

**ITEM 14. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
YORK STREET FROM ERSKINE TO MARGARET STREET SYDNEY**

TRIM RECORD NO: 2015/081411

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the western side of York Street between the points 20 metres and 66 metres north of Erskine Street as “No Parking Route Services Buses Excepted 15 Minute Limit 6am-8pm Mon-Fri”, “4P Ticket 8am-10pm Sat, Sun & Public Holidays”, “Taxi Zone Other Times”;
- (B) Reallocation of parking on the western side of York Street between the points 66 metres and 81 metres north of Erskine Street as “No Parking Route Services Buses Excepted 15 Minute Limit 6am-8pm Mon-Fri”, “Mail Zone Other Times”;
- (C) Reallocation of parking on the western side of York Street between the points 81 metres and 101.5 metres north of Erskine Street as “No Parking Route Services Buses Excepted 15 Minute Limit 6am-8pm Mon-Fri”, “Taxi Zone Other Times”;
- (D) Installation of kerb amendments and changes to lane configuration in York Street between Erskine and Margaret Streets to provide for the installation of the bus lanes.

DECISION

BACKGROUND

The 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 Erskine and Market Streets is generally signposted as “Bus Zone”, Loading Zone and 2P Ticket and 4P Ticket Parking.

York Street between Erskine and Market Streets is identified in the Access Strategy as a key bus corridor. The bus corridor includes “No Parking Route Service Buses Excepted” and “Taxi Zone” 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.

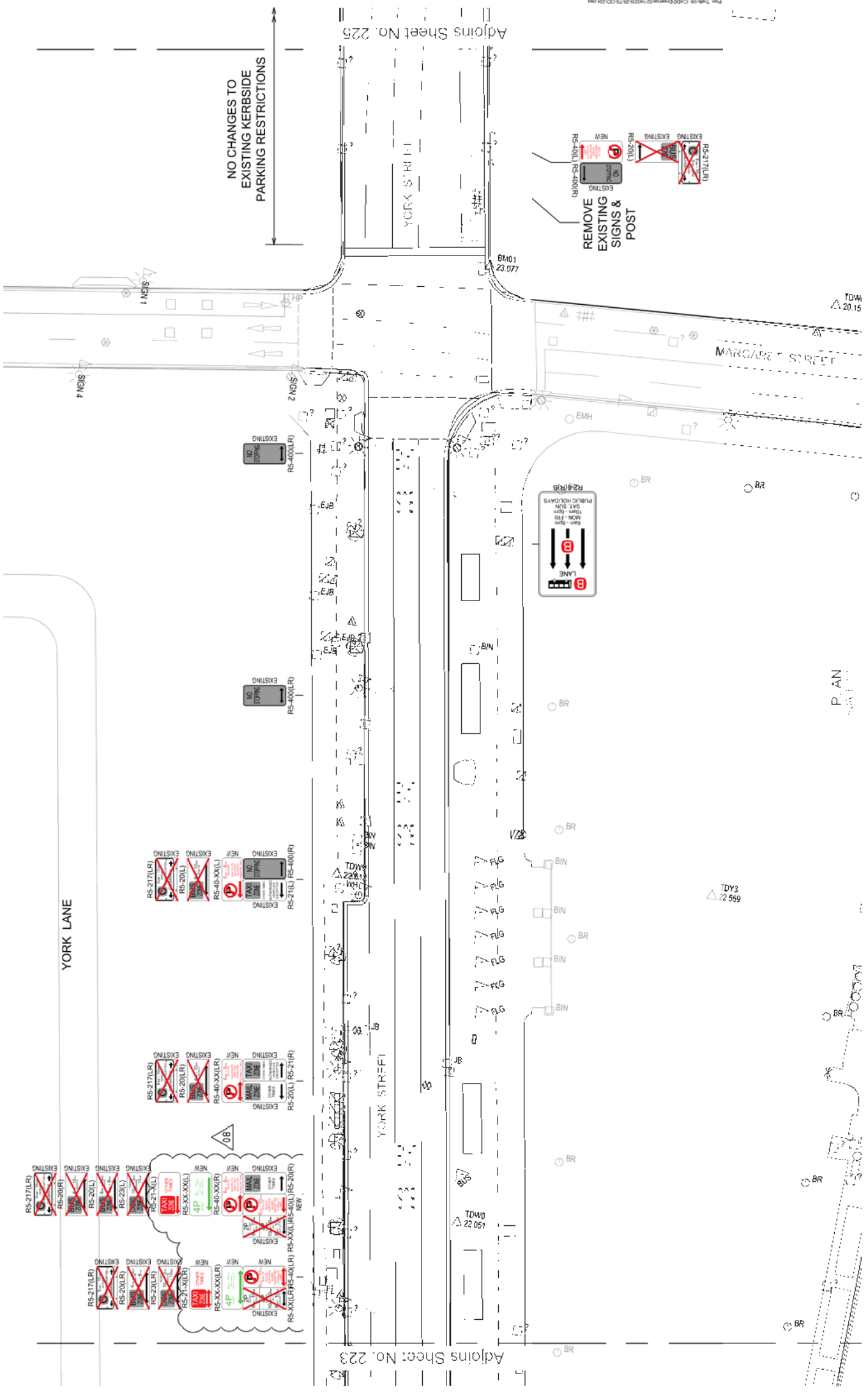
FINANCIAL

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

ATTACHMENTS

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

Stephen Sherwin, Project Manager – Roads and Maritime Services



NO.	REVISION	DATE	BY	CHKD
37	ISSUED FOR CONSTRUCTION	15/11/24	AS	AS
36	ISSUED FOR CONSTRUCTION	15/11/24	AS	AS
35	ISSUED FOR CONSTRUCTION	15/11/24	AS	AS
34	ISSUED FOR CONSTRUCTION	15/11/24	AS	AS
33	ISSUED FOR CONSTRUCTION	15/11/24	AS	AS
32	ISSUED FOR CONSTRUCTION	15/11/24	AS	AS
31	ISSUED FOR CONSTRUCTION	15/11/24	AS	AS

TRAFFIC SIGNAGE PLAN
YORK STREET
SHEET 6 OF 7

Project No: 224
 Date: 15/11/24
 Scale: 1:200

AS
 AS

Tract

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 planners & engineers

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