

**ITEM 8.           ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –  
CLARENCE STREET FROM MARKET TO KING STREETS SYDNEY**

**TRIM RECORD NO:   2015/081420**

**RECOMMENDATION**

It is that the Committee note the following:

- (A) Reallocation of kerb space on the western side of Clarence Street between the points 26.5 metres and 65 metres north of Market Street as “Bus Zone”;
- (B) Reallocation of kerb space on the western side of Clarence Street between the points 65 metres and 75 metres north of Market Street as “No Stopping”;
- (C) Reallocation of kerb space on the western side of Clarence Street between the points 75 metres and 101 metres north of Market Street as “Bus Zone”;
- (D) Reallocation of kerb space on the western side of Clarence Street between the points 101 metres and 148 metres north of Market Street as; “Bus Zone 3pm-8pm Mon-Fri”, “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays”, “Loading Zone Ticket 6am-10am Sat”;
- (E) Reallocation of kerb space on the western side of Clarence Street between the points 148 metres and 193 metres north of Market Street as “Bus Zone”;
- (F) Reallocation of kerb space on the western side of Clarence Street between the points 193 metres and 197 metres north of Market Street as “No Parking”;
- (G) Reallocation of kerb space on the western side of Clarence Street between the points 197 metres and 211 metres north of Market Street as “Bus Zone 3pm-8pm Mon-Fri”, “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays”, “Loading Zone Ticket 6am-10am Sat”;
- (H) Reallocation of kerb space on the western side of Clarence Street between the points 211 metres north of Market Street to King Street as “No Stopping”;
- (I) Reallocation of kerb space on the eastern side of Clarence Street between the points 14 metres and 48 metres north of Market Street as “No Parking Route Service Buses Excepted 15 Minute Limit”;
- (J) Reallocation of kerb space on the eastern side of Clarence Street between the points 48 metres and 69 metres north of Market Street as “No Stopping”;
- (K) Reallocation of kerb space on the eastern side of Clarence Street between the points 69 metres and 87 metres north of Market Street as “No Parking Route Service Buses Excepted 15 Minute Limit 3pm-8pm Mon-Fri”, “Loading Zone Ticket 6am-3pm Mon-Fri, 6am-10am Sat, “4P Ticket 8pm-12am Mon-Fri, 6am-10pm Sat, 8am-10pm Sun and Public Holidays”;
- (L) Reallocation of kerb space on the eastern side of Clarence Street between the points 87 metres and 95 metres north of Market Street as “No Stopping”;

- (M) Reallocation of kerb space on the eastern side of Clarence Street between the points 95 metres and 128 metres north of Market Street as “No Parking Route Service Buses Excepted 15 Minute Limit 3pm-8pm Mon-Fri”, “Loading Zone Ticket 6am-3pm Mon-Fri, 6am-10am Sat, “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays”,
- (N) Reallocation of kerb space on the eastern side of Clarence Street between the points 128 metres and 132 metres north of Market Street as “No Stopping”, and
- (O) Installation of kerb amendments and changes to lane configuration in Clarence Street between Market and King 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 east and west sides of Clarence Street between Market and King Streets is generally signposted as "Loading Zone Ticket", "4P Ticket" parking, "Bus Zone" and "No Parking".

Clarence Street between Market and King Streets is identified in the Access Strategy as a key bus corridor. The bus corridor includes "Bus Lane 6am-8pm Mon-Fri 10am-6pm Sat", "No Stopping Route Service Buses Excepted" and off-peak "Loading Zones and 4P Ticket parking".

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 Market to King Streets Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services





