

**ITEM 17. PARKING – BUS ZONE – O’CONNELL STREET SYDNEY**

**TRIM RECORD NO: 2015/555637**

**RECOMMENDATION**

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

- (A) The eastern side of O’Connell Street between points 80.2 metres and 106 metres (four car spaces);
- (B) The eastern side of O’Connell Street between points 117.3 metres and 155 metres (six car spaces);
- (C) The eastern side of O’Connell Street between the points 179.2 metres and 192.1 metres (two car spaces);
- (D) The western side of O’Connell Street between the points 14.7 metres and 59.8 metres (seven car spaces);
- (E) The western side of O’Connell Street between the points 85 metres and 117.3 metres (five car spaces);
- (F) The western side of O’Connell Street between the points 124.3 metres and 152.8 metres (five car spaces); and
- (G) The City, in conjunction with TfNSW, to review the provision of bus parking in O’Connell Street 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 O'Connell 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".

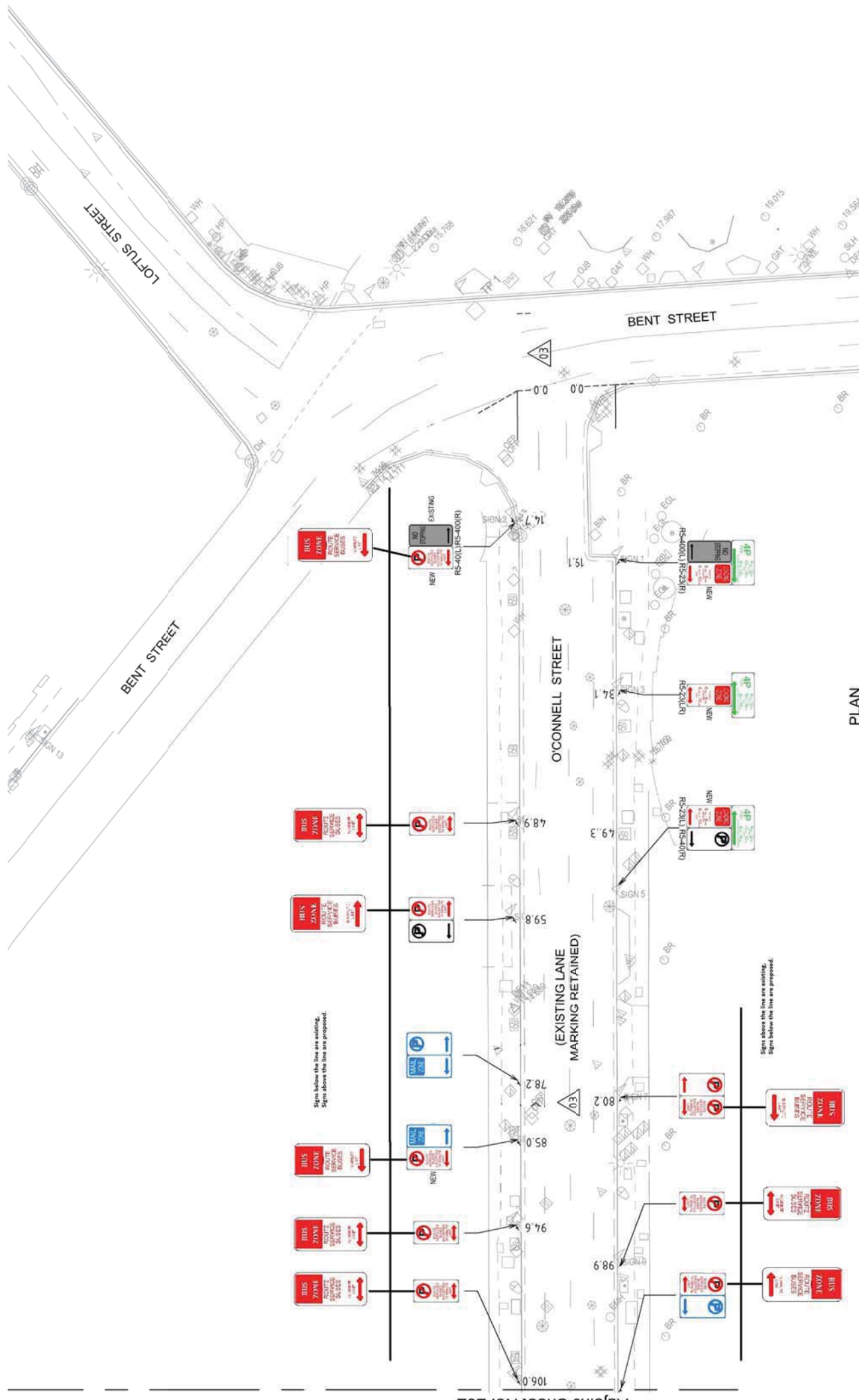
### **FINANCIAL**

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

### **ATTACHMENTS**

Parking – Bus Zone – O'Connell Street Sydney

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



Adpins Sheet No. 202

PLAN SCALE 1:400

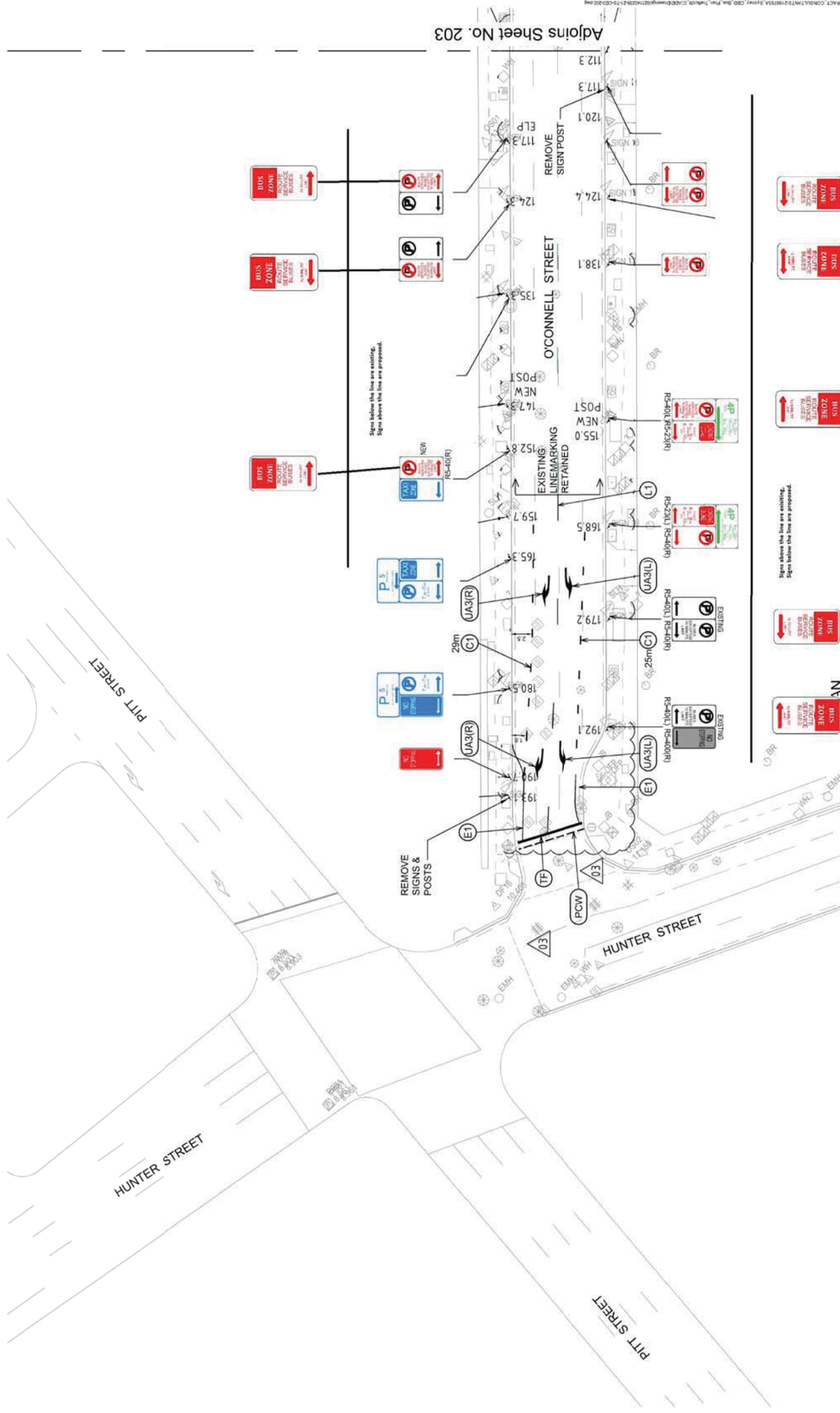
TRAFFIC SIGNAGE PLAN	
LOCALITY STREET	
SHEET Z OF Z	
A.O.	R.W.
02/14/2020	21/15/03/2020
02/14/2020	02/14/2020
A1	

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Adjoins Sheet No. 203

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Signs below the line are proposed.

Signs above the line are existing.  
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SCALE 1:400

DRAWING CHECK PRINT	
Date:	08/12/14
By:	
Project Designer Check:	
Engineer/Designer Check:	
Engineering/Design Check:	
Verification/Approve:	
Year Action:	

NO.	DATE	BY	REVISION
1	08/12/14		ISSUED FOR CONSTRUCTION
2	13/11/14		ISSUED FOR CONSTRUCTION
3	13/11/14		ISSUED FOR CONSTRUCTION

TRAFFIC SIGNAGE PLAN  
O'CONNELL STREET  
SHEET TOP 2

Scale: 1:400  
Date: 08/12/14  
Author: RW  
Reviewed: RW  
Project No: 107140230\_Z1\_1S\_CD-202  
Drawing No: 203\_01

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