

# Advice of Local Pedestrian, Cycling and Traffic Calming Committee

**21 November 2019**

**Item 39**

**Other Authorities - Parking - No Stopping Australia Post Vehicles Excepted 3 Mins Limit - Bridge Street, Sydney**

2019/527241

**Recommendation**

It is recommended that the Committee endorse the reallocation of parking on the northern side of Bridge Street, Sydney, between the points 17 metres and 23 metres (one car space), east of Pitt Street as "No Stopping Australia Post Vehicles Excepted 3 Min Limit".

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Sydney City PAC	✓	
Representative for the Member for Sydney	✓	

**Advice**

The Committee unanimously supported the recommendation.

**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.