

ITEM 16. PARKING – BUS ZONE – Blich Street Sydney

TRIM RECORD NO: 2015/549865

RECOMMENDATION

It is recommended that the Committee endorse the following allocation of parking in Blich Street, Sydney, south of Bent Street as “Bus Zone Route Service Buses 15 Minute Limit”:

- (A) The eastern side of Blich Street between points 92.98 metres and 123.98 metres (five car spaces);
- (B) The western side of Blich Street between the points 17.1 metres and 43.8 metres (four car spaces);
- (C) The western side of Blich Street between the points 105.8 metres and 142.9 metres (six car spaces); and
- (D) The City, in conjunction with TfNSW, to review the provision of bus parking in Blich Street, between Hunter and Bent Streets, six months after implementation.

DECISION

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy 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 implementation of the SCCBP changed the majority of parking in Bligh Street, Sydney, between Bent and Hunter Streets, to “No Parking Route Service Buses Excepted 15 minute limit”.

Since its implementation, extensive non-compliance was recorded in the “No Parking Route Services Excepted 15 Minute Limit” zone and as a result it is proposed to change the restriction to “Bus Zone Route Service Buses 15 Minute Limit”.

CONSULTATION

The parking change would further reinforce parking priority for Route Service Buses where the kerb space is already dedicated for bus layover. TfNSW has not consulted changing signposting from “No Parking Route Services Excepted 15 Minute Limit” to “Bus Zone Route Service Buses 15 Minute Limit”.

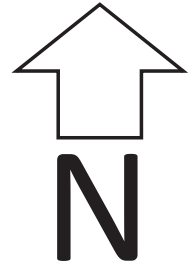
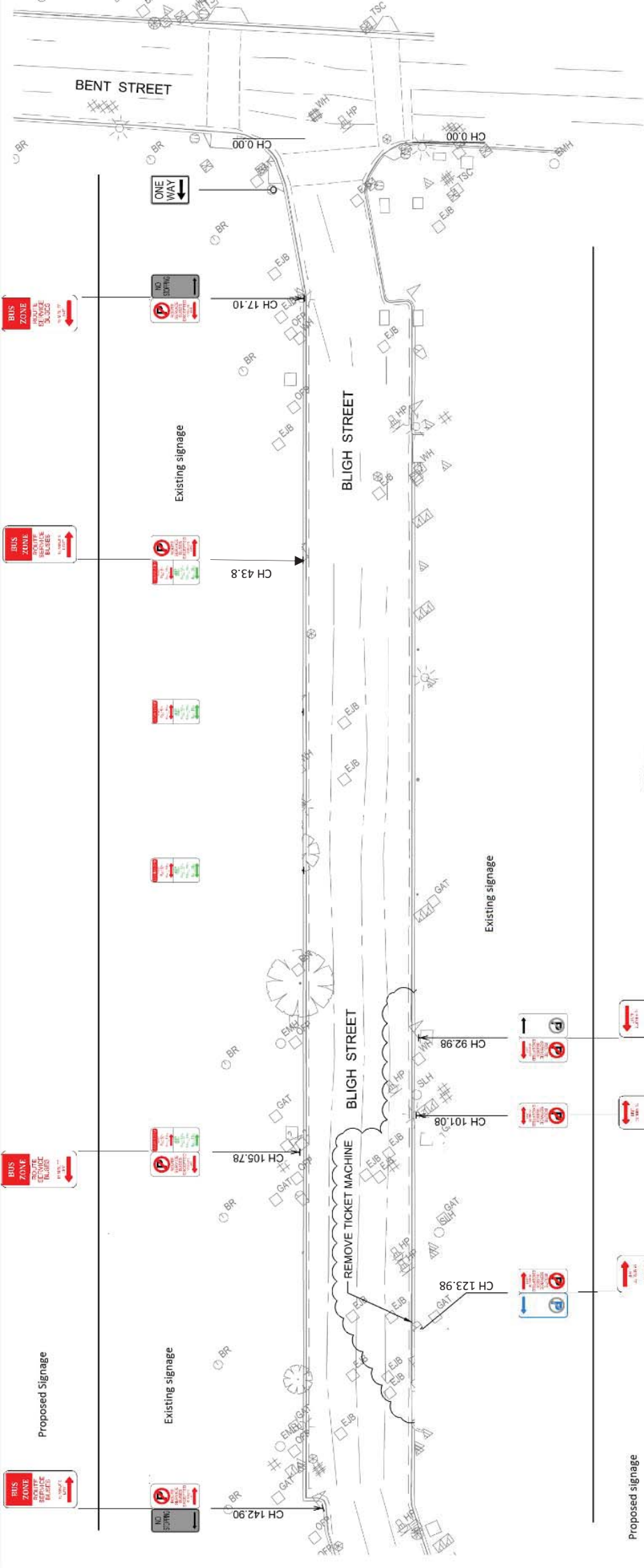
FINANCIAL

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

ATTACHMENTS

Parking – Bus Zone – Bligh Street Sydney

Lisa McGill, Senior CBD Precinct Planning Manager, Transport for NSW.



Proposed signage

Existing signage

Existing signage

Proposed Signage

