

**ITEM 9. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
LIME STREET FROM KING TO ERSKINE STREETS SYDNEY**

TRIM RECORD NO: 2015/502612

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Reallocation of kerb space on the western side of Lime Street between points 7.39 metres and 58.67 metres north of the building line on the western side of Lime Street as “No Parking 3pm–8pm Mon-Fri, Route Service Buses Excepted, 15 minute limit”, “Loading Zone 6am–3pm Mon-Fri, 6am-10am Sat, Taxi Zone at other times”;
- (B) Reallocation of kerb space on the western side of Lime Street between points 110.64 metres and 151.01 metres north of the building line on the western side of Lime Street as “No Parking, Route Service Buses Excepted 15 minute limit”; and
- (C) Reallocation of kerb space on the western side of Lime Street between points 151.01 metres and 179.18 metres north of the building line on the western side of Lime Street as “No Parking, Route Service Buses Excepted 15 minute limit, 6am-11pm”, and “Taxi Zone other times”.

DECISION

The Committee carried the recommendation unanimously out-of-session on 1 October 2015.

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 western side of Lime Street between King and Erskine Streets is generally signposted as “Loading Zone” and “No Parking Buses Excepted”.

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 consulted local residents and businesses in the area. There were 510 letters sent out with no responses supporting the proposals and 17 responses opposing the proposal. The responses opposing the proposal raised concerns about bus layover being used as private coach parking.

As a result of the consultation the proposal has been amended to:

- Reduce the times for bus operation
- Relocate buses north closer to the first stop in Erskine Street
- Relocate taxi and loading zones to the south, and
- Extend the operational hours of the taxi zone

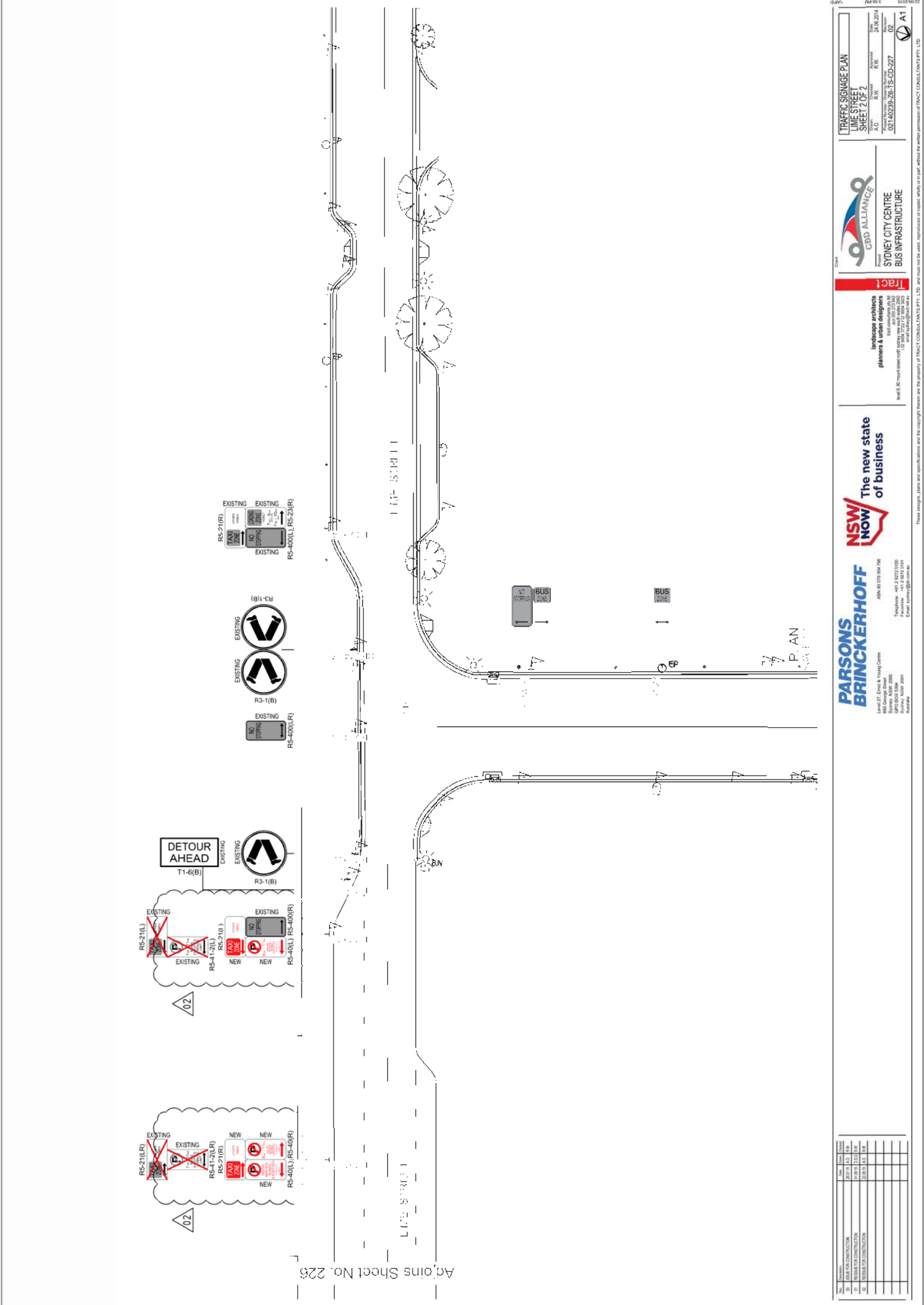
FINANCIAL

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

ATTACHMENTS

Item for Committee Information – Traffic Treatment – Lime Street from King to Erskine Streets Sydney

Steven Sherwin, Project Manager – Roads and Maritime Services



Rev	Description	Date	By	Check
01	ISSUE FOR CONSTRUCTION	20/07/14	AS	SR
02	ISSUE FOR CONSTRUCTION	10/09/14	AS	SR
03	ISSUE FOR CONSTRUCTION	10/09/14	AS	SR

TRAFFIC SIGNAGE PLAN
 LIME STREET
 SHEET 7 OF 7

Project Name: CBD Alliance
 A.C. R.W. R.W. R.W.
 02:140289-26-TS-GD-227
 24.06.2014
 Date

SYDNEY CITY CENTRE
 BUS INFRASTRUCTURE

landscape architects
 planners &
 traffic engineers
 100/102/104/106/108/110/112/114/116/118/120/122/124/126/128/130/132/134/136/138/140/142/144/146/148/150/152/154/156/158/160/162/164/166/168/170/172/174/176/178/180/182/184/186/188/190/192/194/196/198/200/202/204/206/208/210/212/214/216/218/220/222/224/226/228/230/232/234/236/238/240/242/244/246/248/250/252/254/256/258/260/262/264/266/268/270/272/274/276/278/280/282/284/286/288/290/292/294/296/298/300/302/304/306/308/310/312/314/316/318/320/322/324/326/328/330/332/334/336/338/340/342/344/346/348/350/352/354/356/358/360/362/364/366/368/370/372/374/376/378/380/382/384/386/388/390/392/394/396/398/400/402/404/406/408/410/412/414/416/418/420/422/424/426/428/430/432/434/436/438/440/442/444/446/448/450/452/454/456/458/460/462/464/466/468/470/472/474/476/478/480/482/484/486/488/490/492/494/496/498/500/502/504/506/508/510/512/514/516/518/520/522/524/526/528/530/532/534/536/538/540/542/544/546/548/550/552/554/556/558/560/562/564/566/568/570/572/574/576/578/580/582/584/586/588/590/592/594/596/598/600/602/604/606/608/610/612/614/616/618/620/622/624/626/628/630/632/634/636/638/640/642/644/646/648/650/652/654/656/658/660/662/664/666/668/670/672/674/676/678/680/682/684/686/688/690/692/694/696/698/700/702/704/706/708/710/712/714/716/718/720/722/724/726/728/730/732/734/736/738/740/742/744/746/748/750/752/754/756/758/760/762/764/766/768/770/772/774/776/778/780/782/784/786/788/790/792/794/796/798/800/802/804/806/808/810/812/814/816/818/820/822/824/826/828/830/832/834/836/838/840/842/844/846/848/850/852/854/856/858/860/862/864/866/868/870/872/874/876/878/880/882/884/886/888/890/892/894/896/898/900/902/904/906/908/910/912/914/916/918/920/922/924/926/928/930/932/934/936/938/940/942/944/946/948/950/952/954/956/958/960/962/964/966/968/970/972/974/976/978/980/982/984/986/988/990/992/994/996/998/1000

Ad joins Sheet No. 226

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