

Decision of Local Pedestrian, Cycling and Traffic Calming Committee

18 April 2019

Item 40

Other Authorities - Parking - Various Parking Changes - Clarence Street, Sydney

2019/136312

Recommendation

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

- (A) On the western side of Clarence Street, between the points 22 metres and 51 metres, north of Druitt Street as "Bus Zone Route Services Only 15 Minute Limit";
- (B) On the western side of Clarence Street, between the points 74 metres and 85 metres, north of Druitt Street as "Bus Zone Route Services Only 15 Minute Limit";
- (C) On the western side of Clarence Street, between the points 85 metres and 106 metres, north of Druitt Street as "Loading Zone Ticket 6am-10am Mon-Fri", "Bus Zone 10am-8pm Mon-Fri" and "4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays"; and
- (D) On the eastern side of Clarence Street, between the points 7 metres and 42 metres, north of Mullins Street as "Bus Zone 6am-8pm Mon-Fri" and "4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays"

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	✓	

Voting Members	Support	Object
Roads and Maritime Services	✓	
NSW Police – Sydney City PAC	✓	
Representative for the Member for Sydney	✓	

Decision

The Committee carried 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