

**ITEM 43. OTHER AUTHORITIES – PARKING – CARRINGTON STREET FROM
WYNYARD TO MARGARET STREETS SYDNEY**

TRIM RECORD NO: 2016/097270

RECOMMENDATION

It is recommended that the Committee endorse the following reallocation of parking on the eastern side of Carrington Street, Sydney, north of Wynyard Street:

- (A) Between the points 6.2 metres and 81.6 metres north of Wynyard Street as “Bus Zone Route Services Buses 15 Minute Limit”; and
- (B) Between the points 81.6 metres and 96 metres north of Wynyard Street as “Loading Zone Ticket 10am-3pm Mon-Fri” and “Bus Zone Route Services Buses 15 Minute Limit At Other Times”.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney		
Roads and Maritime Services		
NSW Police – Sydney City LAC		
Representative for the Member for Sydney		

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 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 kerb space on the eastern side of Carrington Street between Wynyard and Margaret Streets is generally signposted as “No Stopping Route Service Buses Excepted”, “Bus Zone STA Vehicles Excepted” and “Loading Zone 3P Ticket”.

Carrington Street between Wynyard and Margaret Streets is identified in the Access Strategy as a key bus corridor. The bus corridor includes “No Stopping”, “Bus Zone” and off-peak “Loading Zones” on the eastern side of Carrington Street.

Where possible, loading, taxi and parking for people with disabilities will be distributed to neighbouring streets, contained within the proposed changes for the bus and cycleway plans.

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 were 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.

Included in the consultation process, meetings were held with individual stakeholders who raised concerns about the proposals. The proposal was amended based on these concerns to better meet the needs of the community within the allowable scope of the project objectives

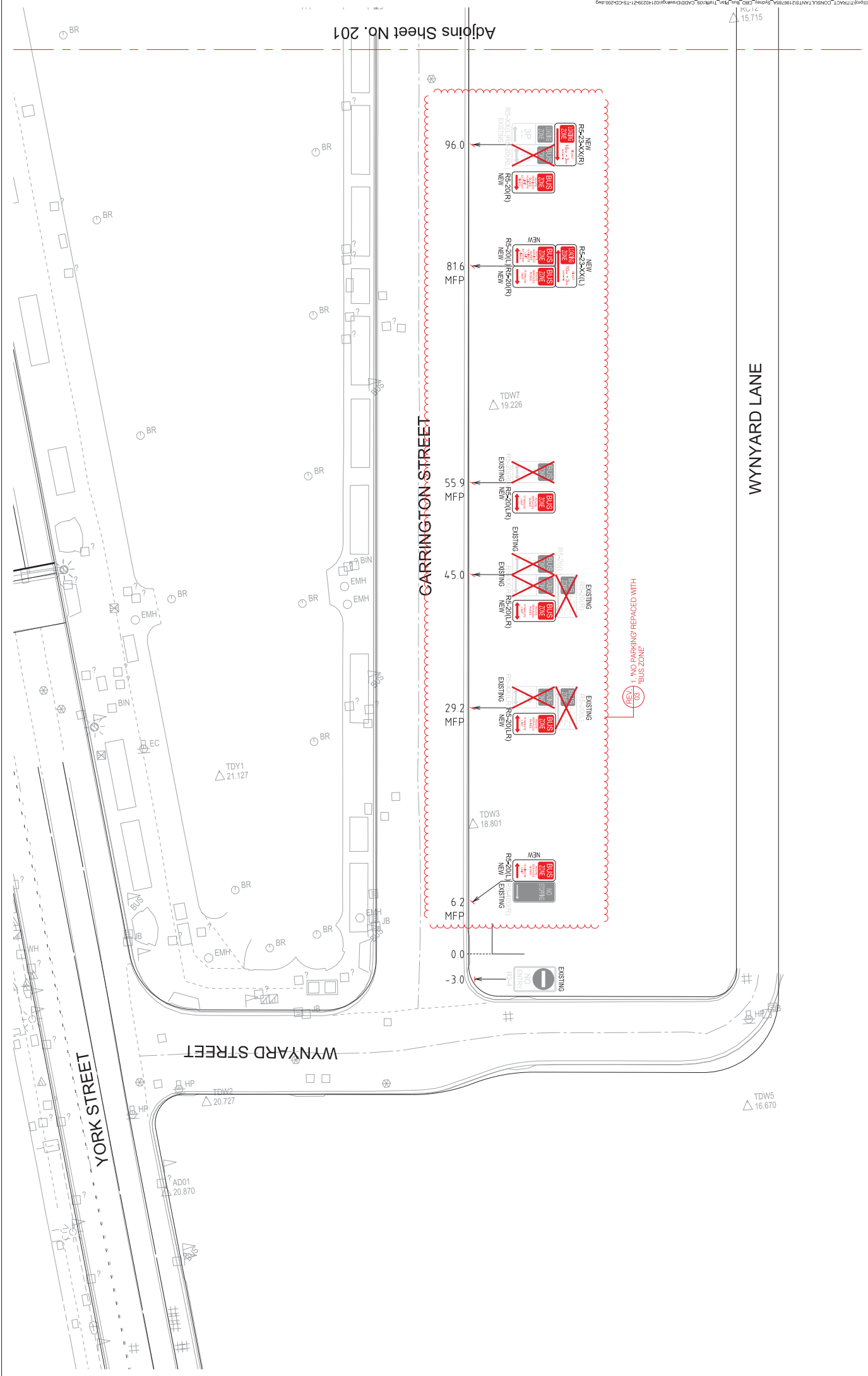
FINANCIAL

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

ATTACHMENTS

Other Authorities – Parking – Carrington Street from Wynyard to Margaret Streets Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services



Adjins Sheet No. 201

WYNYARD LANE

GARRINGTON STREET

YORK STREET

WYNYARD STREET

NO.	DATE	BY	CHKD	DESC
01	15/08/2024	AD	AD	ISSUE FOR CONSTRUCTION
02	15/08/2024	AD	AD	ISSUE FOR CONSTRUCTION
03	15/08/2024	AD	AD	REVISIONS
04	15/08/2024	AD	AD	REVISIONS

PARSONS BRINCKERHOFF
 The new state of business
 Level 27, Ems & Young Centre
 888 George Street
 Sydney, NSW 2001
 Telephone +61 2 9072 5100
 Fax +61 2 9072 5101
 Email pbr@parsonsbrinckerhoff.com.au
 AIN 801 076 004 798

planners & architects
 landscape architects
 10/100 Pitt Street
 Sydney NSW 2000
 Tel: 02 9554 2200
 Fax: 02 9554 2201
 Email: info@tract.com.au

TRACT
 SYDNEY CITY CENTRE
 BUS INFRASTRUCTURE

TRAFFIC SIGNAGE PLAN
 GARRINGTON STREET
 SHEET 1 OF 2
 Date: 08.08.2024
 Project: SYDNEY CITY CENTRE BUS INFRASTRUCTURE
 A.S. 15/08/2024
 R.W. 15/08/2024
 Scale: 1:500
 A1

These designs, plans and specifications and the copyright therein are the property of TRACT CONSULTANTS PTY. LTD. and must not be used, reproduced or copied, wholly or in part, without the written permission of TRACT CONSULTANTS PTY. LTD.