



New South Wales

City of Sydney Amendment (Central Sydney Traffic and Transport Committee) Bill 2012

Explanatory note

This explanatory note relates to this Bill as introduced into Parliament.

Overview of Bill

The object of this Bill is to amend the *City of Sydney Act 1988* (the *Principal Act*) to establish a committee (the Central Sydney Traffic and Transport Committee or *CSTTC*) consisting of representatives of the State government and the Sydney City Council. The CSTTC is to provide for effective co-ordination of transport and traffic management in so much of the City of Sydney as comprises the Sydney Central Business District (the *Sydney CBD*), the boundaries of which are shown on the Central Sydney Traffic and Transport Committee Operational Area Map.

The Bill requires certain roads authorities to notify the CSTTC of decisions and actions they propose to take with respect to public roads and road related areas in the Sydney CBD that may have a substantial impact on transport and traffic, and certain parking authorities to notify the CSTTC of decisions and actions that may significantly alter the availability of on-street parking in the Sydney CBD. It gives the CSTTC broad powers to direct roads authorities and parking authorities to vary, defer or not undertake road work or traffic control work or vary, defer or not establish or operate parking schemes, respectively.

The Bill also requires the Central Sydney Planning Committee to consult with the CSTTC before the Planning Committee exercises a function under Part 4 of the

Principal Act that will result in the making of a decision that will require, or that might reasonably be expected to require, the carrying out of road works or traffic control works in the Sydney CBD that are likely to have a significant impact on traffic and transport in the Sydney CBD.

In exercising its functions, the CSTTC is required to consider the potential impact of traffic and transport management decisions and actions on the future economic welfare and development of Sydney and the State and the efficient functioning of businesses, the maintenance of access for freight, the efficiency and traffic safety of the public transport network and the needs of commuters, residents, pedestrians and visitors in the whole or any part of the Sydney CBD.

Outline of provisions

Clause 1 sets out the name (also called the short title) of the proposed Act.

Clause 2 provides for the commencement of the proposed Act on the date of assent to the proposed Act (except for specified provisions that are to commence on a day or days to be appointed by proclamation).

Schedule 1 Amendment of City of Sydney Act 1988 No 48

Schedule 1 [6] inserts a new Part 4A (proposed sections 51A–51Q) into the Principal Act. The proposed Part 4A establishes the CSTTC and describes its membership, status, functions and powers.

Schedule 1 [7] inserts a new Schedule 2 into the Principal Act. It contains provisions relating to the membership and procedures of the CSTTC.

Schedule 1 [2] and [3] amend section 3 of the Principal Act to make it clear that proposed Part 4A prevails to the extent of any inconsistency over various Acts.

Schedule 1 [5] inserts proposed section 4A into the Principal Act to define *Sydney CBD* and provide for the map delineating that area to be amended or replaced.

Schedule 1 [1] and [4] contain consequential amendments to the Principal Act.