

**ITEM 47. OTHER AUTHORITIES – PARKING – PITT STREET AND
GOULBURN STREET SYDNEY**

TRIM RECORD NO: 2018/074029

RECOMMENDATION

It is recommended that the Committee endorse the following reallocation of parking in Sydney:

- (A) On the western side of Pitt Street, between the points 30.9 metres and 54.8 metres (four car spaces), north of Cunningham Street as “No Stopping”; and
- (B) On the southern side of Goulburn Street, between the points 15.3 metres and 30.9 metres (three car spaces), west of Pitt Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm 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 PAC		
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 Pitt Street and Goulburn Street, Sydney.

The kerb spaces on the western side of Pitt Street between Cunningham Street and Goulburn Street are currently signposted as a combination of “No Stopping”, “Loading Zone Ticket” and “4P Ticket”. To assist with traffic flow (particularly buses) along Pitt Street, TfNSW is proposing to extend the “No Stopping” by 23.9 metres on the northbound approach to the traffic signals at Goulburn Street. It should be noted that this change was temporarily implemented to assist with light rail construction work and has improved network efficiency with no adverse community feedback. This proposed change will formalise the existing temporary arrangements on a permanent basis.

The kerb spaces on the southern side of Goulburn Street between Pitt Street and Cunningham Street are currently signposted as a combination of “No Stopping”, “No Parking” and “4P Ticket”. TfNSW is proposing to change the “No Parking” to “Loading Zone Ticket” and extend loading allowances to Saturday morning, improving servicing and access in the area.

CONSULTATION

TfNSW consulted 550 local residents, businesses and affected stakeholders in February 2018 with 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 – Pitt Street and Goulburn Street Sydney

Lisa McGill, Associate Director Planning (CBD) – Transport for NSW

