

**ITEM 3. ITEM FOR COMMITTEE INFORMATION – OTHER AUTHORITIES –
PARKING – SUSSEX STREET BETWEEN ERSKINE AND
NAPOLEON STREETS SYDNEY**

TRIM RECORD NO: 2016/265213

RECOMMENDATION

It is recommended that the Committee note the following reallocation of parking in the Sussex Street, Sydney:

- (A) On the eastern side of Sussex Street, between the points 0 metres and 20 metres, south of Napoleon Street as “No Stopping”;
- (B) On the eastern side of Sussex Street, between the points 20 metres and 35 metres, south of Napoleon Street as “No Parking Authorised Car Share Vehicles Excepted Zone GG”;
- (C) On the eastern side of Sussex Street, between the points 35 metres and 65 metres, south of Napoleon Street as “Bus Zone 6am-10am 3pm-10pm Mon-Fri”, “Loading Zone 10am-3pm Mon-Fri, 6am-10am Sat” and “Taxi Zone At Other Times”;
- (D) On the eastern side of Sussex Street, between the points 65 metres and 101.2 metres, south of Napoleon Street as “Loading Zone 6am-6pm Mon-Fri, 6am-10am Sat” and “Taxi Zone At Other Times”;
- (E) On the eastern side of Sussex Street, between the points 101.2 metres and 145 metres, south of Napoleon Street as “No Stopping”;
- (F) On the eastern side of Sussex Street, between the points 145 metres and 167.1 metres, south of Napoleon Street as “Works Zone 7am-6pm Mon-Fri, 8am-1pm Sat” and “Taxi Zone At Other Times”;
- (G) On the eastern side of Sussex Street, between the points 167.1 metres and 217.7 metres, south of Napoleon Street as “Bus Zone”;
- (H) On the eastern side of Sussex Street, between the points 217.7 metres and 235.5 metres, south of Napoleon Street as “No Parking”;
- (I) On the eastern side of Sussex Street, between the points 235.5 metres and 255.5 metres, south of Napoleon Street as “Bus Zone”;
- (J) On the eastern side of Sussex Street, between the points 255.5 metres and 273.7 metres, south of Napoleon Street as “P 5 Minute 7am-9am, 4.30pm-6pm Mon-Fri”, “Loading Zone Ticket 9am-4.30pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (K) On the eastern side of Sussex Street, between the points 273.7 metres and 279.7 metres, south of Napoleon Street as “P 5 Minute 7am-9am, 4.30pm-6pm Mon-Fri” and “Mail Zone At Other Times”;
- (L) On the western side of Sussex Street, between the points 37.5 metres and 61.7 metres, north of Erskine Street as “P 6am-10pm Mon-Fri Motor Bikes Only” and “4P Ticket 8am-10pm Sat-Sun & Public Holidays”;

- (M) On the western side of Sussex Street, between the points 61.7 metres and 65.8 metres, north of Erskine Street as “No Parking”;
- (N) On the western side of Sussex Street, between the points 65.8 metres and 93 metres, north of Erskine Street as “P 6am-10pm Mon-Fri Motor Bikes Only” and “4P Ticket 8am-10pm Sat-Sun & Public Holidays”;
- (O) On the western side of Sussex Street, between the points 93 metres and 98 metres, north of Erskine Street as “No Parking Authorised Car Share Vehicles Excepted Zone GG”; and
- (P) The City, in conjunction with Transport for New South Wales (TfNSW), to review the provision of parking in Sussex Street, between Erskine and Shelley Streets, six months after implementation.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney		
Barangaroo Delivery Authority		
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 was delivered by Roads and Maritime Services (RMS), in conjunction with TfNSW and the City of Sydney.

COMMENTS

In October 2015, the SCCBP was introduced to redirect bus services from George Street to the new priority routes along Elizabeth, Castlereagh, Park, Druitt, Clarence and York Streets. The SCCBP, which include significant kerbside parking changes in the CBD, was implemented to coincide with the major construction of the new light rail and to improve public transport efficiency.

TfNSW is now proposing to implement further bus service changes, which will require kerbside parking changes in Sussex Street, between Erskine and Napoleon Streets, Sydney.

The kerb spaces on both sides of Sussex Street is currently signposted for “2P/4P Ticket”, “Motor Bike”, “Loading Zone”, “Works Zone” and “Car Share” parking spaces.

TfNSW is proposing to change parking in Sussex Street by introducing “Bus Zone” restrictions on the eastern side of the street to improve bus services.

The parking changes will result in a net loss of approximately 23.5 metres of motorbike parking and 10 ticket parking spaces in this section of Sussex Street.

CONSULTATION

TfNSW consulted local residents, businesses and affected stakeholders.

Australia Post has agreed for the “Mail Zone” to be shared with the “P 5 Minute” parking restriction and the Taxi Council requested consideration for a full time taxi rank once the Works Zone is no longer required. Comments from submissions were taken into consideration for the final proposal.

The Motorcycles Council NSW and GoGet have raised no objection to the proposed parking changes.

TfNSW has installed notification signs in Sussex Street to inform the public of the parking changes prior to implementation.

FINANCIAL

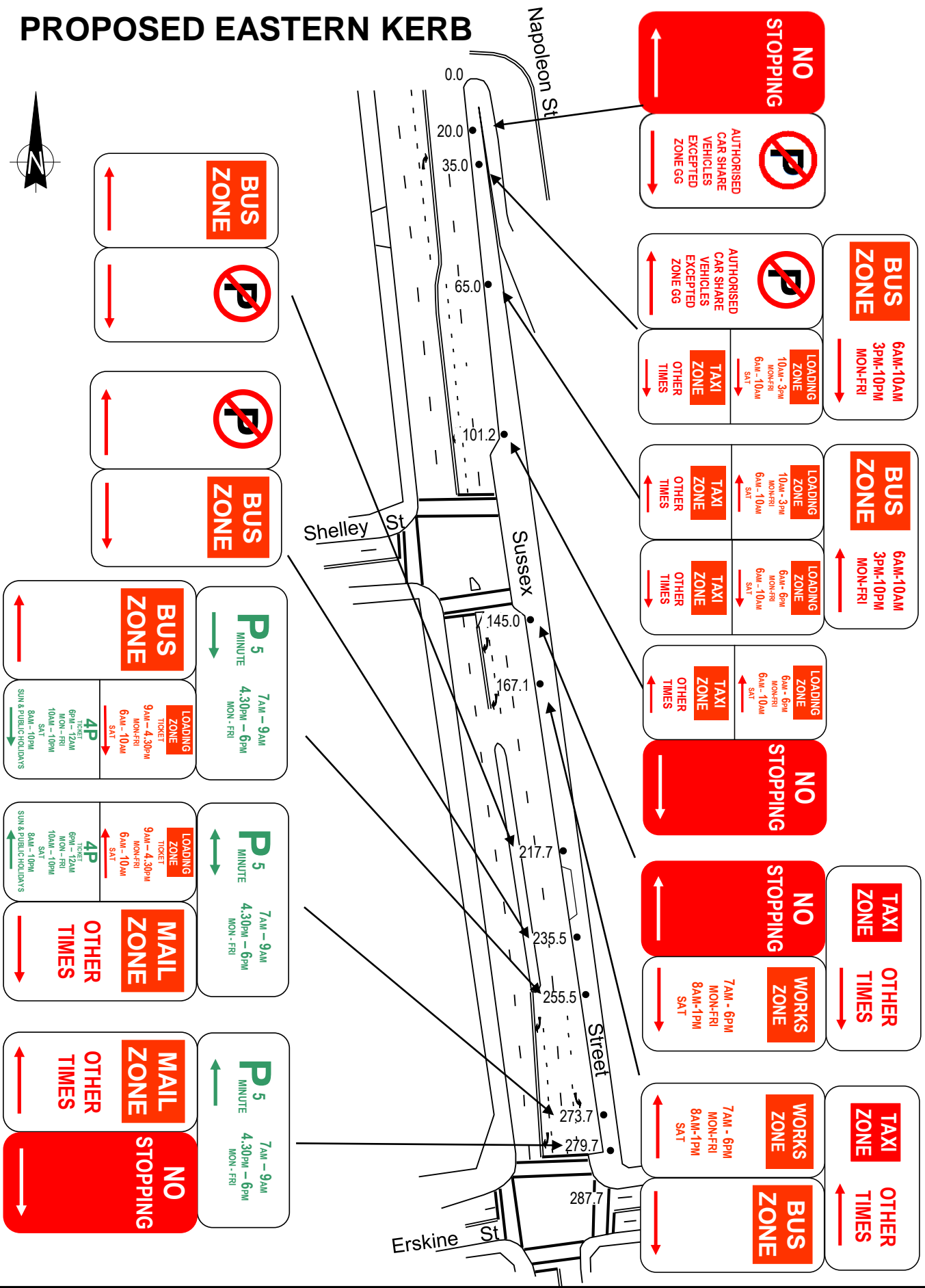
All costs associated with the parking change will be borne by Transport for NSW.

ATTACHMENTS

Item for Committee Information – Other Authorities – Parking – Sussex Street between Erskine and Napoleon Streets Sydney

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

PROPOSED EASTERN KERB



PROPOSED WESTERN KERB

