

**ITEM 14. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
BLIGH STREET FROM BENT STREET TO HUNTER STREET
SYDNEY**

TRIM RECORD NO: 2015/502625

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Reallocation of kerb space on the western side of Bligh Street between the points 17.1 metres and 43.8 metres as “No Parking Route Service Buses Excepted 15 Minute Limit”;
- (B) Reallocation of kerb space on the western side of Bligh Street between the points 43.8 metres and 105.8 metres as “Loading Zone 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket Parking 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (C) Reallocation of kerb space on the western side of Bligh Street between the points 105.8 metres and 142.9 metres as “No Parking Route Service Buses Excepted 15 Minute Limit”;
- (D) Reallocation of kerb space on the eastern side of Bligh Street between points 92.98 metres and 123.98 metres as “No Parking Route Service Buses Excepted 15 Minute Limit”; and
- (E) Reallocation of the kerb space on the eastern side of Bligh Street between points 123.98 metres and 127.49 metres as “No Parking”.

DECISION

The Committee carried the recommendation unanimously out-of-session on 2 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 existing kerbside parking provisions on Bligh Street between Bent Street and Hunter Street are generally signposted as “No Parking”, “Loading Zone” and “4P Ticket Parking”. Short lengths of “Parking for People with a Disability” and “No Parking, Consular Vehicles Excepted” also existing on this section of Bligh Street.

Bligh Street between Bent Street and Hunter Street is identified in the Access Strategy as a key bus corridor and as such the kerbside parking restrictions are proposed for reallocation to provide additional bus layover area.

Where possible, loading, parking and parking for people with disabilities will be distributed to neighbouring streets contained within the proposed amendments for the bus and cycleway plans. Off peak ticket parking provisions are proposed on the western side of Bligh Street to provide kerbside parking provisions outside of the times where bus operations require the space.

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.

Based on design revisions, the RMS consulted 60 local businesses and residents in the area. There were no responses supporting the proposal and seven responses opposing the proposal. The responses opposing the proposal raised concerns about bus layover affecting amenity, safety and noise.

As a result of community feedback, bus layovers were removed from the front of businesses, bus layover lengths were reduced and additional loading and parking zones were incorporated into the design.

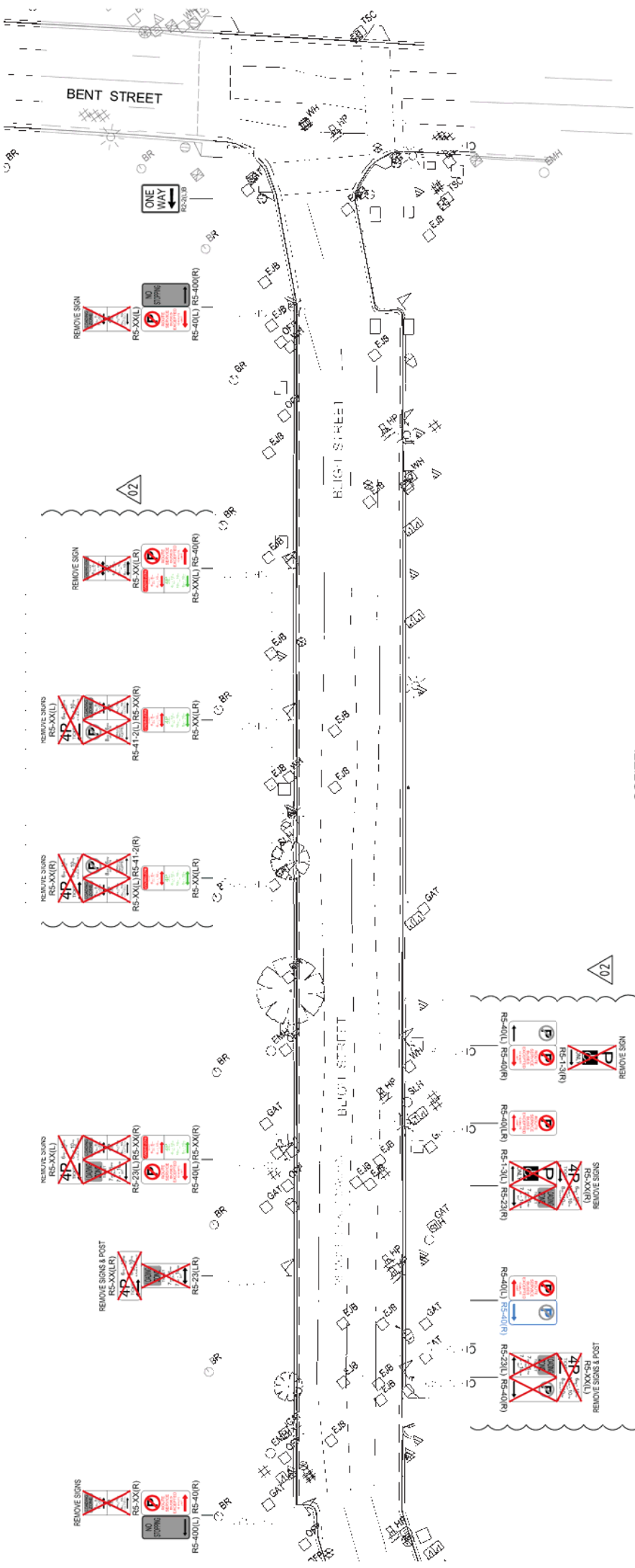
FINANCIAL

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

ATTACHMENTS

Item for Committee Information – Traffic Treatment – Bligh Street from Bent Street to Hunter Street Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services.



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NO.	DESCRIPTION	DATE	BY	CHECKED
01	ISSUED FOR CONSTRUCTION	28/07/14	J.L.C.	J.L.C.
02	ISSUED FOR CONSTRUCTION	11/08/14	J.L.C.	J.L.C.
03	ISSUED FOR CONSTRUCTION	14/08/14	J.L.C.	J.L.C.
04	ISSUED FOR CONSTRUCTION	14/08/14	J.L.C.	J.L.C.
05	ISSUED FOR CONSTRUCTION	14/08/14	J.L.C.	J.L.C.
06	ISSUED FOR CONSTRUCTION	14/08/14	J.L.C.	J.L.C.
07	ISSUED FOR CONSTRUCTION	14/08/14	J.L.C.	J.L.C.
08	ISSUED FOR CONSTRUCTION	14/08/14	J.L.C.	J.L.C.
09	ISSUED FOR CONSTRUCTION	14/08/14	J.L.C.	J.L.C.
10	ISSUED FOR CONSTRUCTION	14/08/14	J.L.C.	J.L.C.