

**ITEM 44. OTHER AUTHORITIES – PARKING – JAMISON STREET FROM
YORK STREET TO CLARENCE STREET SYDNEY**

TRIM RECORD NO: 2015/121393

RECOMMENDATION

It is recommended that the Committee endorse the following reallocation of parking in Jamison Street, Sydney:

- (A) Northern side of Jamison Street between points 20.8 metres and 36.6 metres, east of the Clarence Street as “Disability Parking”;
- (B) Northern side of Jamison Street, between points 36.6 metres and 42.6 metres, east of the Clarence Street as “Loading Zone Ticket 6am-10am Mon-Sat”, “1P Ticket 10am-6pm Mon-Fri” and “4P Ticket 6pm-10pm Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”;
- (C) Southern side of Jamison Street, between points 9.8 metres and 21.4 metres, west of the York Street as “Bus Zone 6am-10am 3pm-8pm Mon-Fri” and “No Parking Other Times”; and
- (D) Southern side of Jamison Street, between points 21.4 metres and 42.4 metres, west of the York Street as “Bus Zone 6am-10am 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri 8am-10pm Sat, Sun & Public Holidays”.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney		
Roads and Maritime Services		
NSW Police – Sydney City LAC		
Representative for the Member for Sydney		

DECISION

BACKGROUND

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion within the Sydney CBD through improved road infrastructure, retaining vehicle capacity and reducing congestion in the City during the construction of the Sydney CBD and South East Light Rail Project (CSELR).

The SCCCIP will be delivered by Roads and Maritime Services (RMS) and includes:

- Modifying and realigning traffic lanes;
- Introducing changes to kerbside uses;
- Temporarily removing kerb extensions;
- Temporarily reducing footpath widths;

- Traffic signal modifications; and
- Modifying or removing some on-street parking.

The proposals set out as part of the SCCCIP will be reviewed six months after implementation to ensure effective operation of the changes. Following commencement of services for the CBD and South-East Light Rail, and following consultation between the City and RMS, any measures reducing pedestrian and cyclist accessibility will be reinstated by RMS at full cost.

COMMENTS

The kerb space on Jamison Street from York to Clarence Street is generally signposted as Loading Zone, 1P and 4P Ticket.

The proposed parking change seeks support to provide kerb space dedicated to disabled parking, loading zones and Bus Zones.

CONSULTATION

The RMS publically exhibited the Review of Environmental Factors (REF), from 24 November 2014 to 9 January 2015. Notification of the REF included a letterbox drop to 42,000 residents and businesses including about 400 letters to key stakeholders, businesses and residents located adjacent to the various individual proposals.

There were a total of 122 submissions in response to the REF. 104 submission were opposed to the proposal, nine submissions were in support of the proposal.

The submissions in support of the proposal were in favour of increased vehicle capacity in the CBD. The submissions opposed to the proposal were opposed to the reduction in pedestrian space.

FINANCIAL

Implementation of all works associated with the SCCCIP including any restoration works required following the implementation of the CSELR, will be fully funded by the NSW State Government.

ATTACHMENTS

Other Authorities – Parking – Jamison Street from York Street and Clarence Street Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services

