

Decision of Local Pedestrian, Cycling and Traffic Calming Committee

17 May 2018

Item 40

Other Authorities - Parking - Various Parking Changes - Market Street Sydney

2018/176427

Recommendation

It is recommended that the Committee endorse the following reallocation of parking in Market Street, Sydney, between Pitt and George Streets, west of Pitt Street:

- (A) On the northern side of Market Street, between the points 20 metres and 24 metres as "P Motorbikes Only";
- (B) On the northern side of Market Street, between the points 39.4 metres and 42.9 metres as "No Parking";
- (C) On the southern side of Market Street, between the points 0 metres and 3 metres as "No Stopping"; and
- (D) On the southern side of Market Street, between the points 3 metres and 29.2 metres as "No Parking Coaches Excepted 15 Minute Limit".

Voting Members for this Item

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

Voting Members	Support	Object
Representative for the Member for Sydney	✓	

Decision

The Committee noted the recommendation unanimously.

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.

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.