

**ITEM 8. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
BRIDGE STREET FROM YOUNG TO PHILLIP STREETS SYDNEY**

TRIM RECORD NO: 2014/563420

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the northern side of Bridge Street between the points 0.0 metres and 20.0 metres east of Young Street as “No Stopping”;
- (B) Reallocation of kerb space on the northern side of Bridge Street between the points 20.0 metres and 30.3 metres east of Young Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri” and “No Parking At Other Times”;
- (C) Reallocation of kerb space on the northern side of Bridge Street between the points 30.3 metres and 46.4 metres east of Young Street as “No Stopping”; and
- (D) Reallocation of kerb space on the southern side of Bridge Street between the points 16.8 metres and 38.5 metres west of Phillip Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri” and “No Parking At Other Times”;

DECISION

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

COMMENTS

The kerb space on the northern side of Bridge Street between Young and Phillip Streets is generally signposted as Loading Zone Ticket, 2P Ticket and 4P Ticket. Clearway restrictions are currently in place on the northern and southern sides of Bridge Street between Young Phillip Streets. As part of the project it is proposed to change the Clearway restrictions to No Stopping 6am-10am, 3pm- 8pm Mon-Fri.

Bridge Street between Young and Phillip Streets is identified in the Access Strategy as a key bus corridor. The bus corridor includes “No Stopping”, “Bus Zone” and “Bus Lane 6am-8pm Mon-Fri 10am-6pm Sat” and off-peak “Loading Zones” on Bridge Street.

Where possible, loading, taxi and parking for people with disabilities will be distributed to neighbouring streets, contained within the proposed changes for the bus and cycleway plans.

Agreement was obtained from the RMS, the Sydney City Police and the State Member, for the proposed changes.

CONSULTATION

The RMS publically exhibited the Review of Environmental Factors (REF) from 23 June to 25 July 2014. Notification of the REF included a letterbox drop to 36,000 properties, a dedicated website, a drop-in centre and visits and meetings with 200 stakeholders within the affected area.

Of the 36,000 letters distributed, the RMS received 60 submissions. Of these 17 supported the proposal, 31 opposed the proposal and 12 where neutral.

Submissions opposing the proposal were concerned about the loss of loading and parking spaces, increased noise and impact to business.

Submissions supporting the proposal believed the proposal would improve public transport access to the City and reduce general traffic congestion.

Included in the consultation process, meetings were held with individual stakeholders who raised concerns about the proposals. The proposal was amended based on these concerns to better meet the needs of the community within the allowable scope of the project objectives.

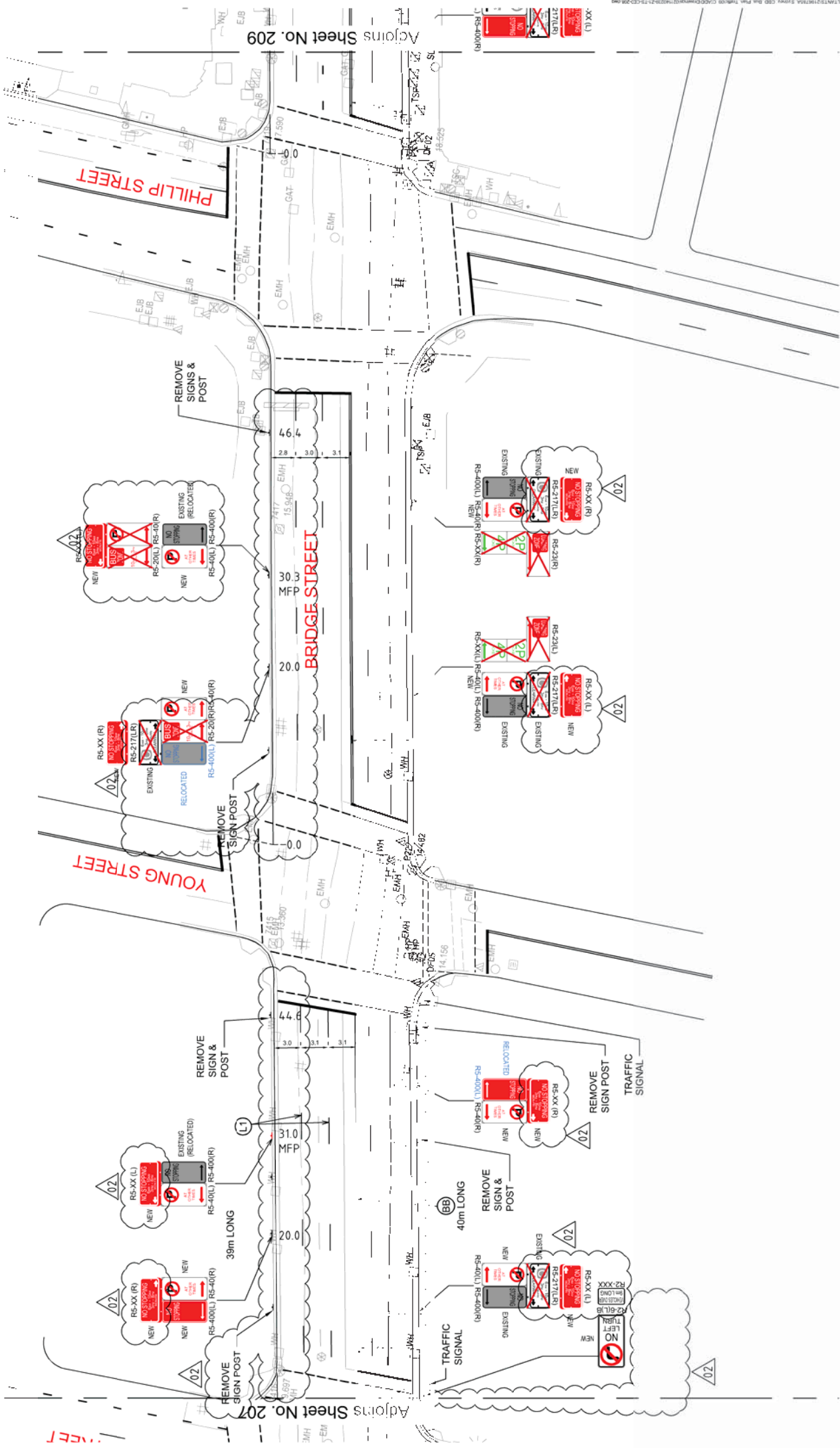
FINANCIAL

The SCCBP is being fully funded by the NSW State Government.

ATTACHMENTS

Item for Committee Information – Traffic Treatment – Bridge Street from Young to Phillip Streets Sydney

Steven Sherwin, Project Manager – Roads and Maritime Services



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PLAN SCALE 1:400

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