

**ITEM 65. OTHER AUTHORITIES – PARKING – PERMIT PARKING –  
MARLBOROUGH STREET SURRY HILLS**

**TRIM RECORD NO: 2016/394558**

**RECOMMENDATION**

It is recommended that the Committee endorse the reallocation of the kerb space on western side of Marlborough Street, Surry Hills between points 28.7 metres and 43 metres (two car spaces) south of Devonshire Street, as “2P 8am-10pm, Permit Holders Excepted, Area 18.”

**VOTING MEMBERS FOR THIS ITEM**

<b><i>Voting Members</i></b>	<b><i>Support</i></b>	<b><i>Object</i></b>
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 or unnecessary “No Stopping” zones within the vicinity of Devonshire Street to facilitate parking for residents and local businesses.

The kerb space in this location is currently signposted as ‘No Stopping’ because of the narrowness of this two-way street (7.4 metres). However, considering the changing nature of

Devonshire Street and its impact to traffic movements in Marlborough Street, this proposal will now allow for a section of 2 hour parking in this location. The proposal acts as a de-facto traffic calming measure on the approach to Devonshire Street while still retaining space along the street which can be used by two –way traffic to pass each other.

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 – Marlborough Street Surry Hills

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



Marlborough Street between Lansdowne St and Devonshire St, Surry Hills

**Legend:**

-  Proposed 2P 8am-10pm, Permit Holders Excepted (Area 18)
-  Existing No Stopping

