

21 November 2019

Item 40

Other Authorities - Parking - Various Parking Changes - Bent Street, Sydney

2019/527166

Recommendation

It is recommended that the Committee endorse the following reallocation of parking on the southern side of Bent Street, Sydney, west of Phillip Street as:

- (A) "No Stopping" between the points 0 metres and 7.5 metres;
- (B) "No Stopping Australia Post Vehicles Excepted 3 Minute Limit" between the points 7.5 metres and 13 metres; and
- (C) "No Parking 6am-6pm Mon-Fri" and "4P Ticket 6-10pm Mon-Fri 8am-10pm Sat, Sun & Public Holidays" between the points 13 metres and 31 metres.

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.