

**ITEM 50. PARKING – BUS ZONE – PHILLIP STREET BETWEEN BENT
STREET AND HUNTER STREET SYDNEY**

TRIM RECORD NO: 2015/599830

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the western side of Phillip Street, Sydney as follows:

- (A) Between the points 0 metres and 22.5 metres south of Bent Street as “No Stopping”;
- (B) Between the points 22.5 metres and 29.5 metres (one car space) south of Bent Street as “No Stopping Australia Post Vehicles Excepted”;
- (C) Between the points 29.5 metres and 42 metres south of Bent Street as “Bus Zone”;
- (D) Between the points 42 metres and 86.5 metres south of Bent Street as “No Parking”;
- (E) Between the points 86.5 metres and 104.2 metres (three car spaces) south of Bent Street as “Taxi Zone”; and
- (F) Between the points 104.2 metres and 154.7 metres south of Bent Street as “No Stopping”.

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

Following implementation of the parking changes associated with the SCCBP, the City, in conjunction with Transport for NSW (TfNSW), has identified a number of inconsistencies with the new restrictions.

One such location is Phillip Street between Hunter and Bent Streets where there are inconsistencies with the statutory “No Stopping” restrictions, as well as signage relating to the associated parking restrictions.

The proposed parking change seeks support to reallocate on-street parking to meet statutory “No Stopping” restrictions, provide additional capacity for buses and taxis, and dedicated parking for Australia Post vehicles.

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.

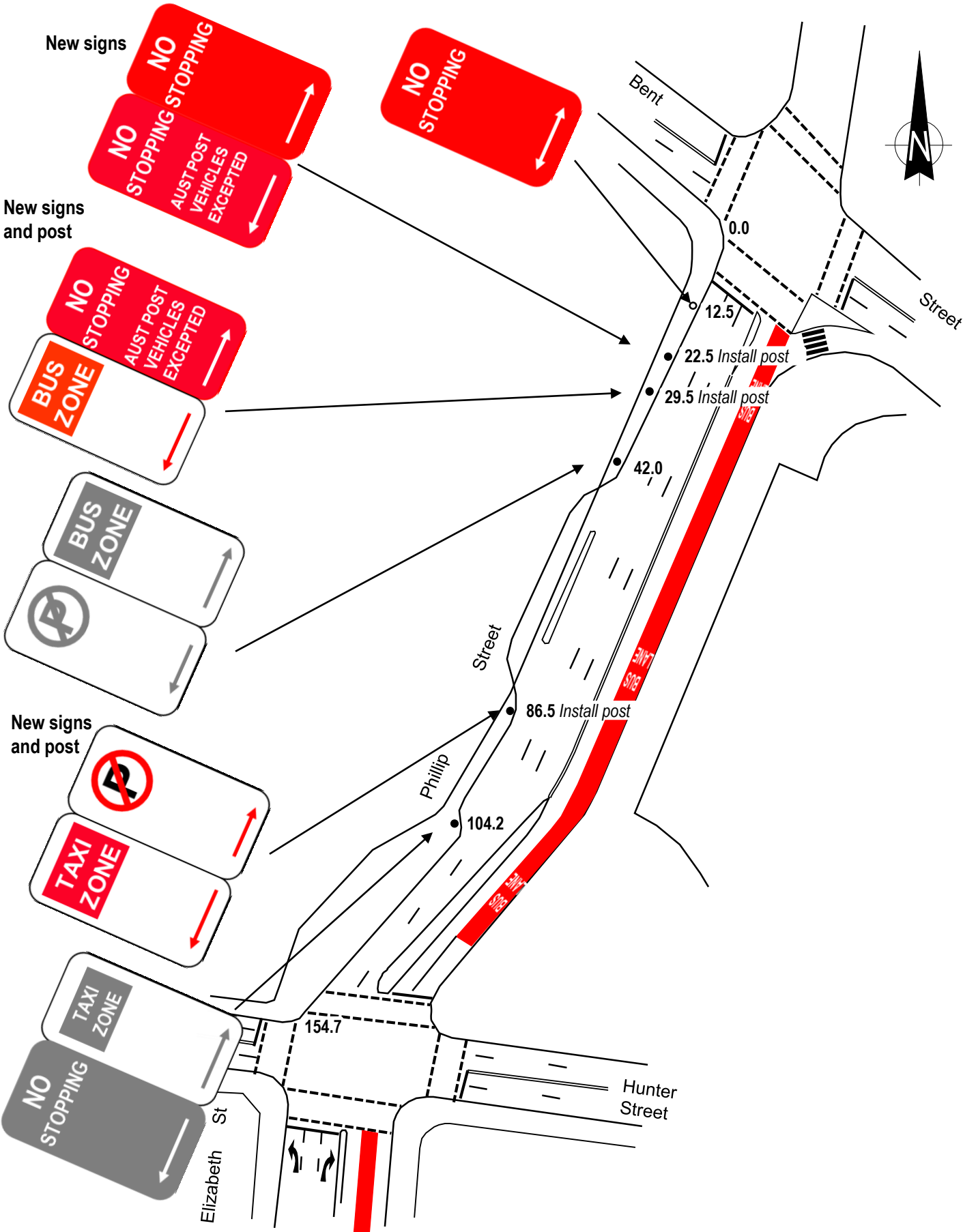
FINANCIAL

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

ATTACHMENTS

Parking – Bus Zone – Phillip Street between Bent Street and Hunter Street Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services



PHILLIP STREET FROM HUNTER STREET TO BENT STREET

