

ITEM 46. OTHER AUTHORITIES – PARKING – PHILLIP STREET SYDNEY

TRIM RECORD NO: 2017/326056

RECOMMENDATION

It is recommended that the Committee endorse the following reallocation of parking in Phillip Street, Sydney, north of Martin Place:

- (A) Western side of Phillip Street, between the points 3.6 metres and 26.6 metres, as “No Parking 6am-12am Mon-Fri Authorised NSW Government Vehicles Excepted”, “Loading Zone Ticket 6am-10am Sat” and “4P Ticket 10am-10pm Sat 8am-10pm Sun and Public Holidays”;
- (B) Western side of Phillip Street, between the points 26.6 metres and 75.1 metres, as “No Stopping”;
- (C) Western side of Phillip Street, between the points 75.1 metres and 81.5 metres, as “No Stopping Australia Post Vehicles Excepted 3 Minute Limit”;
- (D) Western side of Phillip Street, between the points 92.6 metres and 121 metres, as “Loading Zone Ticket 6am-3pm Mon-Fri 6am-10am Sat”, “No Stopping 3pm-8pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”;
- (E) Eastern side of Phillip Street, between the points 15.9 metres and 30.9 metres, as “Loading Zone Ticket 6am-6pm Mon-Fri 6am-10am Sat” and “Taxi Zone Other Times”;
- (F) Eastern side of Phillip Street, between the points 46.3 metres and 122.9 metres, as “Loading Zone Ticket 6am-6pm Mon-Fri 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”; and
- (G) The City, in conjunction with TfNSW, to review the provision of parking in Phillip Street, between Hunter and Martin Places, six months 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.

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 Phillip Street to align with the planning proposal for 52 Martin Place.

The kerb spaces on western side of Phillip Street are currently signposted for “3P Ticket”, “No Parking”, “Loading Zone Ticket”, “Mail Zone”, “No Stopping” and “4P Ticket”. TfNSW is proposing to change parking in Phillip Street by introducing “No Stopping” and additional loading zone ticket hours and 4P ticket outside peak times.

The kerb spaces on eastern side of Phillip Street are currently signposted for “Loading Zone Ticket”, “No Parking”, “No Stopping”, “1/4P Parking” and “4P Ticket”. TfNSW is proposing to change parking in Phillip Street by introducing additional loading zone ticket hours, taxi zone after hours and 4P ticket hours for improving servicing and access.

CONSULTATION

TfNSW consulted 450 local residents, businesses and affected stakeholders in December 2016. There were no responses to the proposed changes.

FINANCIAL

All costs associated with changes will be borne by Transport for NSW.

ATTACHMENTS

Other Authorities – Parking – Phillip Street Sydney

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



