

**Item 32.****Other Authorities - Parking - Various Parking Changes - York Street, Sydney**

TRIM Container No.: 2020/027911

**Recommendations**

It is recommended that the Committee endorse the following reallocation of parking on the eastern side of York Street, Sydney, north of Market Street as:

- (A) "Bus Zone" between the points 156 metres and 201.8 metres; and
- (B) "Bus Zone 6am-10am 3pm-8pm Monday-Friday" and "No Parking All Other Times" between the points 201.8 metres and 211.8 metres.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

**Advice**

Advice will be updated after the meeting.

**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**

A review of the kerbside use at this location revealed unused spaces that could be better utilised for the point to point service. The changes will provide a peak time bus zone and allow for out of peak our point to point drop off and pick up.

### **Consultation**

Consultation was held with STA and they have agreed with the changes.

### **Financial**

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

**KAYE RUSSELL, TRANSPORT PLANNING PROJECT MANAGER, TRANSPORT FOR NSW**