

Item 13.**Item for Committee Information - Parking - No Stopping - Pitt Street, Sydney**

TRIM Container No.: 2020/526349

Recommendations

It is recommended that the Committee note the reallocation of parking on Pitt Street, Sydney as follows:

- (A) Eastern side between the points 0.0 metres and 23.0 metres south of Alfred Street southern building alignment, as "No Stopping"; and
- (B) Western side between the points 0.0 metres and 48.8 metres south of Alfred Street southern building alignment, as "No Stopping".

Voting Members for this Item

Voting Members	Support	Object
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

Transport for NSW's CBD and South East Light Rail (CSELR) project from Circular Quay to Kingsford and Randwick via Surry Hills started construction on 25 October 2015.

Work has now completed on CSELR with changes to the road network along and next to the light rail corridor such as road closures, direction of traffic flow, line marking and kerbside parking changes.

Comments

Pitt Street between Reiby Place and Alfred Street has been closed to traffic and kerbside parking change.

Bollards have been installed on Pitt Street, north of Reiby Place to restrict vehicle access.

No Stopping restrictions have been installed on the western side of Pitt Street and extend south of Reiby Place to allow for turn path of large vehicle (e.g. Coaches and trucks).

Consultation

The CSELR Environmental Impact Statement and further consultation during light rail construction has met requirements to liaise with community on traffic and parking changes.

Financial

Transport for NSW has funded signposting as part of the CSELR project.

COL WARNE TRAFFIC PROJECT MANAGER