

Relevant Information for Council

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TO: Lord Mayor and Councillors

FROM: Veronica Lee, Director City Services

THROUGH: Monica Barone, Chief Executive Officer

SUBJECT: Information Relevant To Item 7.3 - Project Scope - Crown Street Upgrade

For Noting

This memo is for the information of the Lord Mayor and Councillors.

Background

At the meeting of the Transport, Heritage, Environment and Planning Committee on 27 March 2023, further information was sought on the following;

Reconsideration of the removal of five parking spaces on the western side of Crown Street

The footpath widening on the western side of Crown Street, between 485 and 473 Crown Street is approximately 25 metres in length, which would replace four standard car spaces. This additional scope was included in the concept design, following recommendation by the independent peer review, based on the following consideration:

- The 10 properties from 491 to 473 Crown Street all have a garage for off-street parking, as well as being eligible for on-street residential parking permits.
- Properties 487 to 473 Crown Street have commercial frontages that can utilise the proposed additional footpath space for either alfresco dining or display of goods on the footway in accordance with City policies.
- The additional footpath widening provides space for three additional street trees, however, the feasibility of these is subject to further investigation and detailed design.

The City can reconsider changing these parking spaces to permanent footpath if there is evidence of wide community support. The resident at 485 Crown Street can discuss this with their neighbours between 491 to 473 Crown Street and provide a joint submission to the City.

This feedback can be considered, and plans amended prior to submission to the Local Pedestrian Cycling and Traffic Calming Committee (LPCTCC). The revised plans and Local Pedestrian, Cycling and Traffic Calming Committee report will be available on the City's website one week before the Committee meeting.

The project is currently scheduled for consideration at the 20 April 2023 Local Pedestrian, Cycling and Traffic Calming Committee.

Vehicle Pick Up or Drop Off

Vehicles can pull over to pick up or drop off passengers at the following locations:

- Where it is signposted to allow on-street parking, for the duration of the restriction;
- For less than two minutes where it is signposted as "No Parking", provided that the driver remain within three metres of the vehicle (locations highlighted in Attachment A);
- For less than two minutes at driveways that have not been signposted or yellow line marked as "No Stopping", and are not within 10 metres of an unsignalized intersection or 20 metres of a signalised intersection, provided that the driver remain within three metres of the vehicle (locations highlighted in Attachment A);
- Drivers of vehicles that have not been built to carry goods, or a public bus, may also use loading zones to drop off or pick up passengers, but may only stop for the period during which a person is getting into or out of the vehicle (locations highlighted in Attachment A);
- Any vehicle can stop (but not park) to pick up or drop off passengers in a Truck zone (locations highlighted in Attachment A); and
- Any vehicle can stop (but not park) to pick up or drop off passengers within three metres of an Australian Post letter box (locations highlighted in Attachment A).

Further to encourage higher turn-over of on-street parking to enable drop-off and pick-up, the City has installed 15-minute free parking restriction in Crown Street wherever there is ticket parking. 15-minute free parking has also been installed close to Surry Hills Public School during school pick up hours.

To support businesses and service residents without access to off-street loading or parking facilities in areas with limited kerbside parking, the City has also installed Loading Zones throughout Crown Street. Loading Zones allow a driver to park if they are driving a vehicle that has been built to carry goods and they are engaged in picking up or dropping off goods (up to a maximum of 30 minutes).

The City could consider reallocating existing resident parking and ticket parking as "No Parking" or "Loading Zone" to provide additional locations for drop off and pick up and deliveries in Crown Street, if there were evidence of wide community support with a submission provided to the City.

If supported the proposed on-street parking changes would be considered at the next available Local Pedestrian, Cycling and Traffic Calming Committee meeting.. Local Pedestrian, Cycling and Traffic Calming Committee plans and reports are available on the City's website one week before the Committee meeting.

Proposed Loading Zones

The project currently does not propose any additional Loading Zones in Crown Street.

Council's Strategic Approach to Balancing Needs on High Streets

Upgrades of high streets, such as Crown Street are informed by the City's policies and design codes, which support Sustainable Sydney 2030-2050 Continuing the Vision.

In commercial and mixed used areas, such as Crown Street, the City will prioritise infrastructure and parking controls that are consistent with the viability and efficient operation of local businesses, encourage the use of active travel and public transport.

The Neighbourhood Parking Policy outlines the four main mechanisms the City has to manage on-street parking that is available:

- (a) the duration of time people can park their vehicles
- (b) setting the hours of operation and days that time limits apply
- (c) setting kerbside parking fees at a price that reflects the amount of parking spaces available and the demand for them
- (d) issuing permits to certain people to enable them to avoid the time limits and parking prices.

Resident permit parking, ticket parking, 15 minute free parking at schools, 15 minute free parking wherever there is ticket parking, loading zones, disability parking are examples of how all these mechanisms have been used in Crown Street to manage on-street parking demand.

Specific Approach on Crown Street (in terms of reduction in some parking spaces versus overall parking)

The current concept design provides space for additional garden beds, footpath for pedestrians and commercial activities, street lighting, and approximately 40 new trees, with no overall loss in on-street parking in Crown Street, between Devonshire and Oxford Street compared to the current situation.

The City invited feedback to the first proposal, which resulted in the loss of eight on-street parking spaces, in August / September 2022. Survey results indicated that approximately 76 per cent of respondents supported the proposal, however subsequent community meetings indicated that some businesses were concerned about the on-street parking loss. The City agreed to investigate whether these concerns could be addressed and commissioned an independent review of the initial design in November 2022.

Following this, the City endorsed the Display of Goods on the Footway Local Approvals Policy in December 2022, which opened the footpath to commercial usages other than food and beverage sellers.

This policy was taken into consideration by the independent reviewer, who through consultation with the businesses on several site walks, identified additional commercial frontages that could benefit from wider footpath on their frontage. To offset the additional footpath widening, the independent reviewer also recommended the relocation of some Car Share spaces from Crown Street to side streets, and replacement of these spaces with general parking restrictions.

These recommendations were presented at the February 2023 community meetings. Based on feedback received until 10 March 2023, the recommendations were adopted in the concept plan submitted with the project scope.

Reconsideration of Bus Stop Location (in front of commercial offices rather than moved in front of hospitality / dining venues)

The current bus stop on the western side of Crown Street, just south of Campbell Street, is currently located in a "Bus Zone" between 23.5 metres and 56.1 metres south of Campbell Street. The 36-metre length is currently required to allow the buses to pull in and out of the parking lane.

The current concept plan proposes to widen the footpath at this location by approximately 2.5 metres, creating an in-lane bus stop, to improve pedestrian accessibility, which is currently constrained by the bus shelter. This means the bus will stop an additional 2.5 metres away from the shops fronts. However, to do so, the current proposal extends the "Bus Zone" a further 3 metres south, due to concerns about capacity for left turning vehicles at the signalised intersection at Campbell Street (dimensions highlighted in Attachment B).

City staff are currently reviewing traffic counts as part of discussions with Transport for New South Wales to investigate whether the bus stop can be moved closer to the signalised intersection, and away from the hospitality / dining venues. The City does not control bus stop locations, however, and final decision would be from Transport for New South Wales who control and operate both bus stop locations and traffic signal intersections.

Memo from Veronica Lee, Director City Services

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Attachments

Attachment A. Refined Concept Design – Potential Drop Off/Pick Up Locations

Attachment B. Refined Concept Design – Campbell Street Bus Zone Changes

Approved

P. M. Barone

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Chief Executive Officer