

**ITEM 18. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –  
YORK STREET FROM MARKET TO KING STREETS SYDNEY**

**TRIM RECORD NO: 2015/081412**

**RECOMMENDATION**

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the eastern side of York Street between the points 23.5 metres and 36.5 metres south of King Street as “No Parking Coaches Excepted 15 Minute Limit”;
- (B) Reallocation of kerb space on the eastern side of York Street between the points 50.5 metres and 58.5 metres south of King 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”;
- (C) Reallocation of kerb space on the eastern side of York Street between the points 58.5 metres and 64.7 metres south of King Street as “No Stopping”;
- (D) Reallocation of kerb space on the eastern side of York Street between the points 64.7 metres and 111.0 metres south of King 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”;
- (E) Reallocation of kerb space on the eastern side of York Street between the points 111.0 metres and 117.5 metres south of King Street as “No Stopping”;
- (F) Reallocation of kerb space on the eastern side of York Street between the points 117.5 metres and 127.0 metres south of King Street as “Bus Zone”;
- (G) Reallocation of kerb space on the eastern side of York Street between the points 127.0 metres and 135.0 metres south of King Street as “No Stopping”;
- (H) Reallocation of kerb space on the eastern side of York Street between the points 135.0 metres and 146.8 metres south of King Street as “Bus Zone”;
- (I) Reallocation of kerb space on the eastern side of York Street between the points 146.8 metres and 156.0 metres south of King Street as “No Stopping”;
- (J) Reallocation of kerb space on the eastern side of York Street between the points 156.0 metres and 165.5 metres south of King Street as “Bus Zone”;
- (K) Reallocation of kerb space on the western side of York Street between the points 45.7 metres and 59.2 metres south of King Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “No Parking 10am-3pm Mon-Fri, 7am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat”;
- (L) Reallocation of kerb space on the western side of York Street between the points 59.2 metres and 95.2 metres south of King Street as “No Stopping 6am-10am,

3pm-8pm Mon-Fri”, and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays”;

## **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 York Street between Market and King Streets is generally signposted as “Clearway” and Loading Zone Ticket, Disabled Parking and Ticket Parking. The kerb space on the western side of York Street between Market and King Streets is generally signposted as “Clearway” and “Loading Zone 2P and 4P Ticket Parking”.

York Street between Market and King Streets is identified in the Access Strategy as a key bus corridor. The bus corridor includes “No Stopping” and “Bus Zone”, with areas of off-peak “Loading Zone and 4P Ticket Parking”.

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**

Item for Committee Information – Traffic Treatment – York Street from Market to King Streets in Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services





