

**ITEM 66. OTHER AUTHORITIES – PARKING – BUS ZONE – O'CONNELL  
STREET SYDNEY**

**TRIM RECORD NO: 2015/625241**

**RECOMMENDATION**

It is recommended that the Committee endorse the following reallocation of kerb space in O'Connell Street, Sydney, south of Bent Street as "Bus Zone Route Service Buses 15 Minute Limit":

- (A) On the western side between the points 14.7 metres and 59.8 metres (eight car spaces), 85 metres and 117.3 metres (five car spaces) and 124.3 metres and 152.8 metres (four car spaces);
- (B) On the eastern side between points 80.2 metres and 112.3 metres (four car spaces), 117.3 metres and 147.3 metres (five car spaces) and 179.2 metres and 192.1 metres (two car spaces); and
- (C) The City, in conjunction with TfNSW, to review the provision of bus parking in O'Connell Street, between Bent and Hunter Streets, six months after implementation.

**DECISION**

**BACKGROUND**

As part of the Sydney City Centre Bus Plan (SCCBP), Roads and Maritime Services (RMS) installed "No Parking Route Services Excepted 15 Minute Limit" restrictions to prioritise kerb space for Route Service Buses.

Since the implementation of the SCCBP, extensive non-compliance was recorded to prioritise kerb space for Route Service Buses and as a result it is proposed to change the restriction to "Bus Zone Route Service Buses 15 Minute Limit".

**COMMENTS**

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.

The SCCBP forms part of a suite of transport improvements associated with the Access Strategy and is being delivered by RMS, in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

The majority of kerbside parking provisions on O'Connell Street between Bent Street and Hunter Street is currently signposted as "No Parking Route Service Buses Excepted 15 minute limit".

**CONSULTATION**

The parking change would further reinforce priority for Route Service Buses where the kerb space has already been allocated for buses. As such, TfNSW has not consulted changing the signposting from “No Parking Route Services Excepted 15 Minute Limit” to “Bus Zone Route Service Buses 15 Minute Limit”.

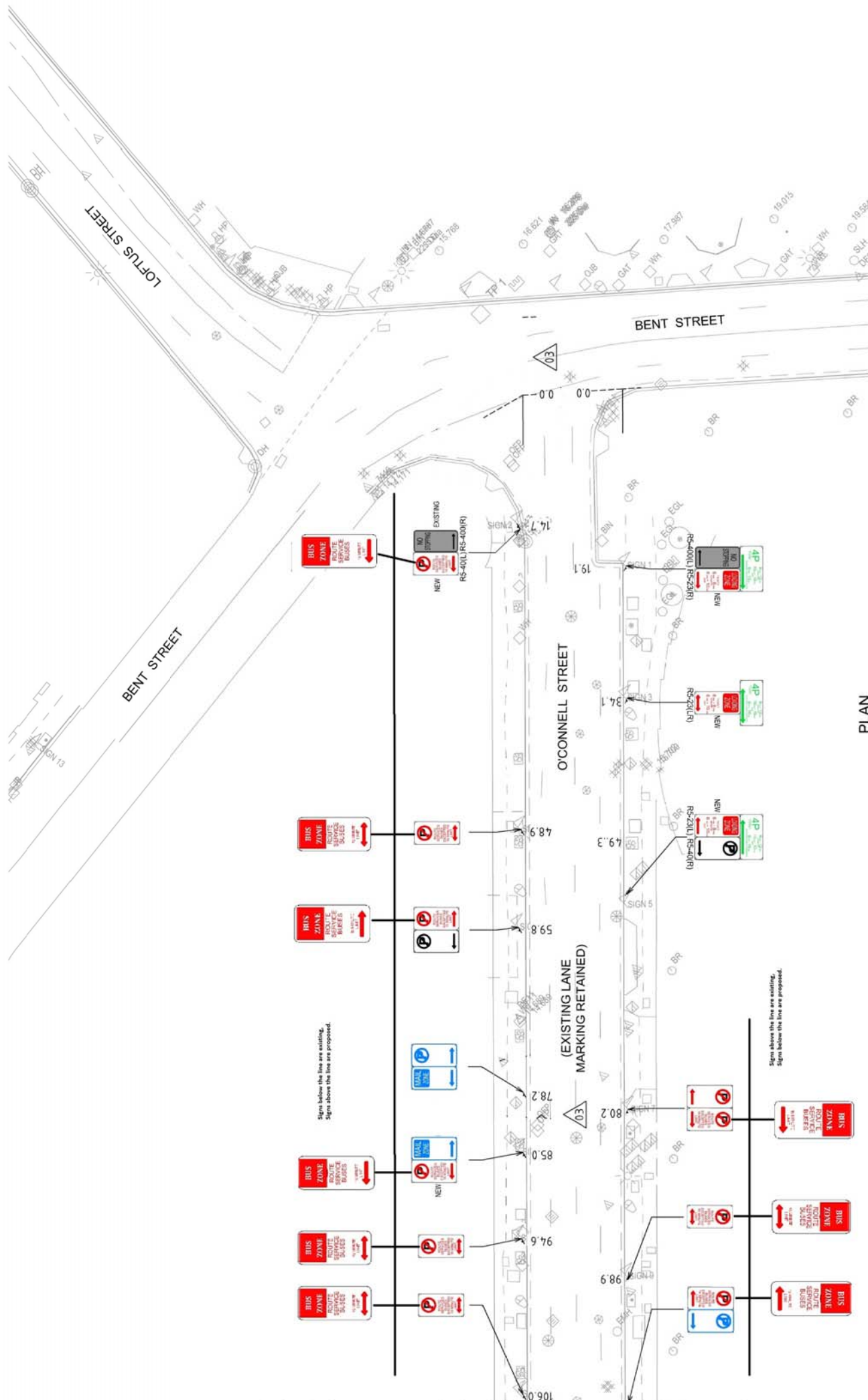
**FINANCIAL**

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

**ATTACHMENTS**

Other Authorities – Parking – Bus Zone – O'Connell Street Sydney

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



Adjoins Sheet No. 202

PLAN  
SCALE 1:400

NO.	REVISION	DATE	BY	CHECKED
1	ISSUE FOR CONSTRUCTION	15.11.14	AW	AW
2	ISSUE FOR CONSTRUCTION	15.11.14	AW	AW
3	ISSUE FOR CONSTRUCTION	15.11.14	AW	AW
4	ISSUE FOR CONSTRUCTION	15.11.14	AW	AW

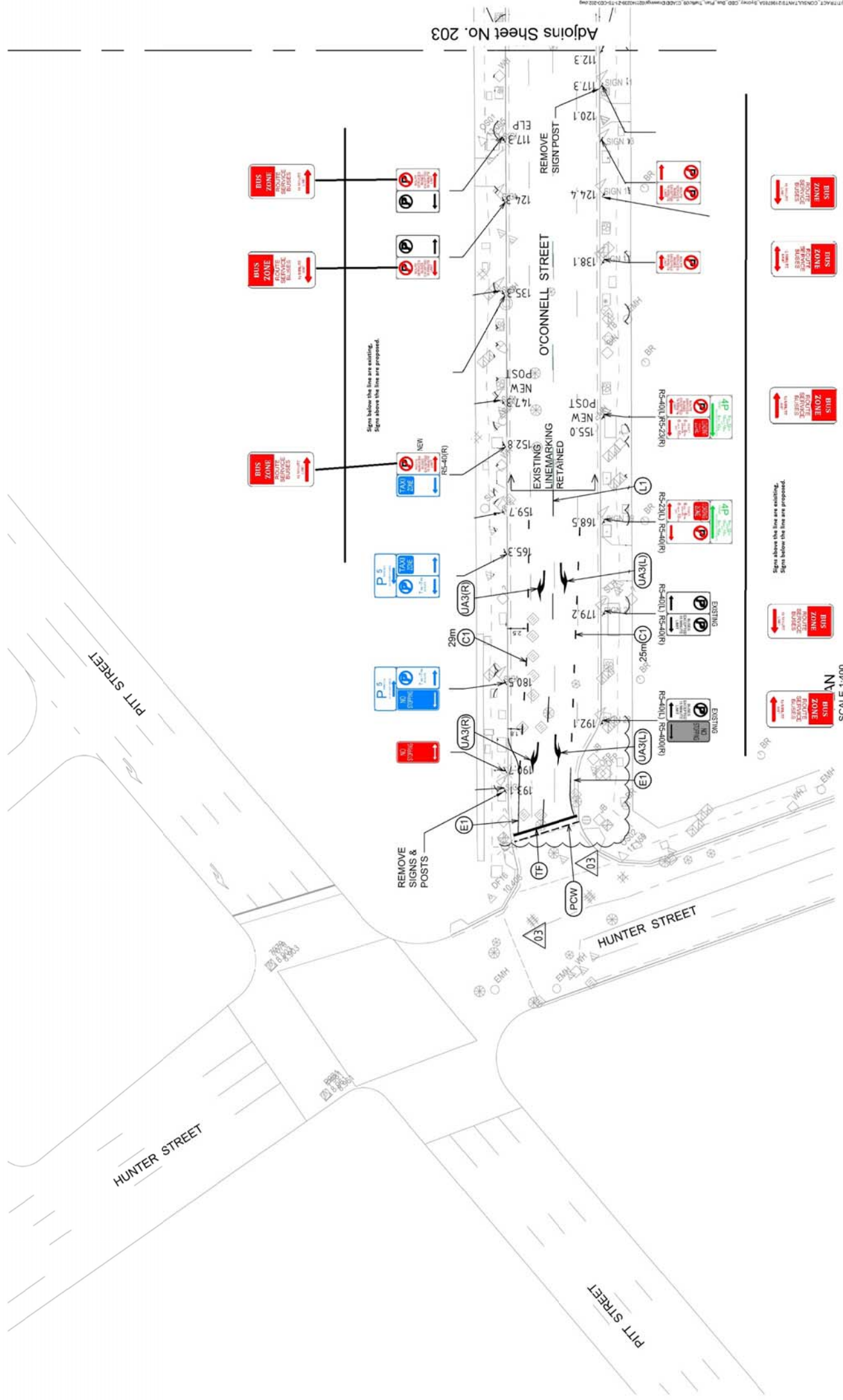
**PARSONS BRINCKERHOFF**  
 Level 27, Citicorp Centre  
 200 George Street, Sydney  
 NSW 2000, Australia  
 Telephone: +61 2 9212 5000  
 Fax: +61 2 9212 5001  
 Email: [parsonsbrinckerhoff.com.au](mailto:parsonsbrinckerhoff.com.au)  
 APN: W9197 004 798

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**TRAC**  
 Independent specialist planners & urban designers  
 Level 8, 80 Mount Street, Sydney NSW 2000  
 Telephone: +61 2 9232 4100  
 Email: [trac@trac.com.au](mailto:trac@trac.com.au)

**CBD ALLIANCE**  
 SYDNEY CITY CENTRE  
 BUS INFRASTRUCTURE

**TRAFFIC SIGNAGE PLAN**  
 O'CONNELL STREET  
 SHEET 2 OF 2  
 A.C. R.W. Approved Date: 08.12.14  
 A.C. R.W. R.W. 02140220-21-1S-02-203  
 Scale: 1:500 (S.I.)  
 A1



Adjoins Sheet No. 203

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

No.	Revised	Date	By
1	ISSUED FOR CONSTRUCTION	08/12/14	ELK
2	ISSUED FOR CONSTRUCTION	03/11/14	ELK
3	ISSUED FOR CONSTRUCTION	03/12/14	ELK
4	ISSUED FOR CONSTRUCTION	03/12/14	ELK

**PARSONS BRINCKERHOFF**  
 Level 27, Central Sydney  
 885 George Street  
 GPO BOX 3308  
 SYDNEY NSW 2001  
 Telephone +61 2 9272 9300  
 Fax +61 2 9272 9301  
 Email parsonsb@parsonsb.com.au  
 ANZ 61 2 9272 9300

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 BUS INFRASTRUCTURE

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**TRAFFIC SIGNAGE PLAN**  
 O'CONNELL STREET  
 SHEET TOP 2  
 A.L.C. R.W. A.S. R.W.  
 107-14-0230-21-1S-CD-202  
 03/12/14  
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