

**ITEM 42. OTHER AUTHORITIES – PARKING – TEMPORARY TRUCK ZONE –
KING STREET SYDNEY**

TRIM RECORD NO: 2016/221741

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Reallocation of parking on the northern side of King Street between the points 30.5 metres and 42.6 metres (2 car spaces), west of York Street as “Truck Zone 11am-2pm Mon-Fri” and “No Stopping Other Times”;
- (B) The “Truck Zone 11am-2pm Mon-Fri” is to be installed for a maximum of six months until the end of November 2016 and then reallocated as “No Stopping”; and
- (C) Transport for NSW and City will work with businesses in the area on alternative service arrangements.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney		
Roads and Maritime Services		
NSW Police – Sydney City LAC		
Representative for the Member for Sydney		

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 the northern side of King Street is signposted as Loading Zone, 3P parking, No Stopping and Taxi Zone at other times.

The SCCCIP requires the northern kerb of King Street, between Clarence and York Streets, to be restricted as “No Stopping” prior to the end of 2016. This change will assist with management of traffic in the CBD as sections of George Street close for Light Rail construction works.

As an interim measure prior to the introduction of the No Stopping restriction, it is proposed to provide a part-time Truck Zone for a maximum of six months on King Street to assist businesses while alternative loading is investigated.

TfNSW and City of Sydney will work with local businesses on alternative loading such as after-hours and off-peak loading in nearby streets.

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.

Recently, face-to-face consultation meetings were undertaken with businesses to determine their needs for service access.

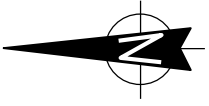
FINANCIAL

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 – Temporary Truck Zone – King Street Sydney

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



TRUCK ZONE

*Truck over 4.5 tonnes GVM
Any type of vehicle may
stop to set-down or pick-up
passengers but not park*

York

BUS
LANE

BUS
LANE

Street

0.0

King

30.5 Smartpole (SY 17734)

42.6

Street

59.6

Clarence

BUS
LANE

BUS
LANE

Street



**NO STOPPING
OTHER TIMES**

NO STOPPING

**TRUCK
ZONE**
11AM-2PM
MON-FRI



**NO STOPPING
OTHER TIMES**

**TRUCK
ZONE**
11AM-2PM
MON-FRI

NO STOPPING

