

**ITEM 28. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
LOFTUS STREET FROM BENT TO BRIDGE STREETS SYDNEY**

TRIM RECORD NO: 2014/563424

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the western side of Loftus Street between the points of 0.0 metres and 12.4 metres north of Bent Street as “No Stopping”;
- (B) Reallocation of kerb space on the western side of Loftus Street between the points of 12.4 metres and 50.2 metres north of Bent Street as “Bus Zone”;
- (C) Reallocation of kerb space on the western side of Loftus Street between the points of 50.2 metres south of Bent Street and Bridge Street as “No Stopping”;
- (D) Reallocation of kerb space on the eastern side of Loftus Street between the points of 0.0 metres and 14.0 metres south of Bridge Street as “No Stopping”;
- (E) Reallocation of kerb space on the eastern side of Loftus Street between the points of 14.0 metres and 32.0 metres south of Bridge Street as “Loading Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”; and
- (F) Reallocation of kerb space on the eastern side of Loftus Street between the points of 40.3 metres and 49.2 metres south of Bridge Street as “Loading Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”; and
- (G) Reallocation of kerb space on the eastern side of Loftus Street between the points of 49.2 metres south of Bridge Street and Bent Street as “No Stopping”;

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.

As a result of the changes proposed in the Access Strategy, a review of the kerb space was undertaken in the city centre. The study rationalised the available kerb space surrounding area to facilitate the operation of land uses in the area.

COMMENTS

The kerb space on the eastern side of Loftus Street between Bridge and Bent Streets is generally signposted as “Bus Zone STA Buses Only” and 4P Ticket”.

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 – Loftus Street from Bent to Bridge Streets Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services

