

**ITEM 13. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –  
YORK STREET FROM BARRACK TO ERSKINE STREETS SYDNEY**

**TRIM RECORD NO: 2015/081447**

**RECOMMENDATION**

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the western side of York Street between the points 15.4 metres and 20.0 metres north of Barrack Street as “No Stopping”;
- (B) Reallocation of parking on the western side of York Street between the points 20.0 metres and 99.7 metres north of Barrack Street as “No Parking 6am-10am, 3pm-8pm Mon-Fri Route Buses Excepted 15 Minute Limit”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat and 8am-10pm Sun & Public Holidays”;
- (C) Reallocation of parking on the eastern side of York Street between the points 20.0 metres and 37.0 metres south of Wynyard Street “No Stopping”;
- (D) Reallocation of parking on the eastern side of York Street between the points 37.0 metres and 52.0 metres south of Wynyard Street “Bus Zone 6am-10am, 3pm-8pm Mon-Fri” “No Stopping Other Times”; and
- (E) Installation of kerb amendments and changes to lane configuration in York Street between King and Barrack 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 eastern side of York Street between King and Barrack Streets is generally signposted as “Bus Zone” and “No Stopping”.

York Street between King and Barrack 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 York 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 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.

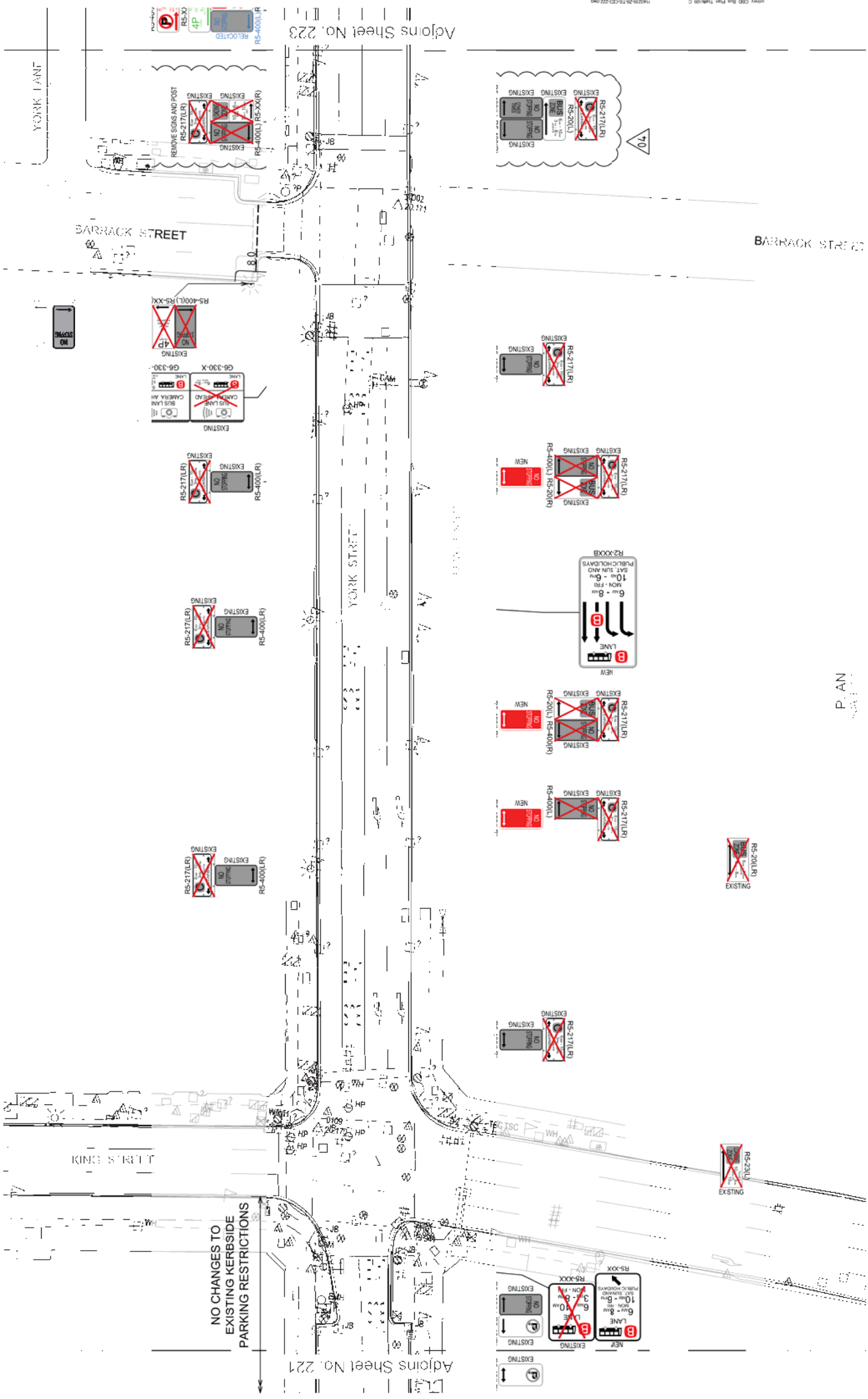
## **FINANCIAL**

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

**ATTACHMENTS**

Item for Committee Information – Traffic Treatment – York Street from Barrack to Erskine Streets Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services



P L A N

NO.	DATE	BY	REVISION
1	08.10.2014	R.W.	ISSUED FOR CONSTRUCTION
2	08.10.2014	R.W.	REVISED FOR CONSTRUCTION
3	08.10.2014	R.W.	REVISED FOR CONSTRUCTION
4	08.10.2014	R.W.	REVISED FOR CONSTRUCTION

**TRAFFIC SIGNAGE PLAN**  
**YORK STREET**  
**SHEET 1 OF 7**  
 Project: H30700 - York St - TS-GD-222  
 Date: 08.10.2014  
 Drawn: R.W.  
 Checked: R.W.  
 Scale: 1:500 (A1)

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**SYDNEY CITY CENTRE**  
**BUS INFRASTRUCTURE**

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**NO CHANGES TO EXISTING KERBSIDE PARKING RESTRICTIONS**

Adjins Sheet No. 221



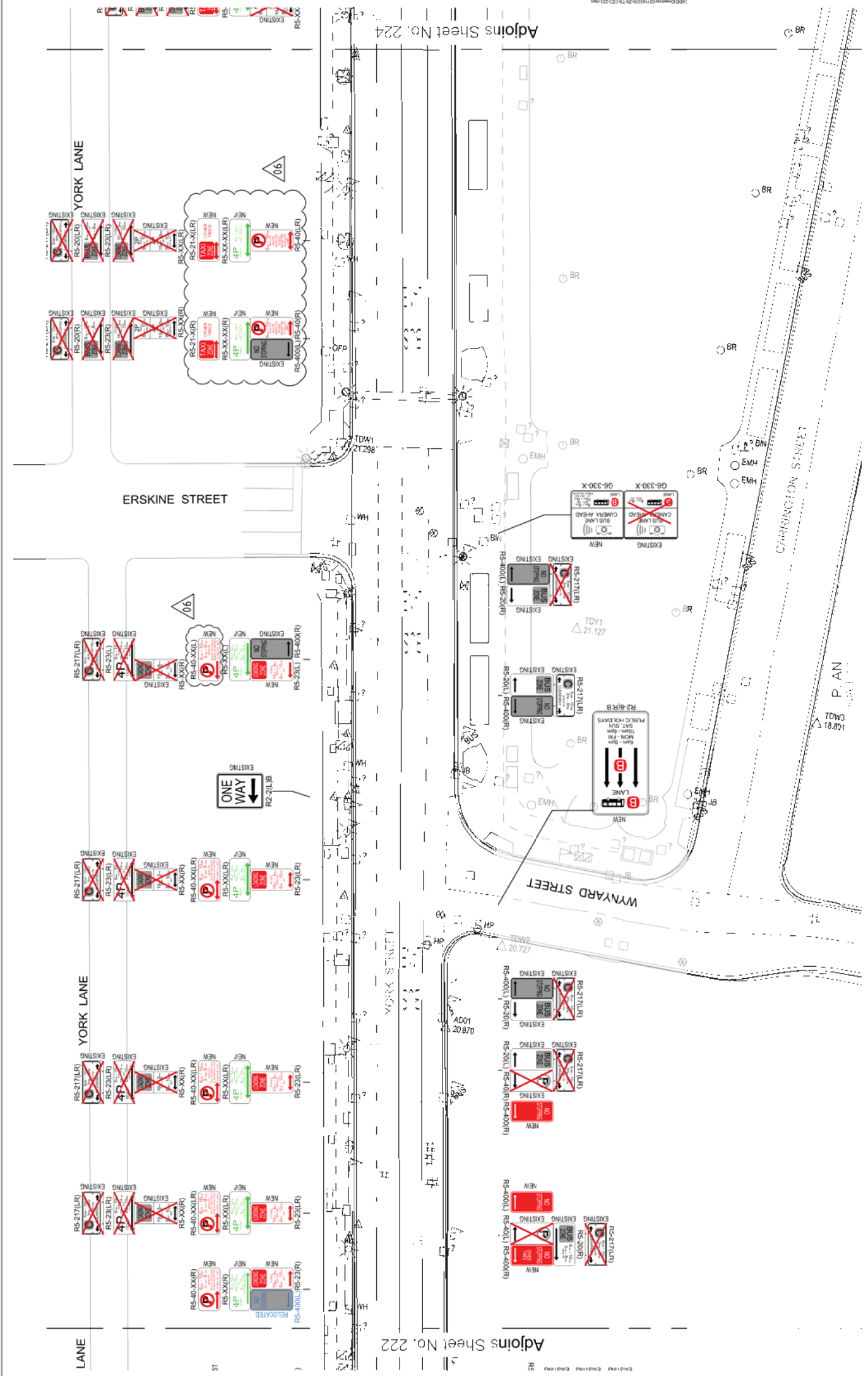
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TRAFFIC SIGNAGE PLAN  
 YORK STREET  
 SHEET 5 OF 7  
 Project: H42052, York St, CD-223  
 A.D. R.W. R.L. R.D. R.S.  
 Date: 08.10.2014  
 1:1

NO.	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR CONSTRUCTION	18.11.14	J.S.	J.S.
2	ISSUED FOR CONSTRUCTION	11.11.14	J.S.	J.S.
3	ISSUED FOR CONSTRUCTION	18.11.14	J.S.	J.S.
4	ISSUED FOR CONSTRUCTION	18.11.14	J.S.	J.S.
5	ISSUED FOR CONSTRUCTION	18.11.14	J.S.	J.S.
6	ISSUED FOR CONSTRUCTION	18.11.14	J.S.	J.S.



Adjoins Sheet No. 222

Adjoins Sheet No. 224

