

**ITEM 6.           ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –  
CLARENCE STREET FROM DRUITT TO MARKET STREETS  
SYDNEY**

**TRIM RECORD NO:   2015/081423**

**RECOMMENDATION**

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the western side of Clarence Street between the points 22 metres and 51 metres north of DrUITT Street as “No Parking Route Service Buses Accepted 15 Minute Limit 10am-8pm Mon-Fri”, “Loading Zone Ticket 6am-10am Mon-Sat”; “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (B) Reallocation of kerb space on the western side of Clarence Street between the points 51 metres and 55 metres north of DrUITT Street as “No Stopping”;
- (C) Reallocation of kerb space on the western side of Clarence Street between the points 55 metres and 65 metres north of DrUITT Street as “No Stopping 10am-8pm Mon-Fri”, “Loading Zone Ticket 6am-10am Mon-Sat”; “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (D) Reallocation of kerb space on the western side of Clarence Street between the points 65 metres and 74 metres north of DrUITT Street as “No Stopping”;
- (E) Reallocation of kerb space on the western side of Clarence Street between the points 74 metres and 129 metres north of DrUITT Street as “No Parking Route Service Buses Accepted 15 Minute Limit”;
- (F) Reallocation of kerb space on the western side of Clarence Street between the points 129 metres north of DrUITT Street and Market Street as “No Stopping”;
- (G) Reallocation of kerb space on the eastern side of Clarence Street between the points 7 metres and 19 metres north of Mullins Street as “No Parking Route Service Buses Accepted 15 Minute Limit”;
- (H) Reallocation of kerb space on the eastern side of Clarence Street between the points 19 metres and 26 metres north of Mullins Street as “No Stopping”;
- (I) Reallocation of kerb space on the eastern side of Clarence Street between the points 26 metres and 42 metres north of Mullins Street as “No Parking Route Service Buses Accepted 15 Minute Limit”;
- (J) Reallocation of kerb space on the eastern side of Clarence Street between the points 42 metres and 55 metres north of Mullins Street as “P Motorbikes Only”;
- (K) Reallocation of kerb space on the eastern side of Clarence Street between the points 55 metres and 76 metres north of Mullins Street as “No Stopping”; and
- (L) Reallocation of kerb space on the eastern side of Clarence Street between the points 76 metres and 101.5 metres north of Mullins Street as “No Parking Route Service Buses Accepted 15 Minute Limit”; and

- (M) Reallocation of kerb space on the eastern side of Clarence Street between the points 101.5 metres north of Mullins Street and Market 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.

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 Clarence Street between DrUITT and Market Streets is generally signposted as Bus Zone, Loading Zone, 4P Ticket Parking and No Stopping.

Clarence Street between DrUITT and Market 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 the eastern side of Castlereagh 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.

## **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**

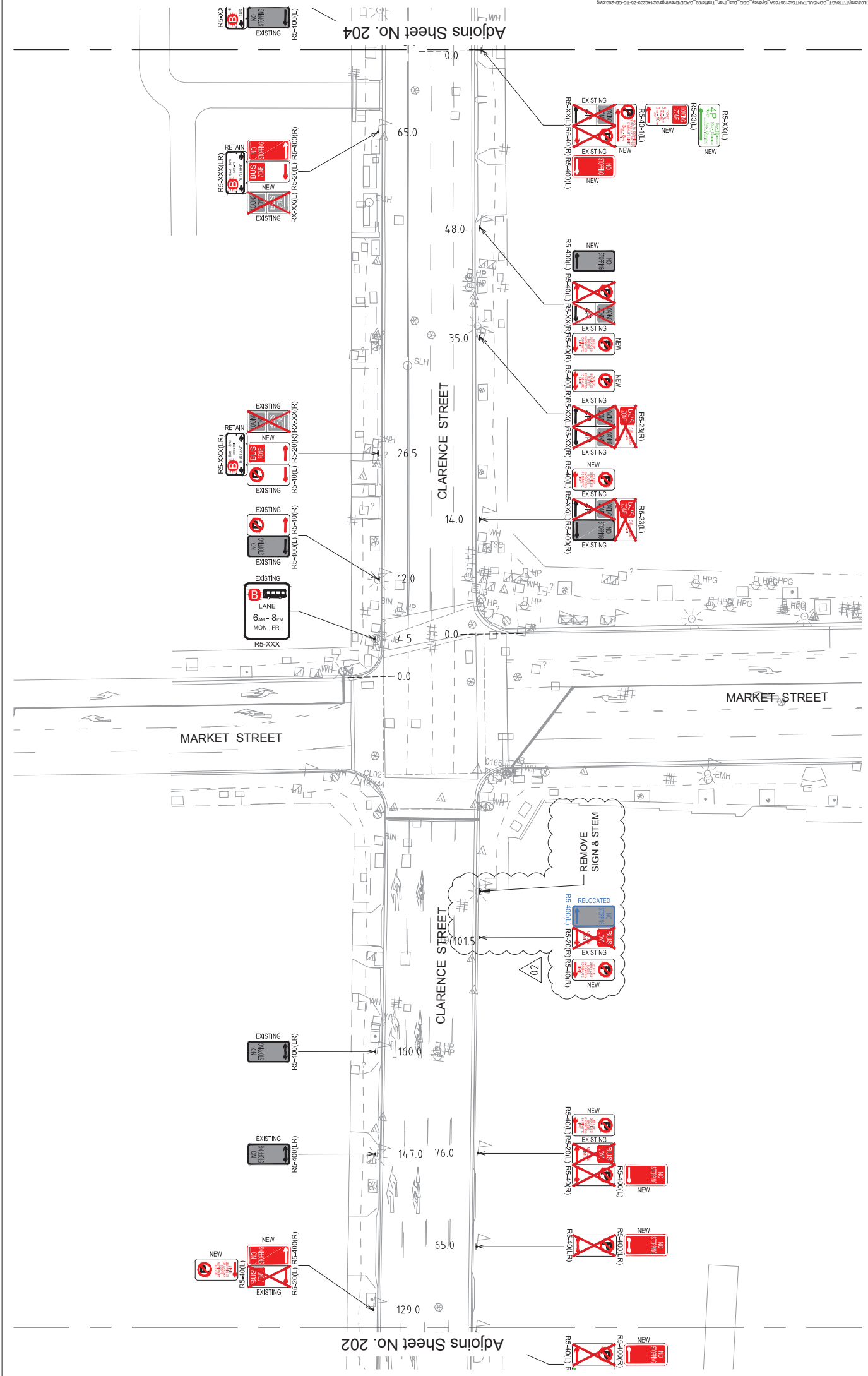
The SCCBP is being fully funded by the NSW State Government.

## **ATTACHMENTS**

Item for Committee Information – Traffic Treatment – Clarence Street from DrUITT to Market Streets Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services





Adjoins Sheet No. 204

Adjoins Sheet No. 202

NO.	REVISION	DATE	BY	CHKD
01	ISSUE FOR CONSTRUCTION	15/04/14	ASL	BRK
02	REVISION FOR CONSTRUCTION	15/04/14	ASL	BRK
03	REVISION FOR CONSTRUCTION	12/11/14	ASL	BRK

TRAFFIC SIGNAGE PLAN  
CLARENCE STREET  
SHEET 7 OF 7

DATE: 10.09.2014  
DRAWN: R.W.  
CHECKED: R.W.  
PROJECT: SYDNEY CITY CENTRE BUS INFRASTRUCTURE

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