

**ITEM 14. TRAFFIC TREATMENT – ELIZABETH STREET FROM CAMPBELL  
STREET TO GOULBURN STREET SYDNEY**

**TRIM RECORD NO: 2014/563810**

**RECOMMENDATION**

It is recommended that the Committee endorse the following:

- (A) Reallocation of kerb space on the western side of Elizabeth Street between the points 23.7 metres and 40.0 metres north of Campbell Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (B) Reallocation of kerb space on the western side of Elizabeth Street between the points 40 metres and 47.7 metres north of Campbell Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”, and “No Parking at Other Times”;
- (C) Reallocation of kerb space on the western side of Elizabeth Street between the points 47.7 metres and 61 metres north of Campbell Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (D) Reallocation of kerb space on the western side of Elizabeth Street between the points 69.4 metres and 103 metres north of Campbell Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (E) Reallocation of kerb space on the eastern side of Elizabeth Street between the points 9.4 metres and 48 metres south of Goulburn Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (F) Reallocation of kerb space on the eastern side of Elizabeth Street between the points 71.3 metres and 91 metres south of Goulburn Street as “Loading Zone Ticket 6am-3pm Mon-Fri”, “No Stopping 3pm-8pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (G) Reallocation of kerb space on the eastern side of Elizabeth Street between the points 91 metres and 109 metres south of Goulburn Street as “No Stopping”; and
- (H) Installation of kerb amendments and changes to lane configuration in Elizabeth Street between Campbell and Goulburn Streets to provide for the installation of the bus lanes.

## **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 eastern and western sides of Elizabeth Street between Campbell and Goulburn Streets is generally signposted as "Loading Zone Ticket" and 4P Ticket". A Bus Lane currently operates on the western side of Elizabeth Street between 6am-10am, 3pm-8pm Mon-Fri.

Elizabeth Street between Eddy Avenue and Hunter 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".

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**

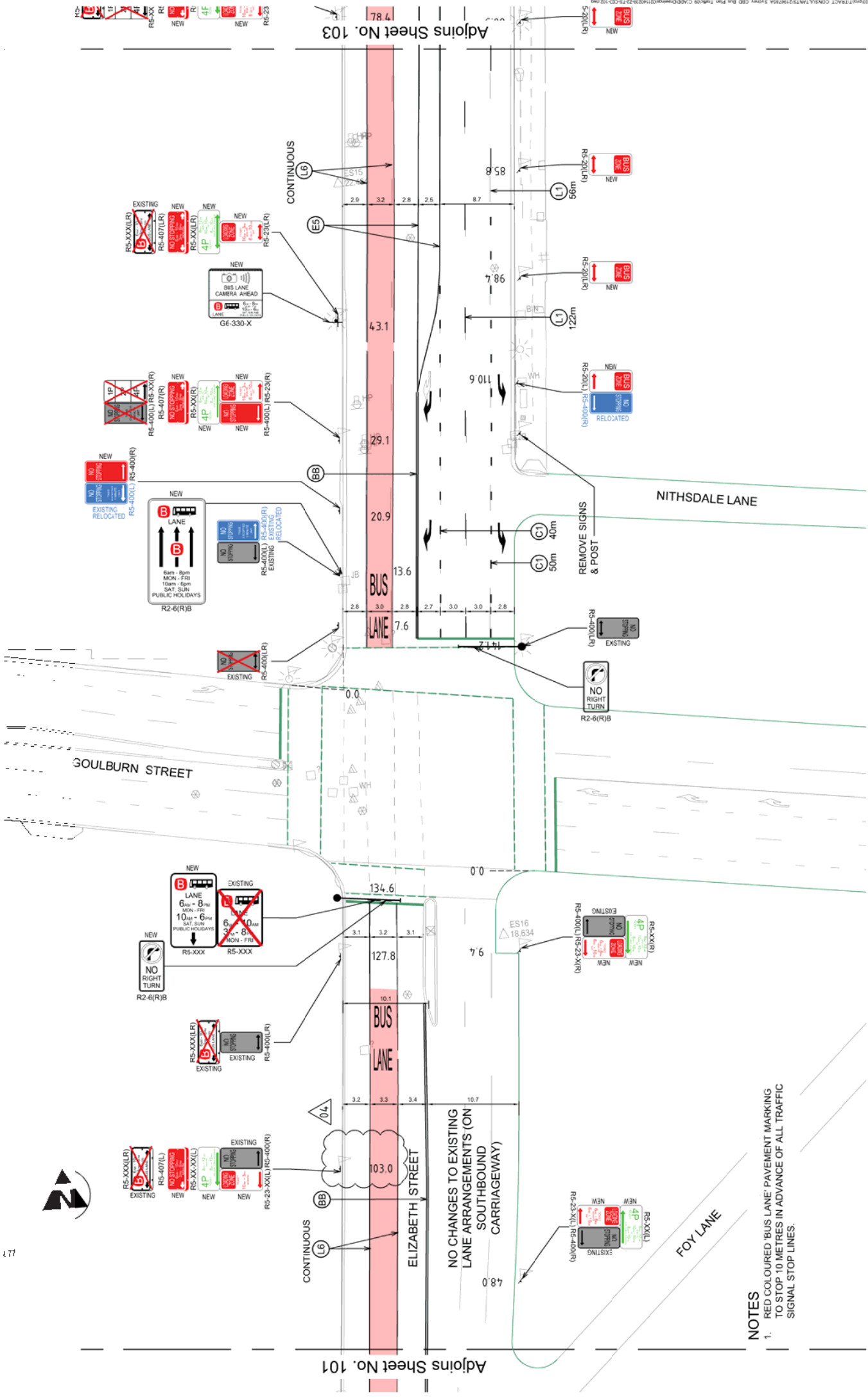
The SCCBP is being fully funded by the NSW State Government.

### **ATTACHMENTS**

Traffic Treatment – Elizabeth Street from Campbell Street to Goulburn Street Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services





**NOTES**  
 1. RED COLOURED 'BUS LANE' PAVEMENT MARKING TO STOP 10 METRES IN ADVANCE OF ALL TRAFFIC SIGNAL STOP LINES.

Adjoins Sheet No. 101

Adjoins Sheet No. 103

<p><b>TRAFFIC SIGNAGE PLAN</b>  <b>ELIZABETH STREET</b>  <b>SHEET 3 OF 12</b></p> <p>Project: 142290 - Sydney City Centre Bus Infrastructure          A.C.T. R.W. R.W.          Date: 28.08.2014          Scale: 1:500</p>	<p><b>Tract</b>          SYDNEY CITY CENTRE          BUS INFRASTRUCTURE</p>	<p><b>Parsons Brinckerhoff</b>          The new state of business</p> <p>Level 27, Ebert &amp; Young Centre          888 George Street          Sydney NSW 2000          Telephone: +61 2 9222 5100          Facsimile: +61 2 9222 5101          Email: <a href="mailto:parsons@parsons.com">parsons@parsons.com</a></p>	<p><b>landscape architects</b>          planners &amp; urban designers          15/159-17/151 (15/159-17/151)          15/159-17/151 (15/159-17/151)          15/159-17/151 (15/159-17/151)</p>
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