

**ITEM 29. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –  
LOFTUS STREET FROM BRIDGE TO ALFRED STREETS SYDNEY**

**TRIM RECORD NO: 2014/563425**

**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 12.4 metres and 35.5 metres, north of Bridge Street as “No Parking Authorised Department of Planning Vehicles Excepted”;
- (B) Reallocation of kerb space on the western side of Loftus Street between the points 35.5 metres and 52 metres north of Bridge Street, as “Loading Zone Ticket 6am-6pm Mon-Fri, 8am-10am Sat”, “4P Ticket 6am-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (C) Reallocation of kerb space on the western side of Loftus Street between the points 8.9 metres and 106.9 metres, north of Reiby Place as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 6am-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays” and “Taxi Zone Other Times”;
- (D) Reallocation of the kerb space on the western side of Loftus Street between the points 106.9 metres and 113.3 metres north of Reiby Place as “Motor Bikes Only”;
- (E) Reallocation of the kerb space of on the eastern side of Loftus Street between the points 0.0 metres and 27.4 metres north of Bridge Street as “No Stopping”;
- (F) Reallocation of the kerb space on the eastern side of Loftus Street between the points 6.8 metres and 35.4 metres north of Loftus Lane as “Loading Zone Ticket 6am-6pm Mon-Fri, 8am-10am Sat”, “4P Ticket 6am-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (G) Reallocation of the kerb space on the eastern side of Loftus Street between the points 45.1 metres and 75 metres north of Loftus Lane as “Loading Zone Ticket 6am-6pm Mon-Fri, 8am-10am Sat”, “4P Ticket 6am-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (H) Reallocation of the kerb space on the eastern side of Loftus Street between the points 10 metres and 39.3 metres north of Customs House Lane “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”.

**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 Alfred Streets is generally signposted as "Bus Zone".

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 were 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.

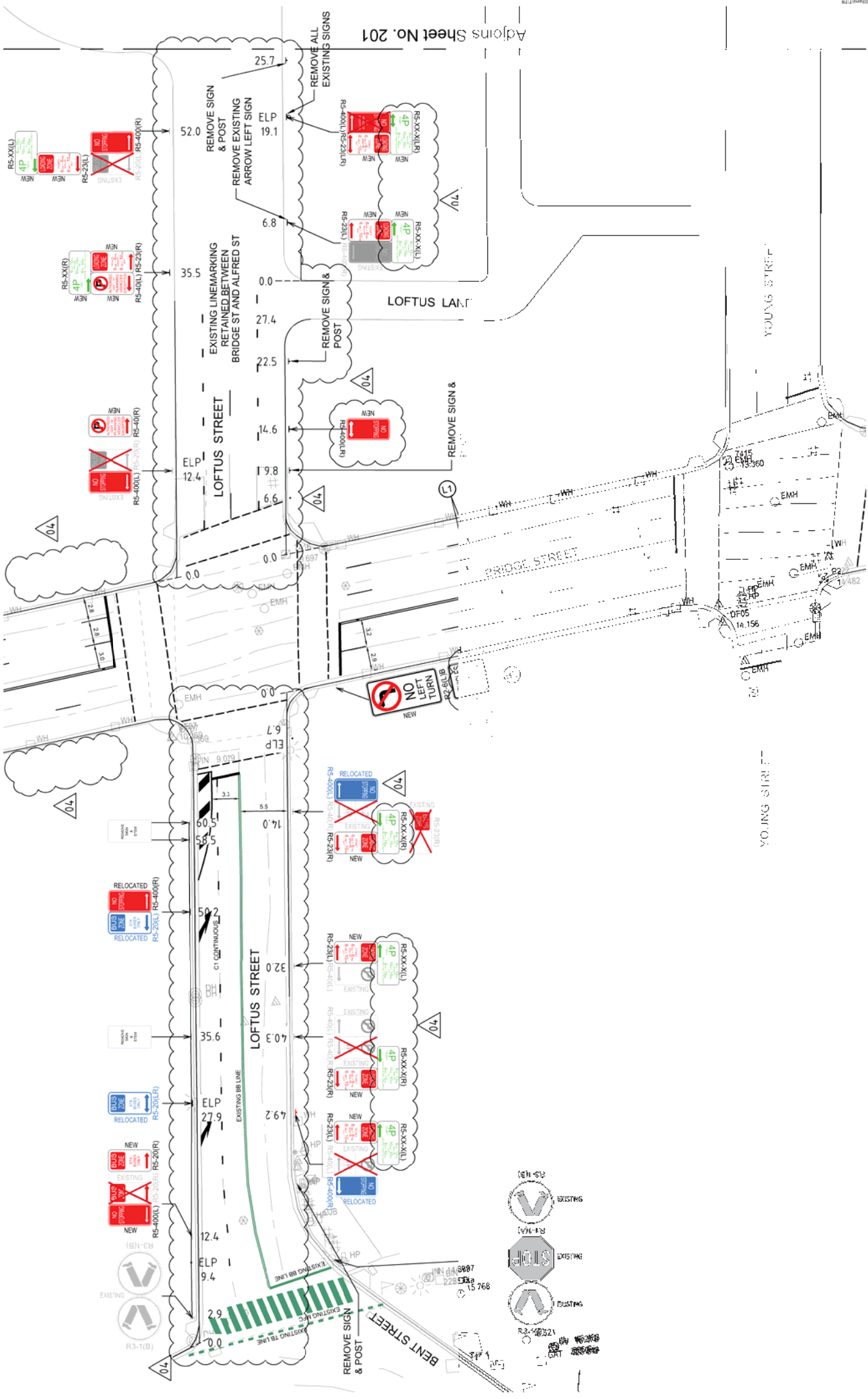
### **FINANCIAL**

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

### **ATTACHMENTS**

Item for Committee Information – Traffic Treatment – Loftus Street from Bridge to Alfred Streets Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services



Adjoins Sheet No. 201

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**TRAFFIC SIGNAGE PLAN**  
**LOFTUS STREET & YOUNG STREET**  
**SHEET 1 OF 2**

Project: 14102001, 1511-15-GD-200  
 Date: 08/12/14  
 A.C. R.W.  
 Scale: 1:500 (2:1)

**Tract**  
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 SYDNEY CITY CENTRE  
 BUS INFRASTRUCTURE

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**DRAWING CHECK PRINT**

Print Date:	08/12/14	By:	DATE
Drawn:			
Project Designer Check:			
Engineer/Designer Check:			
Verification/Approval:			
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