

**ITEM 3.           ITEM FOR COMMITTEE INFORMATION – PARKING – NO STOPPING  
– KENT STREET SYDNEY**

**TRIM RECORD NO:   2015/588205**

**RECOMMENDATION**

It is recommended that the Committee note the following reallocation of parking on the western side of Kent Street, Sydney, north on Druitt Lane:

- (A) Between the points 23 metres and 44 metres as “No Stopping 6am-10am 3pm-8pm Mon-Fri”, “No Parking 10am-3pm Coaches Excepted 15 Minute Limit” and “Taxi Zone At Other Times”;
- (B) Between the points 44 metres and 64 metres as “No Stopping 6am-10am 3pm-8pm Mon-Fri”, “Loading Zone 10am-3pm Mon-Fri 6am-10am Sat” and “Taxi Zone At Other Times”; and
- (C) The City, in conjunction with TfNSW, to review the provision of bus parking in Kent Street, between Bathurst and Druitt 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 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.

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.

No parking changes have currently been made to Kent Street, south of Druitt Street. Observations undertaken following implementation of the SCCBP suggest that additional parking restrictions are required to facilitate bus and general traffic movements in peak periods.

## **COMMENTS**

The existing kerbside parking restrictions on Kent Street between DrUITT Lane and DrUITT Street are generally signposted as “No Stopping 3pm-6pm Mon-Fri” with Loading Zones between these peak periods of a weekday and of a Saturday morning. 4P ticket parking is permitted after the peak periods until 10pm. Bus Parking is permitted at the southern end of the block during both morning and evening peak periods.

Traffic behaviour was observed following the introduction of the SCCBP. It was noted that the lack of morning peak hour restrictions created extensive queuing into Bathurst Street and Sussex Street whenever a vehicle was parked in the Loading Zone. In addition the “No Parking, Buses Excepted 15 Minute Limit 6am -10pm” signage had the potential to cause similar congestion issues during the evening peak period.

It is considered that these restrictions be changed such that they are in line with new standardised peak hour restrictions throughout the CBD, namely: “No Stopping, 6am-10am, 3pm-8pm, Mon-Fri”. Loading Zones will remain in between these peak periods and 4P parking of an evening will be extended to 12am. It is also proposed to change the Bus parking at the southern end of the block to “coach” parking to better represent the types of vehicles that use this space.

## **CONSULTATION**

Transport for NSW consulted local residents and businesses in the area. There were 89 letters sent out with no responses supporting or opposing the proposal.

## **FINANCIAL**

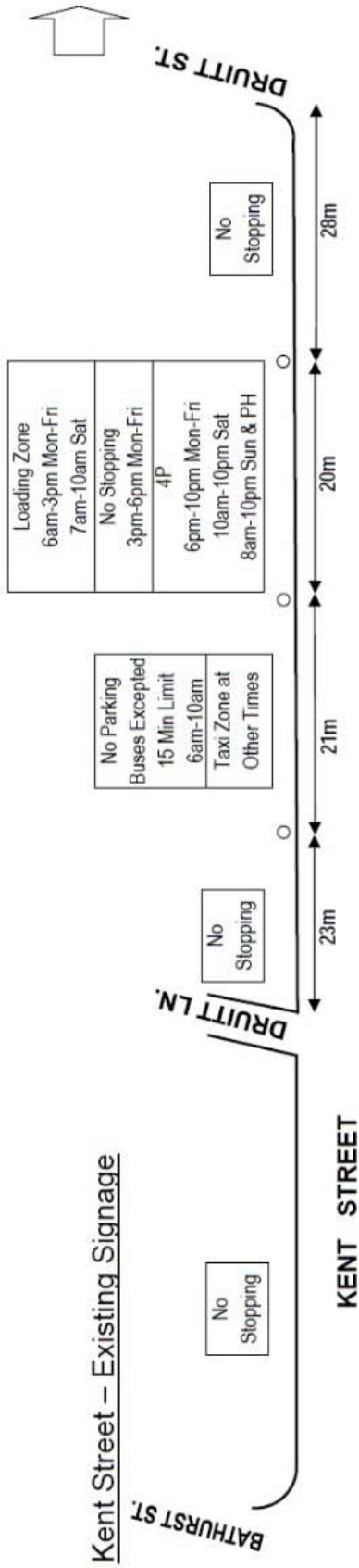
The SCCBP is being fully funded by the NSW State Government.

## **ATTACHMENTS**

Item for Committee Information – Parking – No Stopping – Kent Street Sydney

Stephen Brown, Major Project Integration Officer, RMS

Kent Street – Existing Signage



Kent Street – Proposed Signage

