

## Resolution of Council

**27 July 2020**

### Item 11.3

#### Temporary Cycleway Clearway Restrictions

Moved by Councillor Phelps, seconded by Councillor Forster –

It is resolved that:

(A) Council note:

- (i) following a Lord Mayoral Minute of 15 May 2020, pop-up cycleways were identified by Transport for NSW (TfNSW) and the City as part of a solution to ease demand for public transport as the NSW Government eases restrictions on business activity following the Covid-19 lockdown;
- (ii) there has been significant community opposition to the City of Sydney and Transport for NSW proposal for a temporary cycleway along Moore Park Road and Fitzroy Street between Lang Road, Paddington and Bourke Street, Surry Hills due to the adverse impact the pop-up cycleway will have on the local community, including:
  - (a) the imposition of a 24/7 clearway outside of residences on the South side of Moore Park Road, where houses already have no stopping along the laneway to the rear;
  - (b) the associated loss of 118 on street parking spaces in a community which already has limited on street parking; and
  - (c) a complete lack of community consultation about the temporary cycleway;
- (iii) on 2 July 2020, Council endorsed keeping clearway hours on neighbouring Fitzroy Street, Surry Hills to accommodate both the pop-up cycleway and the needs of residents and businesses on Fitzroy Street;
- (iv) residents on the South side of Moore Park Road are already experiencing the adverse effects of having no vehicle access to their properties from Moore Park Road. This has included:

- (a) elderly residents, at least three of whom rely on mobility aids, being required to navigate across Moore Park Road to gain level access to vehicles;
  - (b) deliveries:
    - from supermarkets being refused or limited to drop off on the North side of Moore Park Road at which point they need to be carried across the road to residences (assuming that the resident is physically capable of doing so); and
    - being returned to the depot for collection when general delivery vehicles have been unable to stop or park on Moore Park Road;
  - (v) this will have particular impacts during any heightened Covid-19 restrictions where contactless delivery options will be necessary for food as well as medications and other essentials for elderly and vulnerable residents;
  - (vi) the new 15 minute parking on Cook Road, which has been implemented to provide access for Gumnut Gardens Childcare service, being occupied for long periods making them unavailable for Gumnut Gardens or delivery drivers;
  - (vii) residents on Bridge Road, Forest Lodge are reporting similar concerns and issues with their current clearway to be removed completely to make way for the pop-up cycleway on both sides of the street; and
- (B) the Chief Executive Officer be requested to:
- (i) liaise with Transport for NSW to strongly advocate:
    - (a) that the pop-up cycleway on Moore Park Road be changed to be only during peak hour times, so that parking for residents, tradies, visitors and deliveries can continue outside of 6am-10am and 3pm-7pm Mondays to Fridays for the duration of the pop-up cycleway; and
    - (b) to amend the 15 minute parking on Cook Road to make it 15 minute parking at all times;
  - (ii) liaise with Transport for NSW to strongly advocate for keeping existing clearway hours along Bridge Road, Forest Lodge, so that parking be allowed to continue outside of 6am-10am and 3pm-7pm Mondays to Fridays; and
  - (iii) report back to Council via the CEO Update.

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Note – the motion above was not carried. The resolution as below was carried –

It is resolved that:

(A) Council note:

- (i) following a Lord Mayoral Minute of 15 May 2020, pop-up cycleways were identified by Transport for NSW (TfNSW) and the City as part of a solution to ease demand for public transport as the NSW Government eases restrictions on business activity following the Covid-19 lockdown;
  - (ii) avoiding a second wave of Covid-19 breaking out and ensuring the safety of people commuting to the city are absolute priorities for the City of Sydney;
  - (iii) the recent breakout of Covid-19 cases in Victoria highlights the continuing risks posed by this virus and we must ensure we continue to take responsible, often difficult, decisions that are in the interests of public health. These pop-up cycleways are critical infrastructure that have been fast-tracked by the NSW Government as part of its essential public health response to the pandemic;
  - (iv) the Minister for Transport and Roads made it clear that these pop-up cycleways are about saving lives. We must maintain social distancing on public transport to minimise the spread of the virus, but this means that the capacity of services will be significantly reduced. The cycleways will play a critical role in reducing passenger loads, as well as private vehicle use;
  - (v) there has been both opposition to and support for the City of Sydney and Transport for NSW proposal for a temporary cycleway along Moore Park Road and Fitzroy Street between Lang Road, Paddington and Bourke Street, Surry Hills. Opposition has focused on the adverse impact the pop-up cycleway will have on the local community, including:
    - the imposition of a 24/7 clearway outside of residences on the South side of Moore Park Road, where houses already have no stopping along the laneway to the rear;
    - the associated loss of 118 on street parking spaces in a community which already has limited on street parking; and
    - that Transport for NSW did not undertake a comprehensive community consultation about the temporary cycleway as the City would have done, under normal circumstances;
- (a) while support has focused on:
- the public health benefits;
  - the environmental benefits;
  - the safety benefits for cyclists;
  - the connection it provides to other parts of the cycleway network;
  - the traffic congestion reduction benefits; and
  - the reduction in noise;

- (vi) a survey by City staff in 2019 indicated that the majority of the houses on the Southern side of Moore Park Road that are affected by the cycleway, have off-street parking;
- (vii) 23 resident permit holder spaces were introduced on the Northern side of Moore Park Road, in the previously unrestricted parking zone, to compensate for those lost on the Southern side;
- (viii) on 2 July 2020, Council endorsed that the Lord Mayor advocate for keeping clearway hours on neighbouring Fitzroy Street, Surry Hills to accommodate both the pop-up cycleway and the needs of residents and businesses on Fitzroy Street;
- (ix) on 17 July 2020, the CEO received a response from Transport for NSW stating that maintaining inter-peak parking on Fitzroy street would not be possible due to the impact it would have on traffic congestion and bus services, but City staff continue to advocate for a trial of parking on the northern side of Fitzroy Street between 10am and 3pm;
- (x) residents on the South side of Moore Park Road are already experiencing the adverse effects of having no vehicle access to their properties from Moore Park Road. This has included:
  - (a) elderly residents, at least three of whom rely on mobility aids, being required to navigate across Moore Park Road to gain level access to vehicles;
  - (b) deliveries:
    - from supermarkets being refused or limited to drop off on the North side of Moore Park Road at which point they need to be carried across the road to residences (assuming that the resident is physically capable of doing so); and
    - being returned to the depot for collection when general delivery vehicles have been unable to stop or park on Moore Park Road; and
  - (c) this will have particular impacts during any heightened Covid-19 restrictions where contactless delivery options will be necessary for food as well as medications and other essentials for elderly and vulnerable residents;
- (xi) the City has already advocated to Transport for NSW to maintain inter-peak parking on Moore Park Road, and has been told that this would not be possible due to its impact on traffic congestion, City staff have and will continue to advocate for a compromise solution that will benefit residents;
- (xii) a loading zone has been installed in Poate Lane which residents do not support; the City will request that Transport for NSW explore other options for loading zones in that lane to support tradespeople and removalists;
- (xiii) the re-located disability space at Poate Road is now installed and being used;
- (xiv) Transport for NSW report that the pick-up and drop-off spaces are working well in Cook Road to support parents using the Day Care Centre;

- (xv) City staff have patrolled the area on multiple occasions and have found people were observing the parking limits;
  - (xvi) there are similar issues along Bridge Road through Glebe and Forest Lodge which is predominantly a two lane road. The existing clearway restrictions already limit the pockets of existing parking. The clearway restrictions and parking may have to be altered for the proposed temporary cycleway; and
- (B) the Chief Executive Officer be requested to:
- (i) liaise with Transport for NSW to strongly advocate:
    - (a) to amend the 15 minute parking on Cook Road to make it 15 minute parking at all times; and
    - (b) to make other refinements to improve the design, loading, and the operation of the streets, and reduce the impacts on pedestrians and residents;
  - (ii) commission a cycling, pedestrian and traffic monitoring study to monitor the changes in cycling, pedestrian and traffic uses as a result of the introduction of the new pop up cycleways that is independently reviewed; and
  - (iii) progressively update the findings on the City's website.

The motion was carried on the following show of hands –

Ayes (9)      The Chair (the Lord Mayor), Councillors Chung, Kok, Miller, Phelps, Scott, Scully, Thalys and Vithoukaskas

Noes (1)      Councillor Forster.

The motion, as varied by consent, was carried.

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