

**ITEM 30.           ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –  
O'CONNELL STREET FROM HUNTER TO BENT STREETS  
SYDNEY**

**TRIM RECORD NO:   2014/563426**

**RECOMMENDATION**

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the western side of O'Connell Street between the points 14.7 metres and 59.8 metres south of Bent Street as "No Parking Route Buses Excepted 15 Min Limit";
- (B) Reallocation of kerb space on the western side of O'Connell Street between the points 59.8 metres and 78.2 metres south of Bent Street as "No Parking";
- (C) Reallocation of kerb space on the western side of O'Connell Street between the points 78.2 metres and 85.0 metres south of Bent Street as "Mail Zone";
- (D) Reallocation of kerb space on the western side of O'Connell Street between the points 85 metres and 117.3 metres south of Bent Street as "No Parking Route Service Buses Excepted 15 Min Limit";
- (E) Reallocation of kerb space on the western side of O'Connell Street between the points 124.3 metres and 152.8 metres south of Bent Street as "No Parking Route Service Buses Excepted 15 Min Limit";
- (F) Reallocation of kerb space on the western side of O'Connell Street between the points 152.8 metres and 165.3 metres south of Bent Street as "Taxi Zone";
- (G) Reallocation of kerb space on the western side of O'Connell Street between the points 165.3 metres and 180.5 metres south of Bent Street as "No Parking 7am-7pm", "P5 At Other Times";
- (H) Reallocation of kerb space on the western side of O'Connell Street between the points 180.5 metres and 193.1 metres south of Bent Street as "No Stopping";
- (I) Reallocation of kerb space on the eastern side of O'Connell Street between the points of 19.1 metres and 49.3 metres south of Bent Street as "Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat" and "4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays";
- (J) Reallocation of kerb space on the eastern side of O'Connell Street between the points of 49.3 metres and 80.2 metres south of Bent Street as "No Parking";
- (K) Reallocation of kerb space on the eastern side of O'Connell Street between the points of 80.2 metres and 112.3 metres south of Bent Street as "No Parking Route Buses Excepted 15 Min Limit";
- (L) Reallocation of kerb space on the eastern side of O'Connell Street between the points 112.3 metres and 120.1 metres south of Bent Street as "No Parking";

- (M) Reallocation of kerb space on the eastern side of O'Connell Street between the points 120.1 metres and 155.0 metres, south of Bent Street as "No Parking Route Buses Excepted 15 Min Limit";
- (N) Reallocation of kerb space on the eastern side of O'Connell Street between the points 155 metres and 168.5 metres south of Bent Street as "Loading Ticket 6am-6pm, 6am-10am Sat", "4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays".
- (O) Reallocation of kerb space on the eastern side of O'Connell Street between the points 168.5 metres and 179.2 metres south of Bent Street as "No Parking".

## **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 side of O'Connell Street between Hunter and Bent Streets is generally signposted as "Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am

Sat”, “4P Ticket 6pm-10pm Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”.

O’Connell Street between Hunter and Bent Streets is identified in the Access Strategy as part of a key bus corridor. The bus corridor includes “No Stopping” and “Bus Zone” on O’Connell 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 – O’Connell Street from Hunter to Bent Streets Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services

