

**ITEM 60. OTHER AUTHORITIES – PARKING – LOADING ZONE AND TAXI  
ZONE – SUSSEX STREET SYDNEY**

**TRIM RECORD NO: 2016/589678**

**RECOMMENDATION**

It is recommended that the Committee endorse the following reallocation of parking on the western side of Sussex Street, Sydney, between the points 45.6 metres and 75.6 metres (five car spaces), south of DrUITT Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “Taxi Zone At Other Times”; and

- (A) The City, in conjunction with TfNSW, to review the provision of parking in Sussex Street, between Bathurst and DrUITT Streets, six months after implementation.

**VOTING MEMBERS FOR THIS ITEM**

<b><i>Voting Members</i></b>	<b><i>Support</i></b>	<b><i>Object</i></b>
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.

There is intense competition for use of kerbside space in central Sydney. The narrow streets and short east-west blocks limit the useable kerb space that can be safely allocated to support commercial and transport functions.

As additional commercial, retail and residential floor space is constructed in and near central Sydney, and new precincts are developed, there will be increasing demands on the available kerbside space in the CBD. The consistent management and allocation of kerbside space will ensure the street network can accommodate critical business and local needs, while maintaining the efficient operation of the broader public and private transport networks.

**COMMENTS**

Transport for NSW (TfNSW) is implementing kerbside changes in Sussex Street to improve servicing in this area.

The kerb space on the western side of Sussex Street is currently signposted as “Bus Zone”. The bus zone is proposed to be relocated north in Sussex Street, on the eastern side between King and Market Streets to improve the safety of bus drivers exiting their vehicles when laying over.

TfNSW is proposing to change parking in Sussex Street by introducing additional “Loading Zones” and a “Taxi Zone”.

### **CONSULTATION**

TfNSW consulted local residents, businesses and affected stakeholders. There were 250 letters sent out with responses supporting or opposing the proposal.

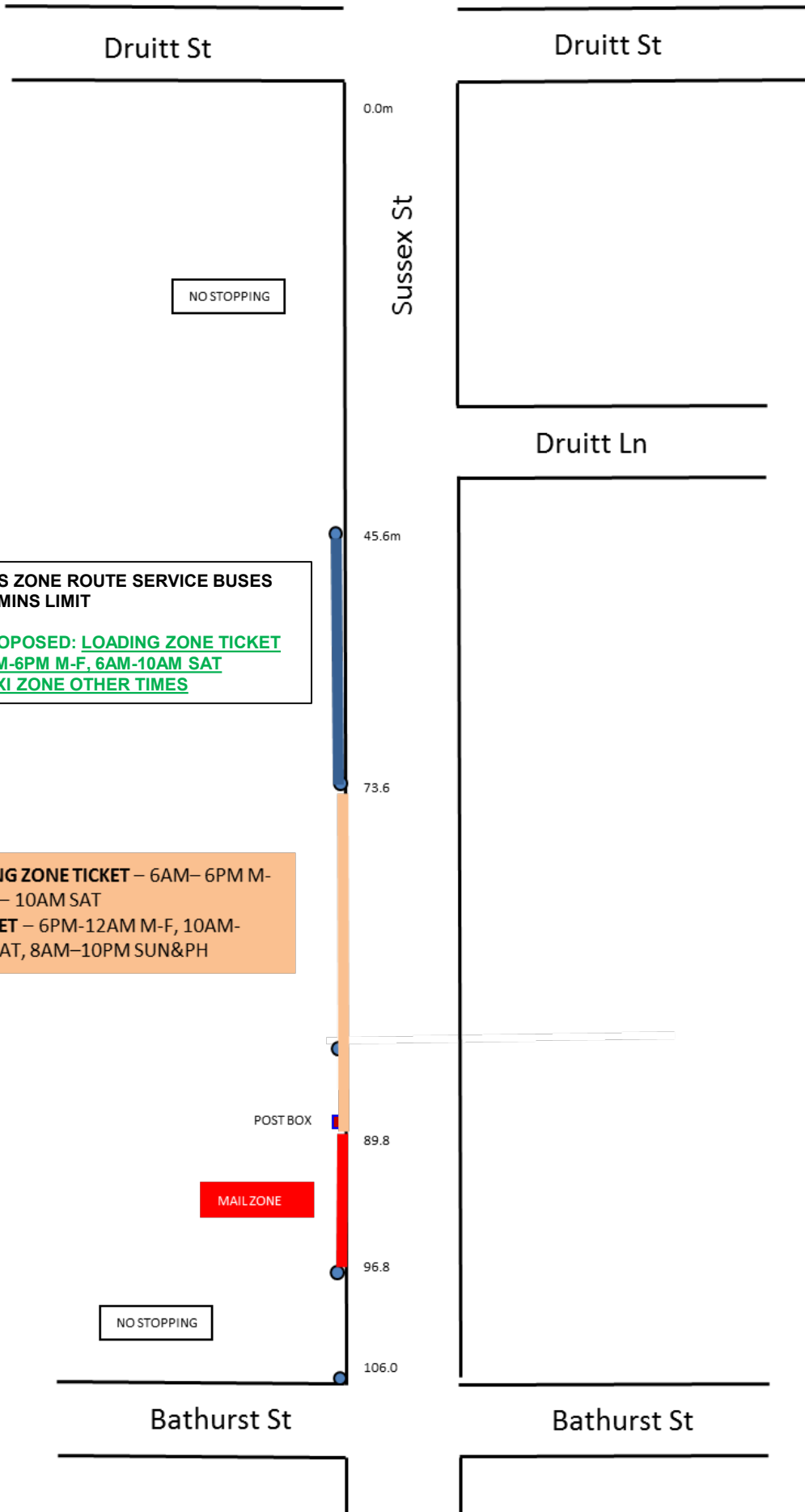
### **FINANCIAL**

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

### **ATTACHMENTS**

Other Authorities – Parking – Loading Zone and Taxi Zone – Sussex Street Sydney

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



**BUS ZONE ROUTE SERVICE BUSES  
15 MINS LIMIT**

**PROPOSED: LOADING ZONE TICKET  
6AM-6PM M-F, 6AM-10AM SAT  
TAXI ZONE OTHER TIMES**

**LOADING ZONE TICKET – 6AM– 6PM M-F,  
6AM – 10AM SAT**  
**4P TICKET – 6PM-12AM M-F, 10AM-  
10PM SAT, 8AM–10PM SUN&PH**

**Sussex Street between Druitt and Bathurst Streets Sydney**



