

Item 20.**Traffic Treatment - Two Way Conversion and No Stopping - Parker Lane, Haymarket****TRIM Container No.:** 2026/346109**Recommendations**

It is recommended that the Forum review the following proposed traffic treatment and reallocation of parking in Parker Lane, Haymarket"

- (A) Convert Parker Lane between Barlow Street and the Caption Hotel driveway to a two-way road; and
- (B) Reallocation of parking on the western side of Parker Lane, between the points 9.5 metre to 99.8 metre, north of Barlow Street as "No Stopping".

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – Sydney City PAC
Representative for the Member for Sydney

Advice

Advice will be updated after the meeting.

Background

Parker Lane currently operates as a one-way southbound road, accessible only from Hay Street light rail tracks via Parker Street. This arrangement creates a conflict point between pedestrians, light rail and other vehicles.

Comments

In response to these concerns, it is proposed to introduce two-way traffic flow south of the Caption Hotel driveway and "No Stopping" parking restrictions. This will allow Parker Lane to

be accessed via Barlow Street and therefore reduce vehicle movements through the Hay Street light rail tracks.

Parking restrictions on the western side of Parker Lane, where the changes are proposed, is currently a mix of “No Parking” and “Loading Zone 7am-6pm, No Parking All Other Times”. To facilitate the proposed two-way traffic arrangements, it is proposed to reallocate parking as “No Stopping”.

Tube counts were installed at the northern and southern ends of Parker Lane between 16-22 June 2026. A summary of the traffic data collected is presented in Table 1 below.

Table 1: Traffic Data for Parker Lane, Haymarket

Count Location	5-day Average Annual Daily Traffic	
	Southbound (veh/day)	Northbound (veh/day)
Parker Lane, south of Hay Street	8	8
Parker Lane, north of Barlow Street	44	39

Traffic surveys undertaken on Parker Lane indicate very low traffic volumes within the laneway. The highest recorded two-way traffic volume was 83 vehicles per day, comprising 44 northbound and 39 southbound vehicles north of Barlow Street. South of Hay Street, only 16 vehicles per day were recorded.

Although Parker Lane is currently signposted as a one-way road, the traffic count data indicates that the laneway is already functioning in practice as a two-way facility, with vehicles travelling in both directions. Importantly, there have been no reported safety concerns, traffic operational issues, or complaints associated with these existing two-way movements.

Given the very low traffic volumes and the established pattern of two-way vehicle activity, the proposed conversion of Parker Lane to formal two-way operation is expected to have minimal impact on the surrounding road network and road users. The proposal would formalise the existing operating conditions, reduce the need for vehicles to use Hay Street for local access movements, and minimise potential vehicle interactions and conflicts with the light rail corridor on Hay Street. Overall, the proposal is considered a low-impact traffic management measure that would improve network legibility and operational efficiency while maintaining road safety.

Consultation

The City consulted local residents and businesses in the area. There were 27 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current Traffic Operations New Signs and Lines budget.

ALEX MOZAFFAR, ENGINEERING TRAFFIC OFFICER