

**ITEM 61. OTHER AUTHORITIES – PARKING – VARIOUS PARKING CHANGES
– PHILLIP STREET SYDNEY**

TRIM RECORD NO: 2017/569792

RECOMMENDATION

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

- (A) On the western side of Phillip Street, between the points 75.1 metres and 81.5 as “No Stopping”;
- (B) On the western side of Phillip Street, between the points 115 metres and 121 metres as “No Stopping Australia Post Vehicles Excepted 3 minute limit”; and
- (C) On the eastern side of Phillip Street, between the points 64.5 metres and 76.5 metres as “1/4P 6am-6pm Mon-Fri” and “4P Ticket 6pm-12am Mon-Fri and 8am-10pm Sat-Sun and Public Holidays”.

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.

The kerb spaces on western side of Hunter Street are currently signposted as “No Parking”, “Loading Zone Ticket”, “Mail Zone”, “No Stopping” and “4P Ticket”. TfNSW is proposing to change parking in Phillip Street to relocate the Mail Zone.

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

CONSULTATION

TfNSW consulted 600 local residents, businesses and affected stakeholders in October 2017. There were no responses to the proposed changes.

FINANCIAL

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

Other Authorities – Parking – Various Parking Changes – Phillip Street Sydney

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