

**ITEM 37. OTHER AUTHORITIES – PARKING – CLARENCE STREET  
BETWEEN DRUITT AND MARKET STREETS SYDNEY**

**TRIM RECORD NO: 2016/220952**

**RECOMMENDATION**

It is recommended that the Committee endorse the following in Clarence Street, Sydney:

- (A) Reallocation of parking on the western side of Clarence Street, between the points 0 metres and 22 metres north of Druitt Street, as “No Stopping”;
- (B) Reallocation of parking on the western side of Clarence Street, between the points 22 metres and 51 metres north of Druitt Street, as “Loading Zone Ticket 6am-10am Mon-Sat”, “Bus Zone Route Service Buses Excepted 15 Minute Limit 10am-8pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (C) Reallocation of parking on the western side of Clarence Street, between the points 51 metres and 55 metres north of Druitt Street, as “No Stopping”;
- (D) Reallocation of parking on the western side of Clarence Street between the points 55 metres and 65 metres north of Druitt Street, as “Loading Zone Ticket 6am-10am Mon-Sat”, “No Stopping 10am-8pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (E) Reallocation of parking on the western side of Clarence Street, between the points 65 metres and 74 metres north of Druitt Street, as “No Stopping”;
- (F) Reallocation of parking on the western side of Clarence Street between the points 74 metres and 106 metres north of Druitt Street, as “Bus Zone”;
- (G) Reallocation of parking on the western side of Clarence Street between the points 106 metres and 129 metres north of Druitt Street, as “Bus Zone Route Service Buses Excepted 15 Minute Limit”;
- (H) Reallocation of parking on the western side of Clarence Street, between the point 129 metres north of Druitt Street and Market Street, as “No Stopping”;
- (I) Reallocation of parking on the eastern side of Clarence Street, between the points 0 metres and 10 metres north of Druitt Street, as “No Stopping”;
- (J) Reallocation of parking on the eastern side of Clarence Street, between the points 10 metres and 18.8 metres north of Druitt Street, as “No Stopping 6am-10am Mon-Fri”, “Truck Zone 10am-6pm Mon-Fri, 6am-10am Sat” and “4P ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (K) Reallocation of parking on the eastern side of Clarence Street, between the points 18.8 metres and 60.4 metres north of Druitt Street, as “Loading Zone 6am-6pm Mon-Fri, 6am-10am Sat” and “4P ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (L) Reallocation of parking on the eastern side of Clarence Street, between the points 0 metres and 7 metres north of Mullins Street, as “No Stopping”.

- (M) Reallocation of parking on the eastern side of Clarence Street, between the points 7 metres and 19 metres north of Mullins Street, as “Bus Zone Route Service Buses Excepted 15 Minute Limit”;
- (N) Reallocation of parking on the eastern side of Clarence Street, between the points 19 metres and 26 metres north of Mullins Street, as “No Stopping”.
- (O) Reallocation of parking on the eastern side of Clarence Street, between the points 26 metres and 42 metres north of Mullins Street, as “Bus Zone Route Service Buses Excepted 15 Minute Limit”;
- (P) Reallocation of parking on the eastern side of Clarence Street, between the points 42 metres and 55 metres north of Mullins Street, as “P Motor Bikes Only”.
- (Q) Reallocation of parking on the eastern side of Clarence Street, between the points 55 metres and 76 metres north of Mullins Street, as “No Stopping”.
- (R) Reallocation of parking on the eastern side of Clarence Street, between the points 76 metres and 91 metres north of Mullins Street, as “No Parking Transport For NSW Emergency Vehicles Excepted”;
- (S) Reallocation of parking on the eastern side of Clarence Street, between the points 91 metres and 101.5 metres north of Mullins Street, as “No Stopping 6am-10am 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (T) Reallocation of parking on the eastern side of Clarence Street, between the point 101.5 metres and Market Street, as “No Stopping”; and
- (U) The City in conjunction with TfNSW, to review the provision of parking in Clarence Street, between DrUITT and Market 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 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 was 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 both sides of Clarence Street between Druitt and Market Streets is generally signposted as “No Stopping” and “Bus Zone Route Service Buses Excepted 15 Minute Limit”.

Clarence Street between Druitt and Market Streets is identified in the Access Strategy as a key bus corridor. The bus corridor includes “No Stopping”, “Bus Zone” and some off peak “Loading Zone” near Druitt and Market Streets.

## **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.

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.

In addition to the initial consultation for the REF, Transport for NSW has recently undertaken additional consultation on the latest changes to the kerbside signage. There were 43 letters distributed to businesses and residents in the area. No submissions were received.

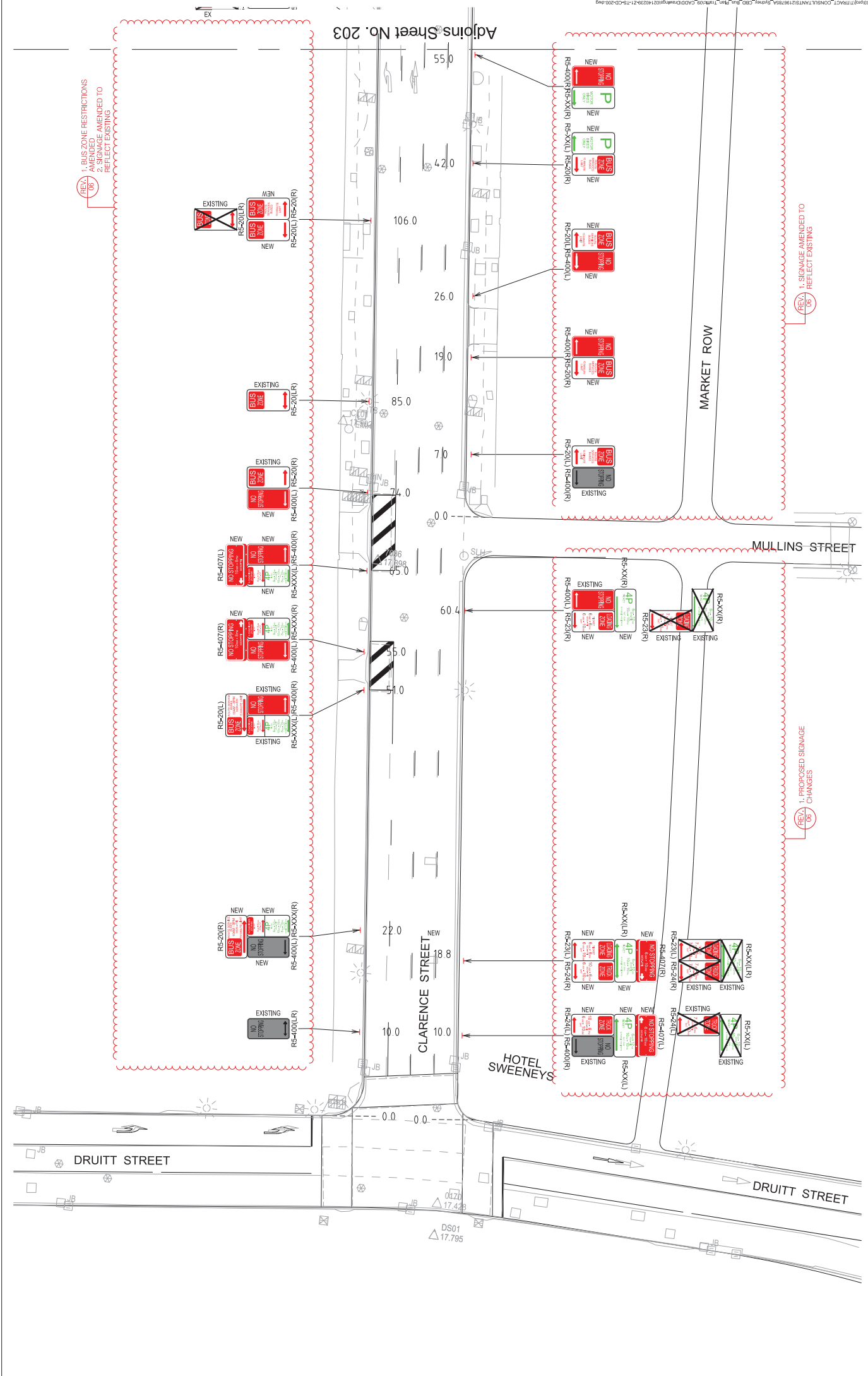
## **FINANCIAL**

The SCCBP is being fully funded by the NSW Government.

## **ATTACHMENTS**

Other Authorities – Parking – Clarence Street between Druitt and Market Streets Sydney

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



Rev	Description	Date
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TRAFFIC SIGNAGE PLAN  
CLARENCE STREET  
SHEET 1 OF 7

Project: SYDNEY CITY CENTRE  
BUS INFRASTRUCTURE

1. SIGNAGE AMENDED TO REFLECT EXISTING

LANDSCAPE ARCHITECTS  
planners & designers  
100/104/106/108/110/112/114/116/118/120/122/124/126/128/130/132/134/136/138/140/142/144/146/148/150/152/154/156/158/160/162/164/166/168/170/172/174/176/178/180/182/184/186/188/190/192/194/196/198/200/202/204/206/208/210/212/214/216/218/220/222/224/226/228/230/232/234/236/238/240/242/244/246/248/250/252/254/256/258/260/262/264/266/268/270/272/274/276/278/280/282/284/286/288/290/292/294/296/298/300/302/304/306/308/310/312/314/316/318/320/322/324/326/328/330/332/334/336/338/340/342/344/346/348/350/352/354/356/358/360/362/364/366/368/370/372/374/376/378/380/382/384/386/388/390/392/394/396/398/400/402/404/406/408/410/412/414/416/418/420/422/424/426/428/430/432/434/436/438/440/442/444/446/448/450/452/454/456/458/460/462/464/466/468/470/472/474/476/478/480/482/484/486/488/490/492/494/496/498/500/502/504/506/508/510/512/514/516/518/520/522/524/526/528/530/532/534/536/538/540/542/544/546/548/550/552/554/556/558/560/562/564/566/568/570/572/574/576/578/580/582/584/586/588/590/592/594/596/598/600/602/604/606/608/610/612/614/616/618/620/622/624/626/628/630/632/634/636/638/640/642/644/646/648/650/652/654/656/658/660/662/664/666/668/670/672/674/676/678/680/682/684/686/688/690/692/694/696/698/700/702/704/706/708/710/712/714/716/718/720/722/724/726/728/730/732/734/736/738/740/742/744/746/748/750/752/754/756/758/760/762/764/766/768/770/772/774/776/778/780/782/784/786/788/790/792/794/796/798/800/802/804/806/808/810/812/814/816/818/820/822/824/826/828/830/832/834/836/838/840/842/844/846/848/850/852/854/856/858/860/862/864/866/868/870/872/874/876/878/880/882/884/886/888/890/892/894/896/898/900/902/904/906/908/910/912/914/916/918/920/922/924/926/928/930/932/934/936/938/940/942/944/946/948/950/952/954/956/958/960/962/964/966/968/970/972/974/976/978/980/982/984/986/988/990/992/994/996/998/1000

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1. PROPOSED SIGNAGE CHANGES

ADJINS SHEET No. 203

DRUITT STREET

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