

**ITEM 63. OTHER AUTHORITIES – PARKING – PERMIT PARKING – CLISDELL
STREET SURRY HILLS**

TRIM RECORD NO: 2016/383722

RECOMMENDATION

It is recommended that the Committee endorse the allocation of the kerb space on Clisdell Street, Surry Hills as follows:

Southbound carriageway - Eastern side (adjacent to the kerb)

- (A) Between points 33.3 metres and 178.8 metres (24 car spaces) south of Devonshire Street, as “2P 8am-10pm, Permit Holders Excepted, Area 18”.

Northbound carriageway – Eastern side (adjacent to the Wall)

- (B) Between points 86.6 metres and 171.4 metres (14 car spaces) north of Belvoir Street, as “2P 8am-10pm, Permit Holders Excepted, Area 18.”

VOTING MEMBERS FOR THIS ITEM

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

DECISION

BACKGROUND

On 4 June 2014, the NSW Government approved the CBD and South East Light Rail (CSELR) project from Circular Quay through the CBD to Kingsford and Randwick via Surry Hills, Moore Park and Kensington.

The project commenced construction in the Sydney CBD on 23 October 2015 and will continue through to mid to late 2018.

As part of the CSELR, Devonshire Street will be used as the light rail corridor from Chalmers Street to Moore Park, requiring all kerbside parking to be removed. Therefore, changes to parking in some side streets will be required.

COMMENTS

Once the CSELR is operational, Devonshire Street will have limited vehicular access via a single eastbound lane from Chalmers Street to Crown Street. A lane in each direction will be provided between Crown Street and Bourke Street.

The changes will require all kerbside parking to be removed from Devonshire Street. TfNSW is proposing to allocate permit parking restrictions in lieu of existing unrestricted parking within the vicinity of Devonshire Street to facilitate parking for residents and local businesses.

The existing kerb space in this location currently allows all day unrestricted parking and the proposed changes will provide additional turnover of spaces for local businesses affected by the closure of Devonshire Street whilst maintaining access to residential parking.

The kerb space is proposed to be allocated as 2 hour parking 8am to 10pm seven days a week. A two-hour parking limit seven days a week is preferred for streets in the inner residential areas as it better balances the long-stay parking needs of permit holders with the needs of all households to use parking for visitors, family, carers and tradespeople.

CONSULTATION

TfNSW will consult with the local residents, businesses and affected stakeholders prior to the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC). The results of the consultation will be reported to the Committee for consideration.

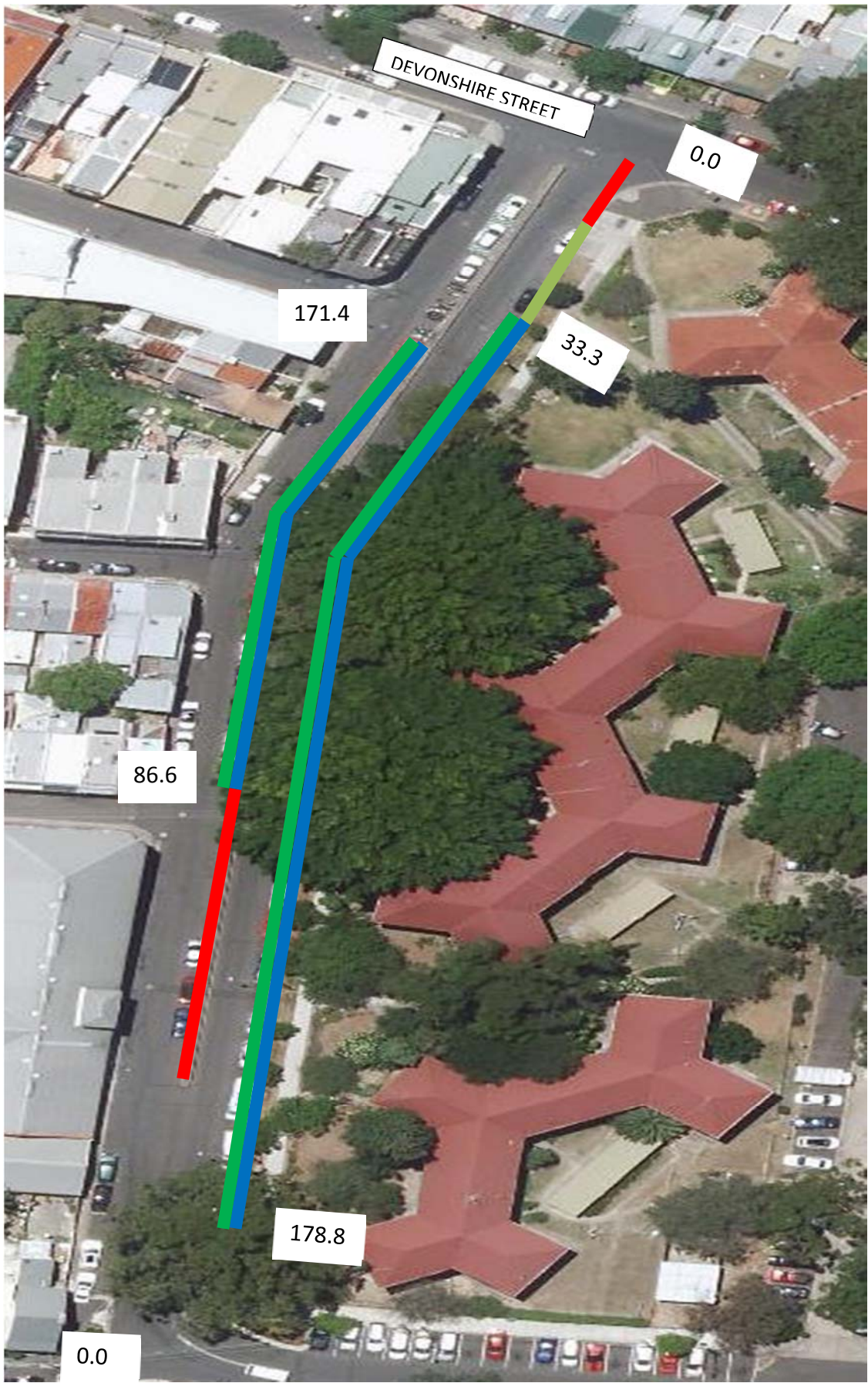
FINANCIAL

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

ATTACHMENTS

Other Authorities – Parking – Permit Parking – Clisdell Street Surry Hills

François LaRue, Transport Planning Project Manager–CBD Coordination Office, TfNSW



Clisdell St, Surry Hills between Devonshire St and Belvoir St

Legend:

- Proposed 2P 8am-10pm, Permit Holders Excepted, Area 18
- Existing Unrestricted Parking zones
- Existing 1P 9am-10pm Mon-Sat, Permit Holders Excepted, Area 18
- Existing No Stopping Zone

