

**ITEM 61. OTHER AUTHORITIES – PARKING – LOADING ZONE – PITT  
STREET HAYMARKET**

**TRIM RECORD NO: 2017/403859**

**RECOMMENDATION**

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Pitt Street, Haymarket, between the points 10 metres and 22 metres (two car spaces) south of Eddy Avenue as “No Stopping 6am-10am, 3pm-8pm Monday-Friday; and Loading Zone All Other Times”.

**VOTING MEMBERS FOR THIS ITEM**

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

**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**

The kerb space on the eastern side of Pitt Street, Haymarket, is signposted as “Coach Parking”, “No Parking” and “No Stopping”.

The proposal to reallocate the “No Parking” zone to “No Stopping 6am-10am 3pm-8pm Mon-Fri” and “Loading Zone All Other Times” will provide loading zone opportunities for businesses in Central Station during off-peak times.

### **CONSULTATION**

The Sydney Coordination Office consulted with coach operators and Sydney Trains who raised no objection to the proposal.

### **FINANCIAL**

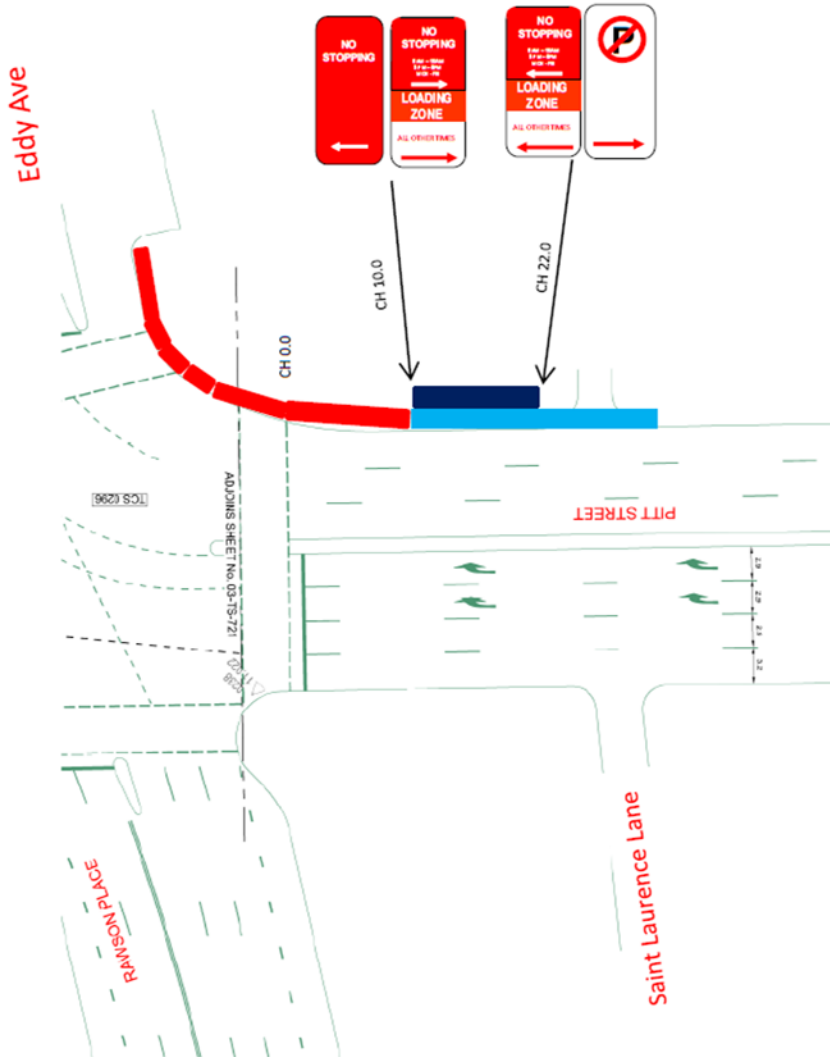
All costs associated with the parking change will be borne by Transport for NSW.

### **ATTACHMENTS**

Other Authorities – Parking – Loading Zone – Pitt Street Haymarket

Lisa McGill, Associate Director Planning CBD – Transport for NSW

# Parking changes for Pitt Street south of Eddy Avenue



## Existing restrictions

- █ No Stopping
- █ No Parking

## Proposed changes

- █ No Stopping
- █ No Parking
- █ No Stopping 6AM–10AM 3PM–8PM Mon-Fri, Loading Zone All Other Times.

