

**ITEM 71. OTHER AUTHORITIES – PARKING AND TRAFFIC TREATMENT –
KING STREET SYDNEY**

TRIM RECORD NO: 2015/301335

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Removal of a section of the kerb extension on the southern side of King Street between the points 20.8 metres and 25.4 metres east of the building alignment of George Street;
- (B) Removal of a section of the kerb extension on the southern side of King Street between the points 65.4 metres and 79.8 metres east of the building alignment on George Street;
- (C) Reallocation of kerb space on the southern side of King Street between Sussex and Kent Streets as “No Stopping”;
- (D) Reallocation of kerb space on the southern side of King Street between Kent and Clarence Streets as “No Stopping”;
- (E) Reallocation of kerb space on the southern side of King Street between points 5.0 metres and 11.5 metres, east of the building alignment on York Street as “No Stopping”;
- (F) Reallocation of kerb space on the southern side of King Street between points 11.5 metres and 30.1 metres, east of the building alignment on York Street as “Loading Zone 8pm-6am” and “No Stopping Other Times”;
- (G) Reallocation of kerb space on the southern side of King Street between points 7.1 metres and 25.4 metres, east of the building alignment on George Street as “Taxi Zone”;
- (H) Reallocation of kerb space on the southern side of King Street between points 65.4 metres and 94 metres, east of the building alignment on George Street as “Loading Zone Ticket 6am-3pm Mon-Fri 6am-10am Sat” and “No Stopping 3pm-8pm” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat. 8am-10pm Sun & Public Holidays”;
- (I) Reallocation of kerb space on the southern side of King Street between points 94 metres east of the building alignment on George Street to Castlereagh Street as “No Stopping”;
- (J) Reallocation of kerb space on the northern side of King Street between Clarence and York Streets as “No Stopping”;
- (K) Reallocation of kerb space on northern side of King Street between Pitt Street and Castlereagh Street as “No Stopping”;
- (L) The Applicant (RMS) must return items (A) and (B) to pre-construction alignment following the commencement of passenger services of the CBD and South East Light Rail network; and
- (M) The City, in conjunction with TfNSW, to review the provision of parking in King Street six months after implementation.

DECISION

BACKGROUND

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion in the Sydney CBD during the construction of the Sydney CBD and South East Light Rail Project (CSELR).

The SCCCIP will be delivered by Roads and Maritime Services (RMS) and includes:

- Modifying and realigning traffic lanes;
- Introducing changes to kerbside uses;
- Temporarily removing kerb extensions;
- Temporarily reducing footpath widths;
- Traffic signal modifications; and
- Modifying or removing some on-street parking.

Following commencement of passenger services on the CBD and South-East Light Rail (CSELR), and following consultation between the City and RMS, any SCCCIP treatments that diminish the safety and accessibility of pedestrians and cyclists, like reduced footpath widths and removed kerb extensions, will be reinstated by RMS at full cost.

COMMENTS

The kerb space on King Street is generally signposted as Loading Zone, 1P and 4P Ticket.

The above parking changes are proposed to provide additional No Stopping along King Street.

CONSULTATION

The RMS publically exhibited the Review of Environmental Factors (REF) for the SCCCIP from 24 November 2014 to 9 January 2015. Notification of the REF also included a letterbox drop to 42,000 residents and businesses.

There were a total of 122 submissions received with 104 opposing the proposal and nine submissions supporting the proposal.

The submissions opposing the proposal objected to the reduction in pedestrian space.

The submissions supporting the proposal were in favour of increased vehicle capacity in the CBD.

FINANCIAL

Implementation of all works associated with the SCCCIP, including any restoration works required following commencement of passenger services on the CSELR, will be fully funded by the NSW Government.

ATTACHMENTS

Other Authorities – Parking and Traffic Treatment – King Street Sydney

Stephen Sherwin, Project Manager, Roads and Maritime Services



REVISIONS

REV	DESCRIPTION	DATE	DESIGN	CHKD
01	ISSUED FOR CONSTRUCTION	19.03.15	AD	RM

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PROJECT
 SCCCIP
 PRECINCT 01 - NORTH WEST PRECINCT

CLIENT
 CBD ALLIANCE

CONSTRUCTION ISSUE

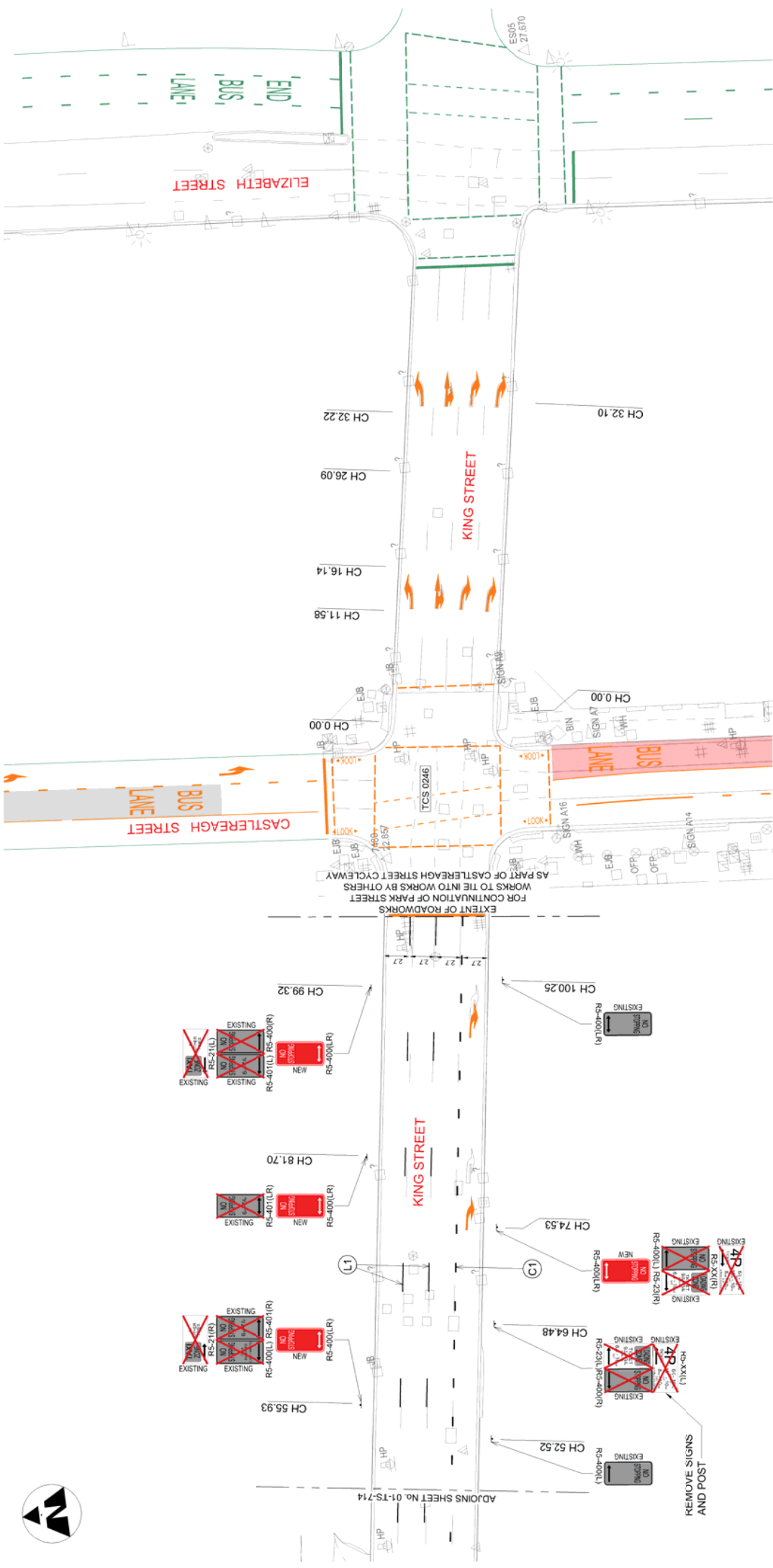
KEY PLAN
 KING STREET

DRAWING NO.	REV	DRN	CHKD	APPD
02150022-01-TS-710	00	AD	RW	RM

DATE: 19.03.15

SCALE: 1:500 (A4)

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FOR CONTINUATION OF ROADWORKS
WORKS TO BE COMPLETED BY OTHERS
AS PART OF CASTLEREAGH STREET CYCLEWAY

REVISIONS

NO	DESCRIPTION	DATE	DESIGN	CHKD
01	ISSUED FOR CONSTRUCTION	19.03.15	AD	RM

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LINEMARKING & SIGNAGE PLAN
KING STREET
SHEET 3 OF 3

DRAWING NO: 02150022-01-TS-715
REV: 00
DRN: AD
CHKD: RM
APPD: RM

DATE: 19.03.15

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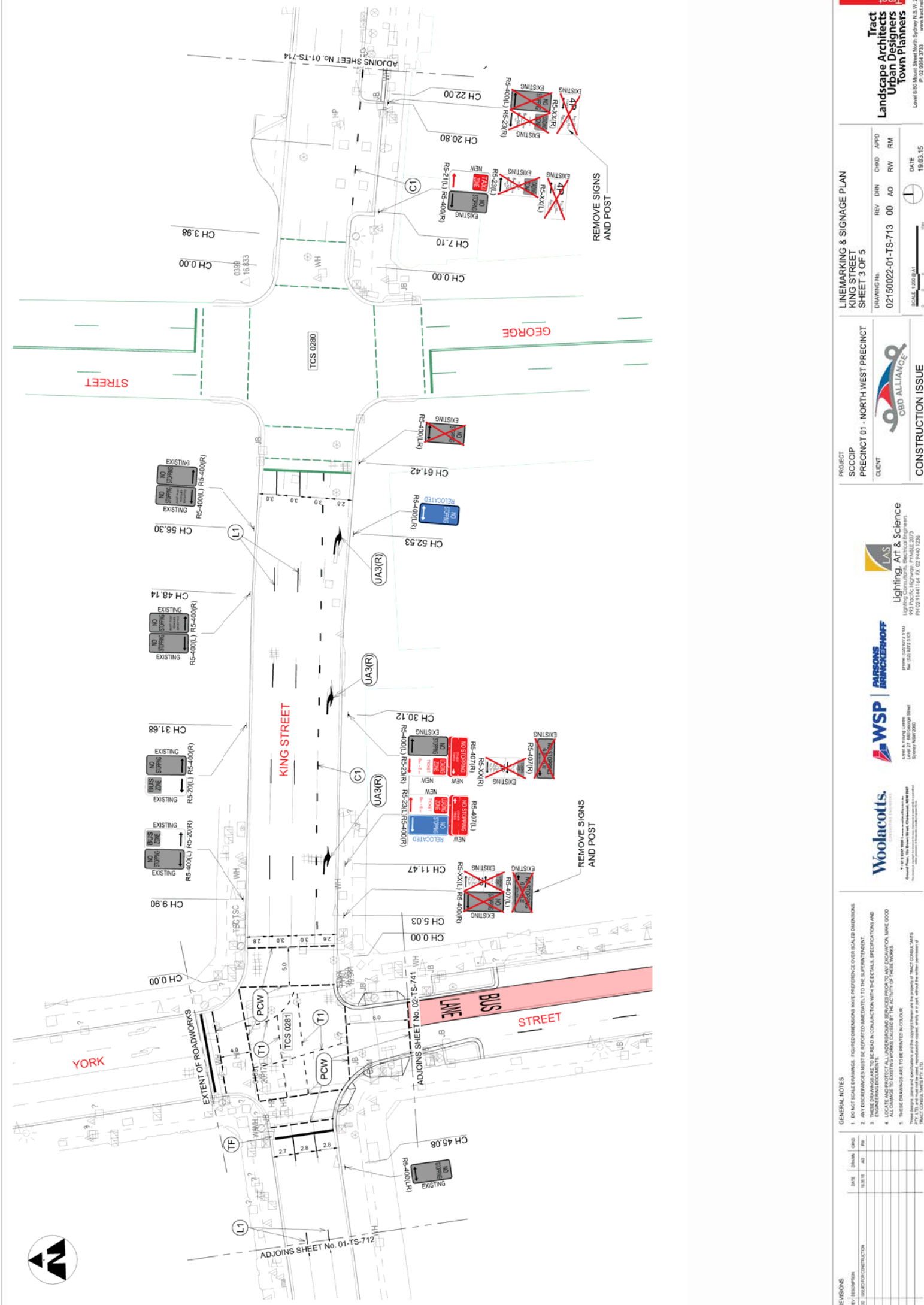
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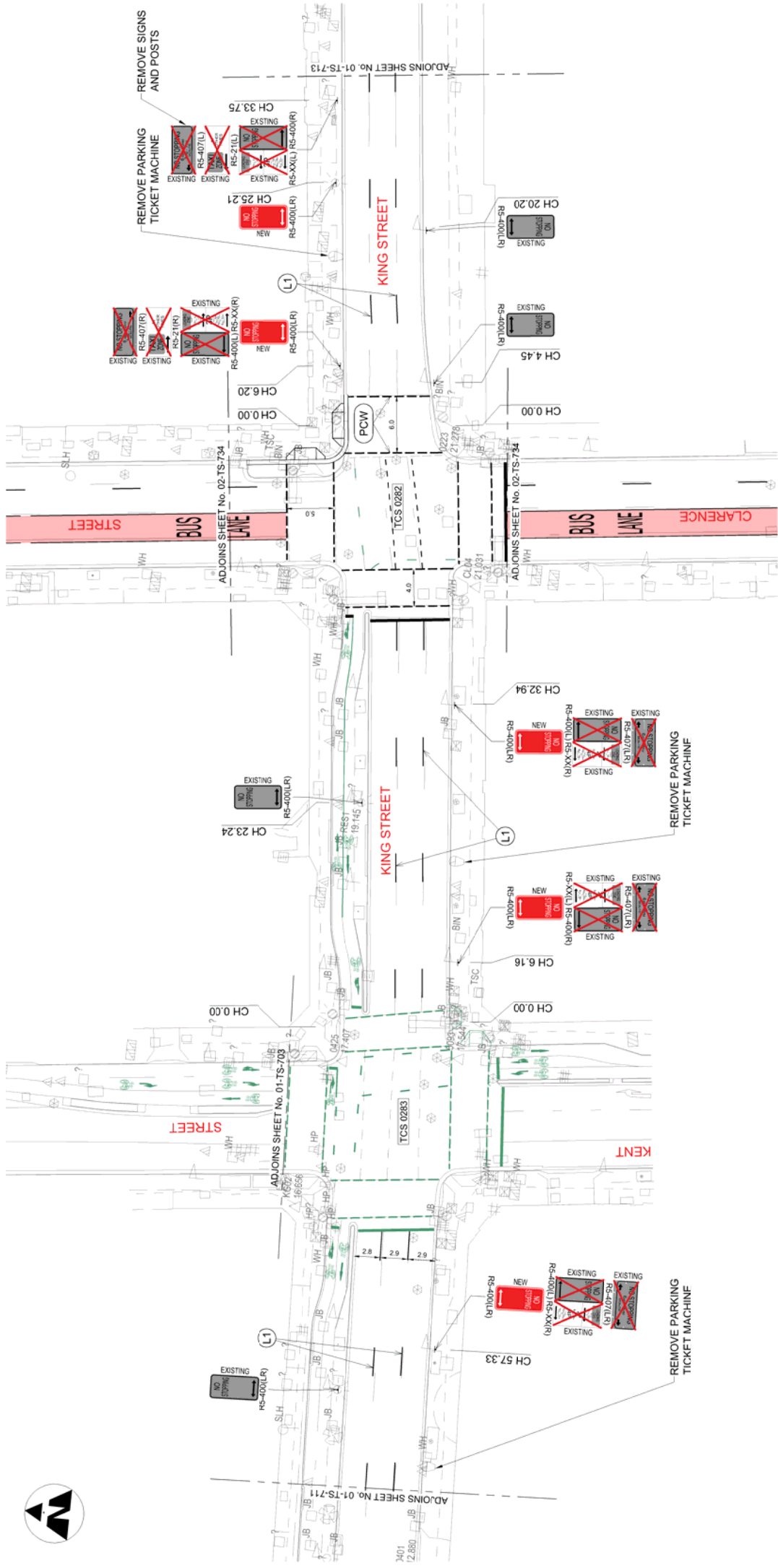
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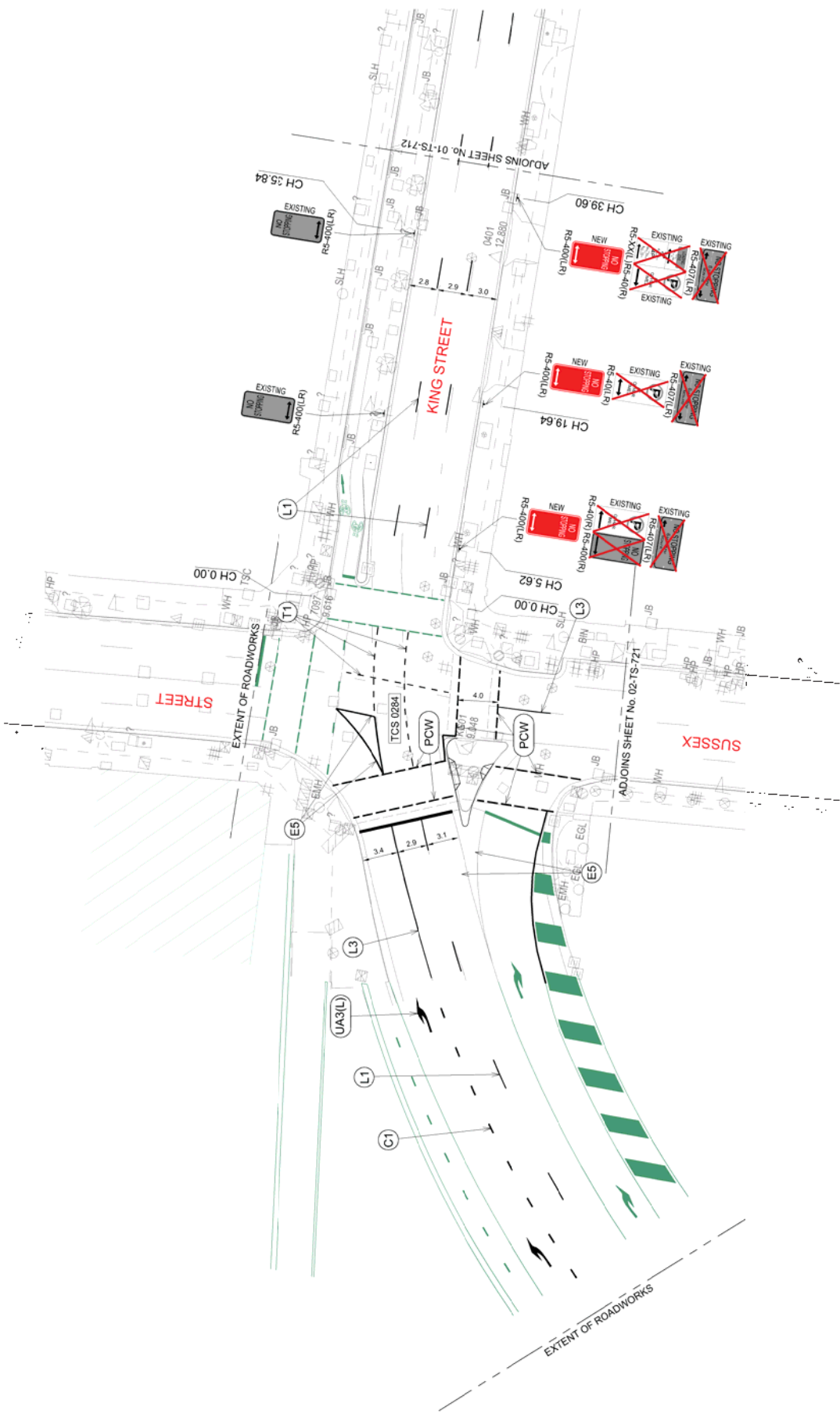
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REVISIONS	DATE	ISSUED BY	CHKD BY
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CONSTRUCTION ISSUE

LINEMARKING & SIGNAGE PLAN
KING STREET
 SHEET 1 OF 3

DRAWING No. 02150022-01-TS-711
REV DRN CHD APPD
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