

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 02/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	Some congestion still across Bridge Street and George St Intersection although some improvement due to cycle time increase.	Reasonable congestion on Grosvenor Street, although some improvement on previous.
Park / Druitt Street	No issues	No major issues.
Clarence St	No issues	No issues.
Harbour Street	No issues	No major issues.
York Street	Usual Congestion.	No Issues.
Western Distributor off Ramp	No major issues, usual congestion.	Usual Congestion.
General		

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 08/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues*	No Issues observed.
Bridge Street	Some delays experienced especially around the works at George Street, this was reduced following a discussion with Traffic Controllers operating Stop Slow Boards.	No issues.
Park / Drutt Street	No issues*	Congestion at the intersection of Kent and Drutt Sts. Changes to splits enacted to combat queuing along Kent St and Bathurst St.
Clarence St	No issues*	No issues.
Harbour Street	No issues*	Some queuing due to delays on Kent St.
York Street	Queues were observed on the Harbour Bridge up to approximately the Southern Pylon. This is not abnormal given the early running often experienced during this time of the year. Minor Changes were made to the splits in the area.	No Issues.
Western Distributor off Ramp	No major issues*	Queueing observed on the off ramp up to the bend on the Western Distributor due to congestion at the intersection of Kent and Drutt Sts.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

General	*It should be noted that the majority of monitoring was on Bridge Street and York Street given the Stop Slow mentioned above.	Wet Weather conditions and Crash on Anzac Bridge may have added to congestion.
---------	---	--

All of the monitoring will be based on observations.

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 09/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	No issues.	No issues.
Park / Druitt Street	No issues	No issues some intervention at Kent and Druitt St to assist left turn.
Clarence St	No issues.	Heavy Bus Traffic.
Harbour Street	No issues	No issues.
York Street	Queues were observed on the Harbour Bridge up to approximately the Southern Pylon. This is not abnormal given the early running often experienced during this time of the year. Minor Changes were made to the splits in the area.	Bus Breakdown.
Western Distributor off Ramp	Heavy general traffic	No issues.
General	Wet Weather and Late peak.	Major Rail Incident.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 10/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

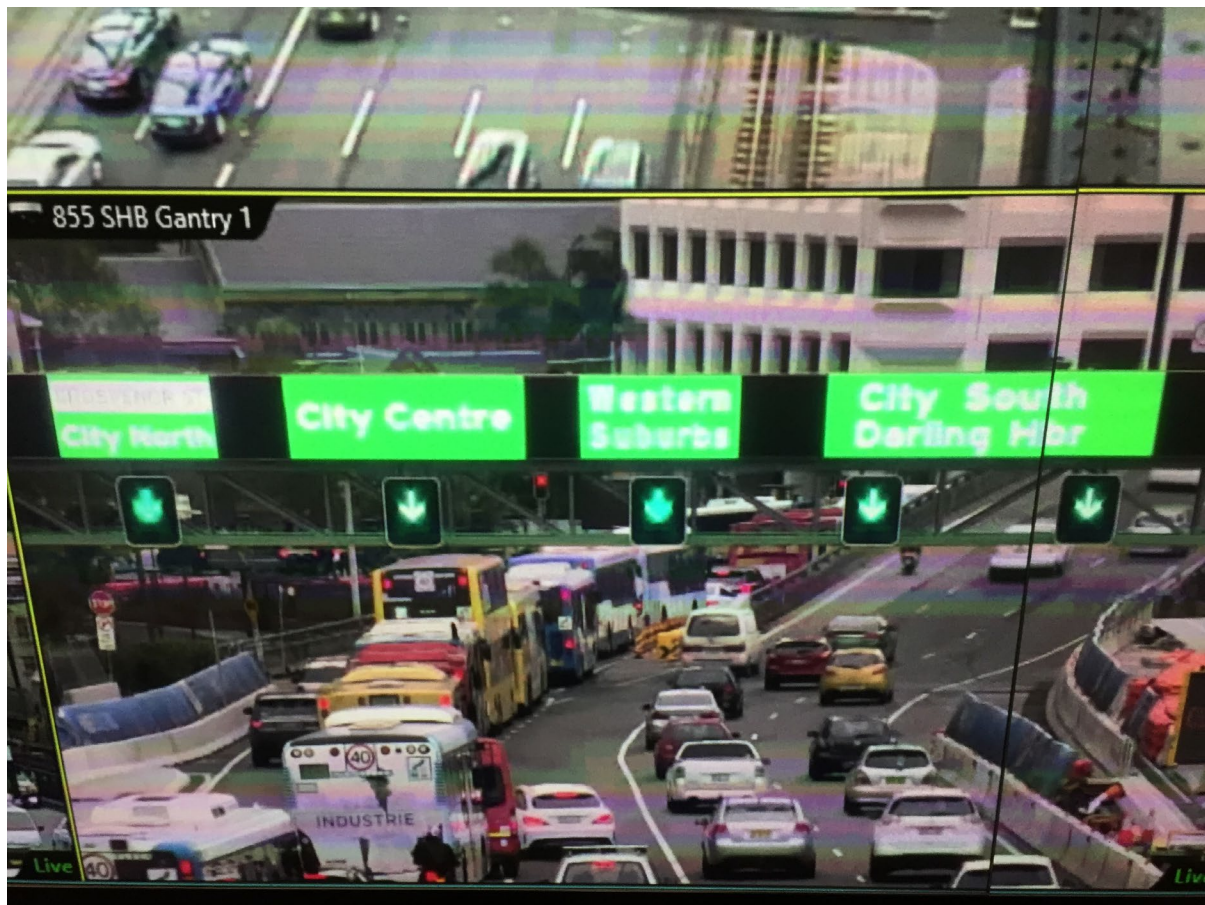
Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	No issues.	No issues.
Park / Druitt Street	No issues	No issues some intervention at Kent and Druitt St.
Clarence St	No issues.	No issues.
Harbour Street	No issues	No issues.
York Street	Bus Queues were observed on the Harbour Bridge between the southern pylon and the Centre of the bridge. General traffic was also queued back over the bridge. Concern was raised over the VMS signage on the Gantry as per below. This could lead to weaving which was also observed	No Issues.
Western Distributor off Ramp	No major issues	No issues.
General	STA advised buses were running approximately 15 minutes early. This could have impacted queuing in Lane 7 on SHB. Major Rail Incident yesterday pm may impact travel behaviour.	

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO



This may require alterations to the current Camflex barriers to divert buses into the Easternmost Lane to prevent queuing in Lanes 6 as cars attempt to access Grosvenor Street

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 11/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street		No issues.
Park / Druitt Street	No issues	Congestion queued back to Kings Cross Tunnel. Usual issues around Kent and Druitt Streets.
Clarence St	No issues	No issues.
Harbour Street	No issues	Some queuing due to delays on Kent St.
York Street	Some Queuing as previous approximately to the Southern Pylon of SHB.	No Issues.
Western Distributor off Ramp	Some queuing related to King Street.	
General	Peak was heaviest Late i.e. after 8:30am	Discussion on Kent and Druitt St regarding possibility of removal of double cycle.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 12/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	Noticeably heavier than previous, especially at Lang Street.	No issues.
Park / Druitt Street	No issues	Heavy congestion although not as bad as reported yesterday.
Clarence St	No issues	No issues.
Harbour Street	No issues	No Issues
York Street	No Major concerns. Some local congestion due to coach loading outside the Travel Lodge North of Margaret Street in the traffic lane.	No Issues.
Western Distributor off Ramp	No major issues on Bathurst St ramp. Queuing onto SHB / King Street was heavy.	Heavy but flowing.
General	Signals at Pitt, Eddy and Rawson Sts - TCS 296 were down 7:10 to 8:40.	

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 15/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No issues
Bridge Street	Noticeably heavier than previous, especially at Lang Street.	No issues No issues
Park / Druitt Street	No issues	Park is noticeably heavy. Kent and Druitt St changes seem to have worked much less problematic.
Clarence St	No issues	No issues.
Harbour Street	No issues	No issues.
York Street	No Major concerns.	No issues.
Western Distributor off Ramp	No major issues.	No issues.
General	No Issues.	No issues.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 16/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues.	No issues.
Bridge Street	No issues.	No issues.
Park / Druitt Street	No issues.	Reasonably heavy.
Clarence St	No issues.	No issues.
Harbour Street	No issues.	No issues.
York Street	No Major concerns. Usual Congestion. York and Jamison blacked out early morning.	No issues.
Western Distributor off Ramp	No major issues. King Street Off Ramp Heavy.	No issues.
General	N/A.	N/A.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 17/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No issues.
Bridge Street	No issues.	No issues.
Park / Druitt Street	No issues.	Reasonably heavy.
Clarence St	No issues.	No issues.
Harbour Street	No issues.	No issues.
York Street	No Major concerns. Usual Congestion.	No issues.
Western Distributor off Ramp	No major issues. King Street Off Ramp Heavy.	No issues.
General	N/A.	No issues.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 18/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No issues.
Bridge Street	No issues.	No issues.
Park / Druitt Street	No issues.	Usual Congestion
Clarence St	No issues.	No issues.
Harbour Street	No issues.	No issues.
York Street	Reasonable performance. Usual congestion.	No issues.
Western Distributor off Ramp	No major issues. King Street Off Ramp Heavy.	No issues.
General	Broken down coach in Eastern distributor caused major network disruption including queues from the bridge reaching	Some early congestion on Pitt St but cleared quickly.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 19/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No issues
Bridge Street	No issues.	No issues
Park / Druitt Street	No issues.	No issues
Clarence St	No issues.	No issues
Harbour Street	No issues.	No issues
York Street	No Major concerns. Usual Congestion.	No issues
Western Distributor off Ramp	No major issues. Western distributor Off Ramps Heavy in the late peak.	No issues
General	Minor Crash on SHB and York Street after 9am.	Congestion noted at the signalised intersection of Victoria Road and The Crescent causing queuing across Anzac Bridge with congestion back onto Market Street on ramp. Did not affect City.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 22/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	No Issues noting that the primary roads being observed were SHB, Western Distributor and York Street.	No issues.
Park / Druitt Street	No issues.	Traffic Queuing along William St heavy.
Clarence St	No issues.	No issues.
Harbour Street	No issues.	Some queuing due to delays on Kent St.
York Street	Traffic appeared heavier than previous weeks with comments from the TOR raising concerns over Bridge delays.	No Issues.
Western Distributor off Ramp	Similar to the SHB this was noticeably heavier than previous weeks with queues heavy especially onto the Harbour Bridge and King Street.	Congestion slightly heavier than previous days especially although no impact to Anzac Bridge.
General	Changes were made to the SHB off ramp onto York St. Buses are kept as far East as possible in order to reduce instances of vehicles accessing Grosvenor Street queuing back into Lane 6 of the Harbour Bridge deck. Off line discussion are also being held	

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

	regarding the final arrangements for the off ramps for the SHB.	
--	--	--

All of the monitoring will be based on observations.

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 23/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	No Issues noting that the primary roads being observed were SHB, Western Distributor and York Street. This will be observed more thoroughly over the next few days.	No issues.
Park Street / Druitt Street / William St	No major issues.	Traffic Queuing along Par St to William St heavy with the queue almost reaching the Kings Cross Tunnel although moving slowly.
Clarence St	No issues.	No issues.
Harbour Street	No issues.	No issues.
York Street	Buses were the heaviest observed - For a short time (5 mins) they were queued to the Northern Pylon of the Bridge. Traffic on York Street was generally observed to be clearing the intersections although some congestion was caused by the heavy right turn into Margaret Street. Queuing on lane 5 of the SHB was still observed despite the longer merge distance provided for general traffic. The peak on the bridge continued later than previously observed.	No Issues.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Western Distributor off Ramp	Similar to the SHB this was noticeably heavier than previous weeks with queues heavy especially onto the Harbour Bridge and King Street. This congestion also lasted beyond 9am.	Congestion very heavy on King Street off ramp and SHB approach. No major congestion for Bathurst Street off ramp.
General	This was the second day of changes made to the SHB off ramp onto York St. Buses are kept as far East as possible in order to reduce instances of vehicles accessing Grosvenor Street queuing back into Lane 6 of the Harbour Bridge deck.	Traffic appeared to be heaviest observed.

All of the monitoring will be based on observations.

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 24/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	Generally heavy but moving changes to splits at George St, Bridge St and Grosvenor St. Less queuing in late peak	No issues although Bridge Street heavy.
Park Street / Druitt Street / William St	No major issues.	Park Street heavy but major congestion caused at William and Palmer Street.
Clarence St	No issues.	No issues.
Harbour Street	No issues.	No issues.
York Street	Traffic significantly lighter than previous two days no queuing on SHB or York St.	No Issues.
Western Distributor off Ramp	Heavy but not as busy as previous.	Some congestion on King Street off ramp and SHB approach. No major congestion for Bathurst Street off ramp.
General	Traffic across the City noticeably lighter.	Not as busy as previous but William St and Palmer Intersection a concern.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 24/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	Some queuing and changes to splits made again at the intersection of Bridge, George and Grosvenor. Continue to be reviewed especially in the late morning peak.	No issues.
Park Street / Druitt Street / William St	No major issues.	Traffic Queuing along Park St to William St heavy. Major Queuing at the intersection of William and Palmer Sts causing delays into the Kings Cross Tunnel. Vehicles constantly blocking lane 2 with clear road ahead. Net Ops to review.
Clarence St	No issues.	No issues.
Harbour Street	No issues.	No issues.
York Street	Traffic not as heavy as previously observed but some congestion.	No Issues.
Western Distributor off Ramp	Traffic heavy but not as bad as early in the week.	Congestion very heavy on King Street off ramp and SHB approach. No major congestion for Bathurst Street off ramp.
General	Traffic not as heavy as at the beginning of the peak noting media requests for the general public to avoid peak periods.	Overtime ban for Sydney Trains may have caused disruption to peaks and changed travel habits.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

All of the monitoring will be based on observations.

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 29/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	Some delays to the traffic eastbound from SHB especially at George Street Intersection.	No issues.
Park / Druitt Street	No issues	No major issues, usual congestion.
Clarence St	No issues	No issues.
Harbour Street	No issues	No Issues.
York Street	Usual Congestion but no obvious increase.	No Issues.
Western Distributor off Ramp	No major issues	Usual Congestion.
General	Traffic may have been lighter given people planning for Rail Strike.	Traffic may have been lighter given people planning for Rail Strike.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 30/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	The intersection of Bridge St, Grosvenor St and George St is causing concerns with the operation of both Bridge Street and Grosvenor Street. This particularly impacts on Lang St and Harrington St as they cannot enter the blocked intersection. However queues are not generally extending onto the SHB.	Similar issues as per left possibly worse in PM peak.
Park / Druitt Street	No issues	No major issues, some congestion heading east on William St.
Clarence St	No issues	No issues.
Harbour Street	No issues	No major issues.
York Street	Usual Congestion	No Issues.
Western Distributor off Ramp	No major issues usual congestion.	Usual Congestion.
General	Emergency response appeared to cause extension of queues on SBH.	

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 31/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	Queuing on approach to Park Street
Bridge Street	Same issues at Bridge, George and Grosvenor Sts. Queues are not generally extending onto the SHB. Discussions to be had about 100 second cycle time for Bridge Street.	Similar issues as per left, although overshadowed by the significant congestion throughout the city.
Park / Druitt Street	No issues	Usual congestion plus issues with access onto Clarence Street from Druitt Street.
Clarence St	No issues	Heavy Queuing although mostly caused by issues noted below.
Harbour Street	No issues	No major issues.
York Street	Usual Congestion	No Issues.
Western Distributor off Ramp	Usual congestion.	Kent Street severe congestion due to below caused issues on Bathurst Street and Market Sts.
General		Major delays throughout the City caused by access issues onto the SHB and a number of signal blackouts along Kent Street.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 01/02/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	Same issues at intersection of Bridge George and George Sts. However queues are not generally extending onto the SHB.	Bridge St corridor increased to 100 seconds to combat issues at intersection of Bridge, George and Grosvenor Sts. Possibly lighter congestion continue to monitor. Also review walk times.
Park / Druitt Street	No issues	No major issues, congestion appeared lighter.
Clarence St	No issues	No issues.
Harbour Street	No issues	No major issues.
York Street	Minimal Bus Queuing observed.	No Issues.
Western Distributor off Ramp	No major issues usual congestion.	Traffic generally lighter than usual.
General		

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 05/02/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	The intersection of Bridge St, Grosvenor St and George St was operating far better this morning as well as the SHB merge given the changes that occurred over the weekend.	No Issues observed Grosvenor Street operating much better than previous.
Park / Druitt Street	No issues	No major issues, congestion appeared lighter.
Clarence St	No issues	No issues.
Harbour Street	No issues	No major issues.
York Street	Minimal Bus Queuing observed.	No Issues.
Western Distributor off Ramp	No major issues usual congestion.	Traffic generally lighter than usual.
General		

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 06/02/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	No major issues.	Some congestion although changes to split plan automatically reduced congestion quickly.
Park / Druitt Street	No issues	No major issues.
Clarence St	No issues	No issues.
Harbour Street	No issues	No major issues.
York Street	Usual Congestion	No Issues.
Western Distributor off Ramp	No major issues usual congestion.	Usual Congestion especially heavy onto SHB.
General		Midday congestion on Pitt Street. Discussion with Network Ops appeared to resolve the issues.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 07/02/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	No major issues.	Some congestion although changes to split plan automatically reduced congestion quickly.
Park / Druitt Street	No issues	No major issues.
Clarence St	No issues	No issues.
Harbour Street	No issues	No major issues.
York Street	Usual Congestion	No Issues.
Western Distributor off Ramp	No major issues usual congestion.	Usual Congestion especially heavy onto SHB.
General		Midday congestion on Pitt Street. Discussion with Network Ops appeared to resolve the issues.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 08/02/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	5:00 Dual right not clearing due to slow William St/ ED on ramp at Bourke St.
Bridge Street	No issues.	No issues.
Park / Druitt Street	No issues	Usual congestions. No major issues.
Clarence St	No issues	No issues.
Harbour Street	No issues	Usual congestion turning left into Bathurst.
York Street	Usual Congestion	No Issues.
Western Distributor off Ramp	No major issues usual congestion.	5:50 Usual Congestion especially heavy onto SHB.
General	<p>8:10 – York/Grosvenor Sts off ramp heavy – flowing again at 8:25.</p> <p>8:35 – York/Grosvenor Sts off ramp heavy congestion – queuing back to through lanes and resulting in periods of stationary traffic on lanes 5/6 of the Harbour Bridge.</p> <p>York Street reversible off ramp queuing back.</p> <p>9am – York Street reversible off ramp clear</p> <p>9:20 – York/Grosvenor off ramp flowing.</p>	<p>4:40 Heavy congestion North of SHB S/B into Harbour Tunnel.</p> <p>5:40 WD approach to Bathurst queuing back to fish markets, heavy but moving flow. SB SHB LT onto Harbour St queuing to Erskine Camera.</p> <p>6:20 Sir John Young Cres queuing due to SHTunnel breakdown. William also heavy EB.</p>

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

All of the monitoring will be based on observations.

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 09/02/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	No major issues. Usual Congestion on Harbour Bridge.	Some congestion although changes to split plan automatically reduced congestion quickly.
Park / Druitt Street	No issues	No major issues.
Clarence St	No issues	No issues.
Harbour Street	No issues	No major issues.
York Street	Usual Congestion	No Issues.
Western Distributor off Ramp	No major issues usual congestion.	Western Distributor City bound to Bathurst Street heavy.
General		William Street City bound heavy

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 12/02/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	No unusual congestion	No issues.
Park / Druitt Street	No issues	Congestion at the intersection of Kent and Druitt Sts. Changes to splits enacted to combat queuing along Kent St and Bathurst St.
Clarence St	No issues	No issues.
Harbour Street	No issues	Some queuing due to delays on Kent St.
York Street	Usual Congestion	No Issues.
Western Distributor off Ramp	No major issues	Queueing observed on the off ramp up to the bend on the Western Distributor due to congestion at the intersection of Kent and Druitt Sts.
General		Wet Weather conditions and Crash on Anzac Bridge may have added to congestion.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 13/02/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	No issues.	No issues.
Park / Druitt Street	No issues	No major issues.
Clarence St	No issues	No issues.
Harbour Street	No issues	No major issues.
York Street	Usual Congestion	No Issues.
Western Distributor off Ramp	No major issues usual congestion.	Usual Congestion especially heavy onto SHB.
General	Generally usual congestion, however approximately 8:45am unexpected delays due to construction site fire, resulting in Cahill Expressway being closed for Emergency services	Western Distributor westbound – usual congestion, queued back towards Market/Sussex Streets however mostly always moving. Western Distributor eastbound – heavy traffic coming into the city.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 14/02/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	No issues.	No major issues.
Park / Druitt Street	No issues	No major issues.
Clarence St	No issues	No issues.
Harbour Street	No issues	No major issues.
York Street	Usual Congestion	No Issues.
Western Distributor off Ramp	No major issues usual congestion.	Usual Congestion especially heavy onto SHB.
General	<p>8:10am – York/Grosvenor Sts off ramp heavy – flowing again at 8:25.</p> <p>8:35 – York/Grosvenor Sts off ramp heavy congestion – queuing back to through lanes and resulting in periods of stationary traffic on lanes 5/6 of the Harbour Bridge.</p> <p>York Street reversible off ramp queuing back.</p> <p>9am – York Street reversible off ramp clear</p> <p>9:20 – York/Grosvenor off ramp flowing.</p>	<p>16:55 – William Street eastbound heavy early but cleared ok.</p> <p>17:30 – Western Distributor heavy and nearly queuing into Sussex/Market Street intersection.</p> <p>18:00 – Western Distributor queuing into Sussex/Market Street intersection</p> <p>18:00 – Western Distributor city bound heavy</p> <p>King Street Heavy</p> <p>Bathurst Street Heavy.</p> <p>17:40 -William Street westbound heavy traffic</p> <p>East/West traffic in city very</p>

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

		heavy/gridlocked. No obvious reason.
--	--	--------------------------------------

All of the monitoring will be based on observations.

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 15/02/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues observed.
Bridge Street	No issues.	Some congestion although changes to split plan automatically reduced congestion quickly.
Park / Druitt Street	No issues	No major issues.
Clarence St	No issues	No issues.
Harbour Street	No issues	No major issues.
York Street	Usual Congestion	No Issues.
Western Distributor off Ramp	No major issues usual congestion.	Usual Congestion especially heavy onto SHB.
General	<p>8:20am – York/Grosvenor Sts off ramp heavy</p> <p>8:50 – York/Grosvenor Sts off ramp heavy congestion – queuing back to through lanes and resulting in periods of stationary traffic on lanes 5/6 of the Harbour Bridge.</p> <p>9:20 – York/Grosvenor off ramp flowing.</p> <p>York Street exit ramp usual congestion, but cleared at 9:10am</p>	Traffic Heavy

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 16/02/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	Usual congestion. Dual right into Park congested after 615 due to heavy William EB
Bridge Street	No issues.	No issues
Park / Druitt Street	No issues	Congestion spike at 6.15 with queueing back to King X tunnel. Otherwise usual congestion
Clarence St	No issues	No major issues
Harbour Street	No issues	No major issues
York Street	Usual Congestion	No issues
Western Distributor off Ramp	No major issues usual congestion.	Normal congestion
General	Usual traffic caused by vehicles merging left before the York Street Exit – Started occurring at 8:40am (normal time), but buses were flowing slowly, did slightly bank up to the bus lane but was cleared and flowing as normal within 7 mins.	5:55 WD approach to Bathurst queuing 6:13 WD approach to SHB n Sussex slow at merge. More Veh. Going into Sussex. William St EB busy back to Kings X. Elizabeth RT into Park failing to completely clear. Bathurst ok.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 19/02/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues*	No Issues observed.
Bridge Street	No Issues*	No major issues.
Park / Druitt Street	No issues*	No major issues.
Clarence St	No issues*	No issues.
Harbour Street	No issues*	No major issues.
York Street	Usual Congestion	No Issues.
Western Distributor off Ramp	No major issues*	Western Distributor City bound to Bathurst Street heavy.
General	8am – 8:35am – No issues and flowing 8:40am - Queues were observed on the Harbour Bridge up to approximately the Southern Pylon. 9:15am - Clear 9:10am – York Street reversible off ramp reduced traffic to almost clear	Bathurst Street heavy from 16:40

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 20/02/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	Usual congestion
Bridge Street	No issues.	No issues
Park / Druitt Street	No issues	Usual congestion
Clarence St	No issues	No issues
Harbour Street	No issues	Usual congestion
York Street	Usual Congestion	No issues
Western Distributor off Ramp	No major issues usual congestion.	Usual congestion
General	<p>8am – 8:40am York Street flowing</p> <p>8:45am – 9:00am York Street heavy, usual congestion to SHB south Pylon, generally caused by merging vehicles just before York St exit.</p> <p>9:10am – York Street flowing, congestion to SHB south Pylon cleared.</p> <p>9:10am – York Street reversible off ramp reduced traffic to almost clear</p> <p>9:15 – York/Grosvenor off ramp flowing.</p>	<p>SHB Heavy 550</p> <p>WS approach to SHB heavy 605</p>

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 21/02/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No Issues
Bridge Street	No issues.	Grosvenor WB Cops in left lane. Bridge ok. Out by 530 Ped crash 605 Bridge/Loftus
Park / Druitt Street	No issues	Normal Congestion
Clarence St	No issues	No issues.
Harbour Street	No issues	Normal Congestion 618 LT from SHB WD onto Harbour queue to Erskine.
York Street	8am – Both exits flowing 8:15am - York St reversible off ramp slight congestion but cleared after 5 minutes 8:30am – Again York St reversible off ramp slight congestion but cleared after 5 minutes 8:50am – York/Grosvenor Street slight congestion but flowing. York St reversible slight congestion but flowing 9:05am – York/Grosvenor St off ramp slow flowing due to merging vehicles from lanes 5/6. 9:20 – York/Grosvenor and York St reversible off ramp clear and	No issues

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

	flowing.	
Western Distributor off Ramp	No major issues usual congestion.	Congestion. No major issues.
General		<p>520 Heavy S/B SHB at Northern toll plaza</p> <p>520 Bathurst queueing on WD-normal</p> <p>550 Bathurst Heavy. Queue to WD bend. Past bend by 600. 613 normal</p> <p>618 LT from SHB WD onto ANZAC queue to Erskine.</p>

All of the monitoring will be based on observations.

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 22/02/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

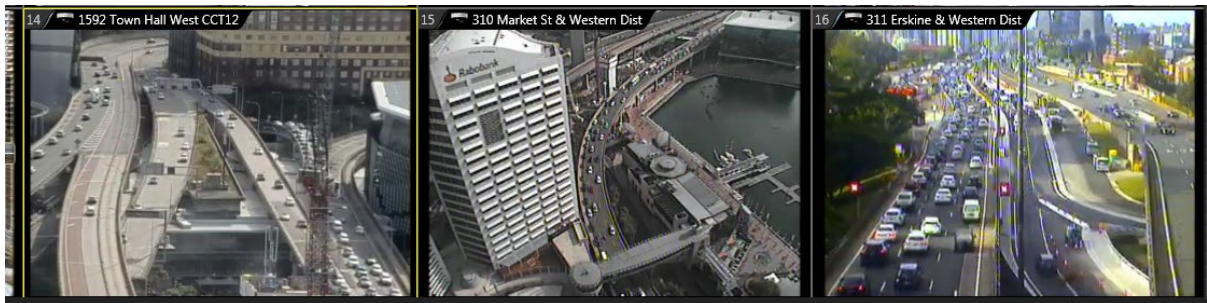
Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No Issues	Normal congestion
Bridge Street	No Issues	Slightly higher than normal. No issues otherwise. Queuing observed at 623 back to Macquaire
Park / Druitt Street	No Issues	Normal congestion
Clarence St	No Issues	611 SHB Heavy/congestion impacting Clarence St
Harbour Street	No Issues	NB approach to SHB delays due to Bridge otherwise normal
York Street	8am – 8:45am – Both York/Grosvenor St and York Street . 8:45 – York/Grosvenor Sts off ramp slight congestion – queuing back to through lanes and resulting in periods of stationary traffic on lanes 5/6 due to merging vehicles along the Harbour Bridge. York Street reversible off ramp Clear and flowing. 8:55am – York Street reversible off ramp still clear, York/Grosvenor slight congestion but slow flowing 9am – York/Grosvenor and York Street reversible off ramp clear and flowing	No issues.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Western Distributor off Ramp	Usual Congestion	510 Heavy NB SHB Q back to Harris/Fig merge 535 WD approach to Bath reg congestion
General		SHB NB very heavy from 5 530 William St Wb back to Kings X 540 Heavy ANZAC WB, Q from SHB to Anzac 611 Clarence and Grosvenor queuing onto SHB

All of the monitoring will be based on observations.

510



547

6 1592 Town Hall West CCT12

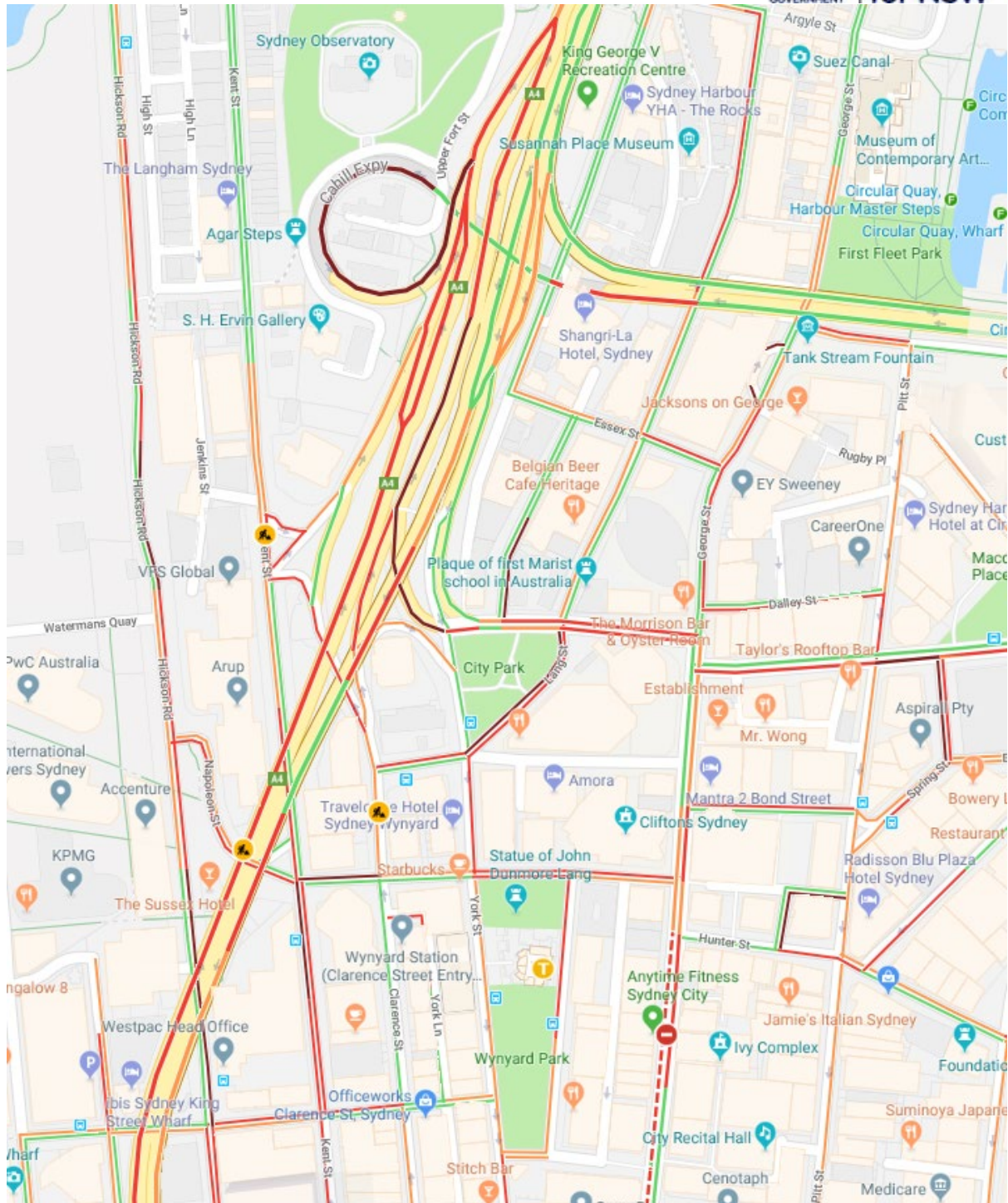


10 310 Market St & Western Dist



14 311 Erskine & Western Dist





623

1 287 Bridge St & George St



5 509 Grosvenor St & Lang St



9 360 Bridge St Macquarie St



Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 23/02/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

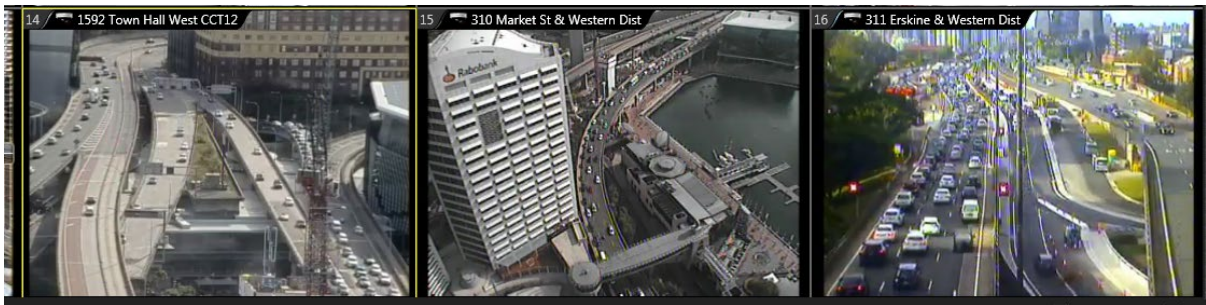
PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No Issues	-
Bridge Street	No Issues	-
Park / Druitt Street	No Issues	-
Clarence St	No Issues	-
Harbour Street	No Issues	-
York Street	<p>8am – 8:15am – Both York/Grosvenor St and York Street clear.</p> <p>8:20am – York/Grosvenor St off ramp slow flowing as a result of merging vehicles along the Harbour Bridge.</p> <p>York Street reversible off ramp Clear and flowing.</p> <p>8:55am – York Street reversible off ramp still clear, York/Grosvenor slight congestion but slow flowing</p> <p>9am – York/Grosvenor and York Street reversible off ramp clear and flowing</p>	-
Western Distributor off Ramp	Usual Congestion	-
General		-

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

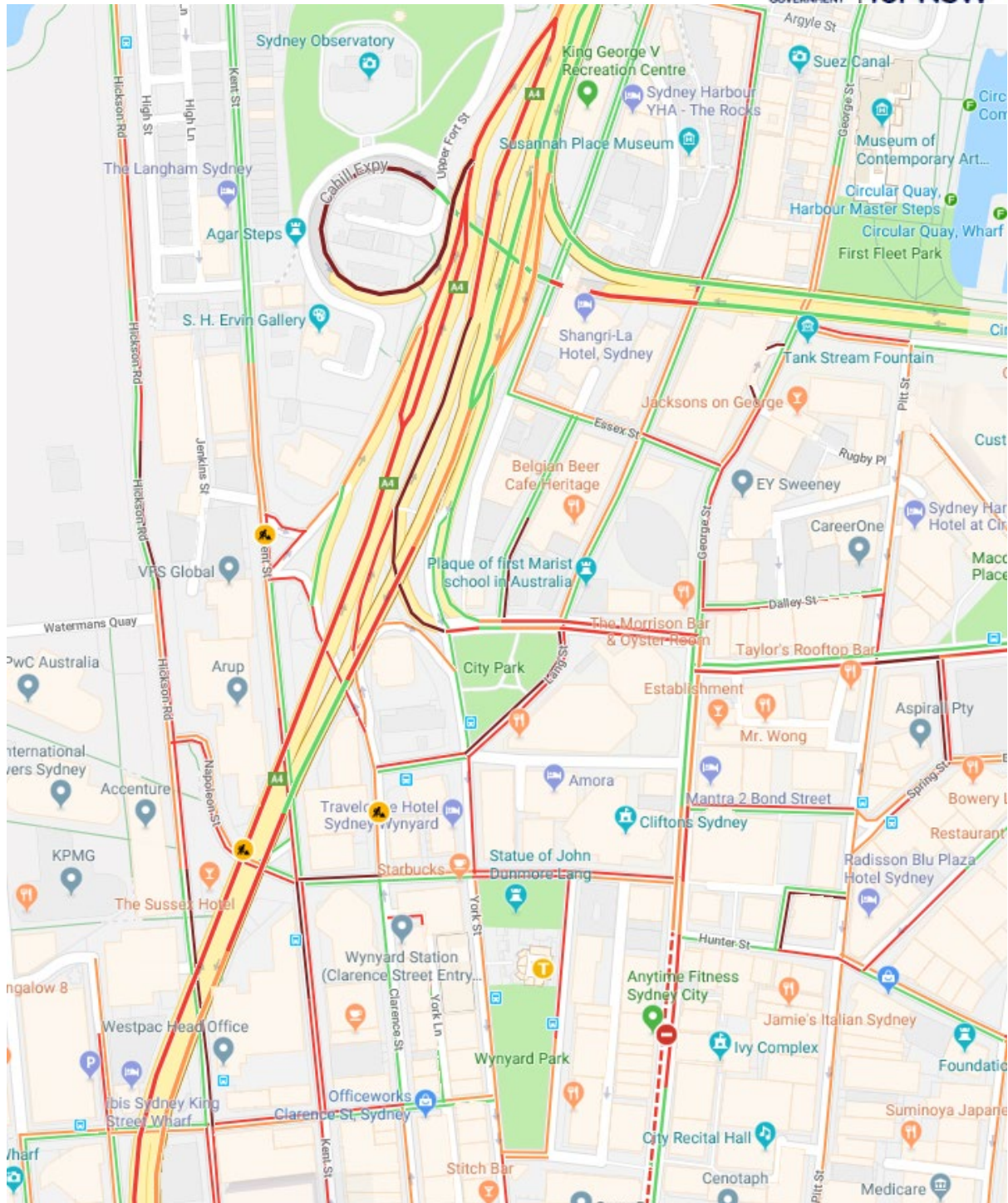
All of the monitoring will be based on observations.

510



547





623

1 287 Bridge St & George St



5 509 Grosvenor St & Lang St



9 360 Bridge St Macquarie St



Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 27/02/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues.	No issues.
Bridge Street	No issues.	No issues.
Park / Druitt Street	No issues.	No issues.
Clarence St	No issues.	No issues.
Harbour Street	No issues.	No issues.
York Street	York Street off ramp from Sydney Harbour Bridge intermittently queuing .	No issues.
Western Distributor off Ramp	Busy 8:15-40am then clearing Busy again between 9:00am and 9:30am	6:00pm Bus Broken Down on Druitt Street Off Ramp pinot City
General		Wet Weather conditions and Crash on Anzac Bridge may have added to congestion.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 28/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	
Bridge Street	No issues	
Park / Druitt Street	No issue	
Clarence St	No issues	
Harbour Street	Bathurst/Harbour Street queing back from 8:50am	
York Street	No issues	
Western Distributor off Ramp	Busy from 8am	
General	Sydney Harbour Bridge merge intermittently congested and queuing	

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 08/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street		Normal congestion
Bridge Street		No issues.
Park / Druitt Street		Normal congestion
Clarence St		No issues
Harbour Street		Normal congestion
York Street		No major issues
Western Distributor off Ramp		Normal congestion
General		NB SHB busy 530

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

545 NB SHB queuing back to Harris



621 congestion normal

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 2/March/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street		540 Dual RT onto Park – queuing, resolved shortly after
Bridge Street		600 Bridge congested to Macq 615 Congestion resolved to standard
Park / Druitt Street		Normal congestion
Clarence St		No issues.
Harbour Street		No issues.
York Street		
Western Distributor off Ramp		Congestion NB to SHB, otherwise normal
General		505 William St back to KingsX tunnel. EB traffic busy till ED SHB heavy traffic NB

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

6 1592 Town Hall West CCT12



10 310 Market St & Western Dist



14 311 Erskine & Western Dist



Bridge congested to Macq



Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 05/03/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No issues
Bridge Street	No issues	No issues
Park / Druitt Street	No issue	No issue
Clarence St	No issues	No issues
Harbour Street	No issues	No issues
York Street	No issues	No issues
Western Distributor off Ramp	Busy from 8am	
General	First day of Sydney Harbour Bridge lane changes. 95% of vehicles using wrong lanes to access York Street leading to congestion however did not cause heavy queuing. Cycle time in City bumped up to 100 seconds	Usual Congestion.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 06/03/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No issues
Bridge Street	No issues	No issues
Park / Druitt Street	No issues	No issues
Clarence St	No issues	No issues
Harbour Street	No issues	No issues
York Street	No issues	No issues
Western Distributor off Ramp	No issues	No issues
General	Slightly better compliance with new arrangement, however vehicles continue to enter left two lanes of York Street Off Ramp	No issues

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 06/03/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	No issues
Bridge Street	No issues	No issues
Park / Druitt Street	No issues	No issues
Clarence St	No issues	No issues
Harbour Street	No Issues	Harbour/Bathurst Street congested
York Street	No issues	No issues
Western Distributor off Ramp	No issues	No issues
General	Continual Improvement in Compliance.	Heavy traffic along Bathurst Street

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 12/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	
Bridge Street	No issues	
Park / Druitt Street	No issues	
Clarence St	No issues	
Harbour Street	No issues	
York Street	No issues	
Western Distributor off Ramp	No issues	
General	No Issues. Traffic flowing freely.	No longer monitored.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 13/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	
Bridge Street	No issues	
Park / Druitt Street	No issues	
Clarence St	No issues	
Harbour Street	No issues	
York Street	No issues	
Western Distributor off Ramp	No issues	
General	No Issues. Traffic flowing freely.	No longer monitored.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 14/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues	
Bridge Street	No issues	
Park / Druitt Street	No issues	
Clarence St	No issues	
Harbour Street	No issues	
York Street	No issues	
Western Distributor off Ramp	No issues	
General	No Issues. Traffic flowing freely.	No longer monitored.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO

Reducing Pedestrian waiting times in the CBD evaluation – Daily Summary 15/01/2018

Roads and Maritime Services (RMS) Network Operations (Net Ops) to implement 90 second cycle lengths on Sunday 7th January 2018 at 7am.

It will be monitored by Net Ops with Sydney Coordination Office (SCO) assistance.

RMS as the operator of the signals has the final decision if and when to change to next Stage, but any decision must be following consultation with SCO.¹

Net Ops will have shift monitoring in the JOC and TOR for AM and PM peaks.

PTIPs information will be sought for bus corridor travel times for before and after data.

Critical Routes	AM peak (impact on buses and general traffic)	PM peak (impact on buses and general traffic)
Elizabeth Street	No issues*	
Bridge Street	Some delays during late peak after 9:00am. Queuing on the Cahill Expressway.	
Park / Druitt Street	No issues	
Clarence St	No issues	
Harbour Street	No issues	
York Street	Some delays caused by vehicles blocking York Street in Margaret Street.	
Western Distributor off Ramp	No major issues	
General	Heavy late peak although traffic was not excessive	No longer monitored.

All of the monitoring will be based on observations.

¹ Changes to phasing will be made outside peak periods after AM or PM teleconference between RMS and SCO