

**ITEM 9.                   ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –  
DRUITT STREET FROM GEORGE TO SUSSEX STREET SYDNEY**

**TRIM RECORD NO:   2015/081418**

**RECOMMENDATION**

It is that the Committee note the following:

- (A) Reallocation of kerb space on the northern side of DrUITt Street between the points 0 metres and 17.9 metres east of Sussex Street as “No Stopping”;
- (B) Reallocation of kerb space on the southern side of DrUITt Street between the points 29.6 metres west of Clarence Street and the intersection with Kent Street as “No Stopping”;
- (C) Reallocation of kerb space on the southern side of DrUITt Street between the points 0.0 metres and 10.2 metres west of Kent Street as “No Stopping”;
- (D) Reallocation of kerb space on the southern side of DrUITt Street between the points 10.2 metres and 50.2 metres west of Kent Street as “Bus Zone”; and
- (E) Reallocation of kerb space on the southern side of DrUITt Street between the points 50.2 metres and end east of Sussex 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 southern side of Druitt Street between George and Sussex Streets is generally signposted as “Bus Zone” and “No Stopping”. The northern side of Druitt Street between George and Sussex Streets is generally signposted as “Bus Zone” and “No Stopping”.

Druitt Street between George and Sussex Streets is identified in the Access Strategy as being part of a key bus corridor. The bus corridor includes “No Stopping” and “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.

### **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 – Druitt Street from George to Sussex Street Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services



