAN
 PARK STREET
 SHEET 1 OF 1

NOTES

1. PAYEMENT ARROWS IN ACCORDANCE WITH BMAS DELINEATION GUIDE. SECTION 10 PAYEMENT ARROWS.



Adjoins Sheet No. 200



No.	Description	Rev.	By	Date
1	ISSUED FOR TENDER			
2	ISSUED FOR CONSTRUCTION			
3	ISSUED FOR CONSTRUCTION			
4	ISSUED FOR CONSTRUCTION			
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CBD ALLIANCE
SPYKNEY CITY CENTRE
BUS INFRASTRUCTURE

TRAFFIC SIGNAL PLAN
PARK STREET
SHEET 2 OF 5
SYDNEY CITY CENTRE
BUS INFRASTRUCTURE

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