

**ITEM 38. OTHER AUTHORITIES – PARKING – PITT STREET SOUTH OF
GOULBURN STREET SYDNEY**

TRIM RECORD NO: 2016/237843

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Reallocation of parking on the eastern side of Pitt Street, between the points 14.4 metres and 20.4 metres south of Goulburn Street, as “No Stopping”; and
- (B) The City, in conjunction with TfNSW, to review the provision of parking in Pitt Street, south of Goulburn Street, six month after implementation.

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

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 Transport for New South Wales (TfNSW) and the City of Sydney.

COMMENTS

The kerb space on the eastern side of Pitt Street, south of Goulburn Street is signposted as “No Stopping, Loading Zone and 4P Ticket Parking”.

Vehicles parked on the corner of Pitt Street near the intersection of Goulburn Street are impacting on the operation of buses in this area. Increasing the “No Stopping” distance will allow buses turning at the intersection to operate more efficiently.

CONSULTATION

TfNSW consulted local residents and businesses in the area. There were 1,600 letters sent out with one response supporting the proposal and no responses opposing the proposal.

FINANCIAL

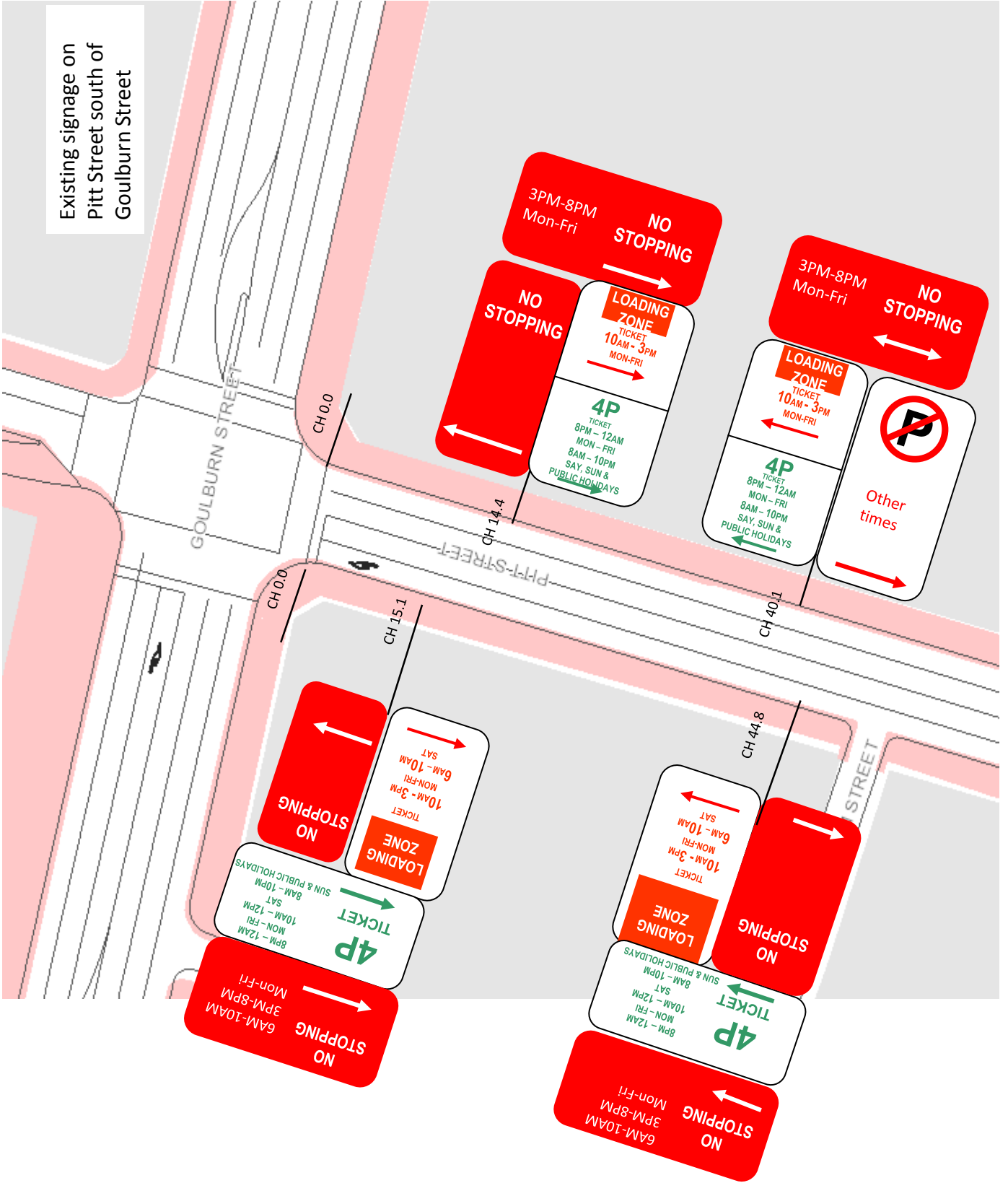
The SCCBP is being fully funded by the NSW State Government.

ATTACHMENTS

Other Authorities – Parking – Pitt Street south of Goulburn Street Sydney

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

Existing signage on Pitt Street south of Goulburn Street



Proposed signage on
Pitt Street south of
Goulburn Street

