

**ITEM 28. PARKING AND TRAFFIC TREATMENT – CONTRA-FLOW BICYCLE
LANE 60 DEGREE ANGLE PARKING AND AUTHORISED PARKING
– GIPPS STREET PYRMONT**

TRIM RECORD NO: 2017/012410

RECOMMENDATION

It is recommended that the Committee endorse the following in Gipps Street, Pyrmont:

- (A) Contra-flow bicycle lane on the northern side of Gipps Street, between Experiment and Pyrmont Streets;
- (B) Seven 60° rear to kerb angle parking spaces on the southern side of Gipps Street, between Experiment and Pyrmont Streets;
- (C) Reallocation of parking on the southern side of Gipps Street, between points 13.3 metres and 16.3 metres (one 60° angle parking space) west of Pyrmont Street, as “No Parking Authorised Car Share Vehicles Excepted Area GG”; and
- (D) Reallocation of parking on the southern side of Gipps Street, between points 16.3 metres and 34 metres (six 60° angle parking spaces) west of Pyrmont Street, as “No Parking 6am-6pm Authorised Fire and Rescue NSW Vehicles Excepted” and “2P Ticket Other Times Permit Holders Excepted Area 20”.

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

Fire and Rescue NSW has requested consideration for dedicated parking in Gipps Street outside Pyrmont Fire Station.

COMMENTS

Gipps Street is one-way eastbound with two travel lanes and two parking lanes on each side of the street. The kerb space on the southern side of Gipps Street, between Experiment and Pyrmont Streets, is currently signposted as a mixture of “2P Ticket Permit Holders Excepted Area 20” and “No Parking Authorised Car Share Vehicles Excepted Area GG”.

Fire and Rescue NSW have requested dedicated parking in Gipps Street to improve operations at Pyrmont Fire Station.

In order to provide additional parking, it is proposed to change the current parallel parking on the southern side of Gipps Street to 60° rear to kerb angle parking. The introduction of angle parking will provide a total of seven parking space, an addition of two parking spaces.

To assist with fire and rescue operations at Pymont Fire Station it is proposal to allocate six of the angle parking spaces as “No Parking 6am-6pm Authorised Fire and Rescue NSW Vehicles Excepted” and “2P Ticket Other Times Permit Holders Excepted Area 20”. The existing car share space will be retained and allocated one angle parking space.

With the introduction of angle parking, a contra-flow bicycle lane can be introduced on the northern side of Gipps Street and maintain one eastbound travel lane.

Traffic counts commissioned for seven days from 16 to 22 June 2017 in Gipps Street recorded an Annual Average Daily Traffic (AADT) volume of 438 vehicles and per day and a 85th percentile speed of 29 km/h.

The RMS Technical Direction for Contra-Flow Bicycle Facilities (TTD 2014/002) allows for the delineation of contra-flow bicycle lanes in one-way streets by signage only if the following conditions apply:

- sight distance is free of obstructions;
- traffic volumes and vehicles speeds are low; and
- road geometry does not present an unacceptable risk.

Given that:

- a site visit undertaken by the City still confirmed that the sight distance in Gipps Street is clear and free of obstruction in both directions;
- traffic counts confirmed that the AADT volume for Gipps Street is below the limit for local streets (2,000 vpd) stipulated in the RMS Road Design Guide;
- speed counts confirmed the 85th percentile speed in Gipps Street, is well below the posted speed limit of 50 km/h; and
- the proposal has been reviewed as part of a Road Safety Audit (RSA) to manage any associated safety risks, the proposal is compliant with the RMS Technical Direction.

The proposal is compliant with the RMS Technical Direction.

CONSULTATION

The City consulted local residents and businesses in the area. There were 545 letters sent out with two responses supporting the proposal, two responses concerned about the loss of permit parking and two responses concerned about the contra-flow bicycle lane.

Providing on-street parking for Fire and Rescue NSW will assist with operations and will only operate from 6am to 6pm. 2P permit parking will operate outside of these times.

Introducing a contra-flow bicycle lane will enhance cyclists and make cycling a real and convenient option for short local trips. Traffic volumes and vehicle speeds in Gipps Street are low and the proposal is compliant with RMS Technical Direction.

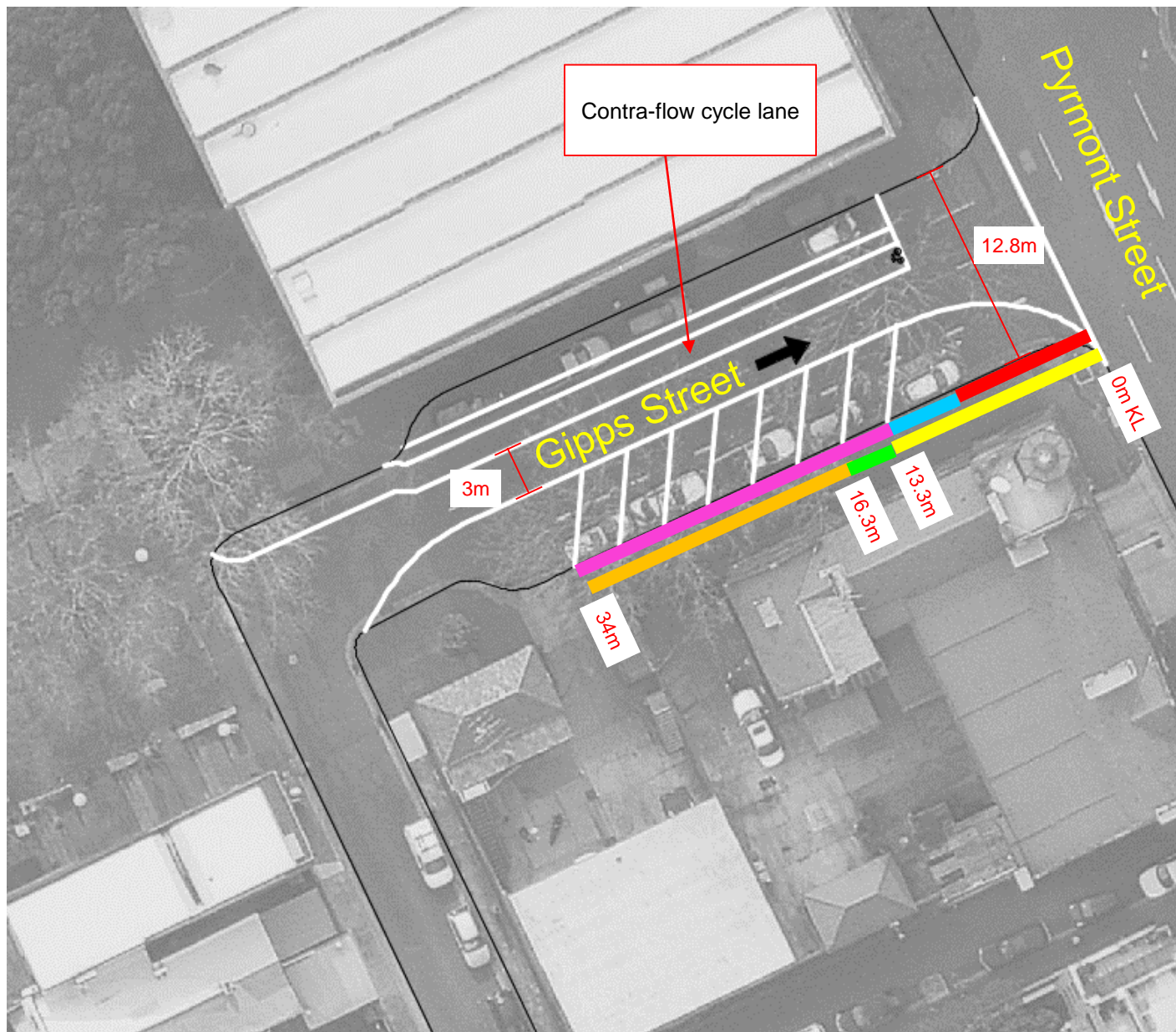
FINANCIAL

Funds are available in the current budget.

ATTACHMENTS

Parking and Traffic Treatment – Contra-Flow Bicycle Lane 60 Degree Angle Parking and
Authorised Parking – Gipps Street Pymont

Tony Ly, Engineering Traffic Officer



Existing
No Stopping



Existing
No Parking
Authorised Car Share Vehicles Excepted
Area GG



Existing
2P Ticket
Permit Holders Excepted
Area 20



Proposed
No Stopping



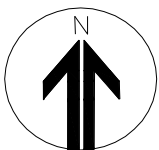
Proposed
No Parking
Authorised Car Share
Vehicles Excepted Area GG



Proposed
No Parking
6am – 6pm
Authorised Fire and Rescue
NSW Vehicles Excepted

2P Ticket Other Times
Permit Holders Excepted
Area 20

Source: Nearmap – 28 July 2014



Proposal

Gipps Street, Pyrmont Proposed Parking and Traffic Changes