

TRAFFIC TREATMENT – MACQUARIE STREET SYDNEY

TRIM RECORD NO: 2014/401541

RECOMMENDATION

It is recommended that the Committee endorse the following changes in Macquarie Street, Sydney, north of Bridge Street:

- A) The installation of one trafficable northbound and two trafficable southbound lanes on Macquarie Street between Bridge Street and the signal controlled pedestrian crossing on Macquarie Street;
- B) The reallocation of parking on the eastern side of Macquarie Street between the points 50 metres and 169 metres north of Bridge Street as “No Stopping 7am-10pm Coaches Excepted 15 Minute Limit”;
- C) The reallocation of parking on the eastern side of Macquarie Street between the points 169 metres and 184 metres north of Bridge Street as “No Stopping Sydney and Bondi Explorer Buses Excepted 5 Minute Limit”;
- D) The reallocation of parking on the eastern side of Macquarie Street between the points 340 metres and 403.3 metres (10 car spaces) north of Bridge Street as “Taxi Zone”; and,
- E) The permanent closure of the indented bay on the eastern side of Macquarie Street, north of the signal controlled pedestrian crossing.

DECISION

BACKGROUND

In response to ongoing concerns from local residents and businesses about traffic, parking and road safety issues in Macquarie Street, the City, in conjunction with Transport for NSW, Roads and Maritime Services and the Sydney Opera House, proposes the following improvements:

- One northbound and two southbound travel lanes between Bridge Street and the signal-controlled pedestrian crossing – this change will enable the provision of a full-time dedicated parking lane along the eastern kerb of Macquarie Street;
- A dedicated full-time “Taxi Zone” in the existing indented bay along the eastern kerb of Macquarie Street just south of the Sydney Opera House roundabout;
- Dedicated coach parking along the eastern kerb of Macquarie Street between Bridge Street and the signalised-controlled pedestrian crossing; and
- Permanent closure of the existing indented bay on the eastern side of Macquarie Street, just north of the signal-controlled pedestrian crossing.

The original proposal circulated to local residents and businesses in September 2014 included consideration for changing some of the existing five minute parking on the western side of Macquarie Street to “No Parking”. At the conclusion of the consultation

period this component of the proposed changes was not widely supported by respondents and as such will not proceed.

COMMENTS

The kerb space on the eastern side of Macquarie Street, Sydney is currently a mixture of time-limited Bus Zones, a Taxi Zone and “No Stopping” areas.

In combination, the proposed improvements will:

- Improve traffic flow and reduce vehicle delays, particularly during peak periods;
- Reduce competition for on-street parking between coaches, taxis and private transport; and
- Limit vehicle conflict between road users thereby improving safety.

CONSULTATION

The City consulted local residents and businesses in the area. There were 609 letters sent out, including to the NSW Taxi Council and the Sydney and Bondi Explorer bus operator, with 18 responses supporting the proposal and four responses opposing the proposal.

During consultation, the City also received three petitions about the proposed changes. A summary of each petition is provided below:

- A petition comprising 16 signatures in support of the proposal but opposed to the conversion of the existing five minute parking to “No Parking” on the western side of Macquarie Street;
- A petition comprising 60 signatures in support of the proposal but opposed to the permanent closure of the existing indented bay on the eastern side of Macquarie Street, just north of the signal-controlled pedestrian crossing; and
- A petition comprising eight signatures in support of the proposal but opposed to the conversion of the existing five minute parking to “No Parking” on the western side of Macquarie Street and the permanent closure of the existing indented bay on the eastern side of Macquarie Street, just north of the signal-controlled pedestrian crossing.

As noted previously, the City has removed the proposed conversion of existing five minute parking to “No Parking” on the western side of Macquarie Street from the proposed improvements.

The City will however be proceeding with the permanent closure of the existing indented bay on the eastern side of Macquarie Street, just north of the signal controlled pedestrian crossing as it will:

- Remove the potential for ongoing illegal parking that currently occurs within the indented bay despite the area being signposted as “No Stopping”;
- Remove the potential for the area to be used for U-turn manoeuvres – given that a U-turn from the area requires a motorist to potentially cross four trafficable lanes, one of which has limited sight distance considering it forms part of the exit lane from the

Sydney Opera House Car Park, the manoeuvre is not particularly ideal from a road safety perspective;

- Enable the footpath on the eastern side of Macquarie Street to be realigned thereby reducing the walking distance between the proposed coach parking and the Sydney Opera House.

The petition comprising 60 signatures also noted that by permanently closing the indented bay, this would preclude the provision of a future roundabout at this location. A future roundabout at this location is not supported by the City for the following reasons:

- The provision of a second roundabout in Macquarie Street, north of Bridge Street, would enable vehicles to legally circulate in the vicinity of Sydney Opera House increasing congestion, particularly during peak periods;
- To provide adequate deflection for northbound and southbound vehicles as well as accommodate the swept path of coaches, a future roundabout would require a significant reduction in the footpath on the western side of Macquarie Street; and
- A future roundabout is likely to require the relocation or removal of the existing signal-controlled pedestrian crossing.

FINANCIAL

Funds are available in the current budget.

ATTACHMENTS

Traffic Treatment – Macquarie Street Sydney

Eoin Cunningham, Senior Traffic Engineer

NO STOPPING →

NO STOPPING ←

6:30pm-11:30pm

NO STOPPING →

BUSES EXCEPTED
15 MIN LIMIT
OTHER TIMES

NO STOPPING →

NO STOPPING ←

6:30pm-11:30pm

NO STOPPING →

BUSES EXCEPTED
15 MIN LIMIT
OTHER TIMES

NO STOPPING →

NO STOPPING ←

NO STOPPING →

BUSES EXCEPTED
5 MINUTE LIMIT

NO STOPPING →

NO STOPPING ←

NO STOPPING →

BUSES EXCEPTED
5 MINUTE LIMIT

BUS ZONE 7AM - 8PM

TAXI ZONE OTHER TIMES

NO STOPPING →

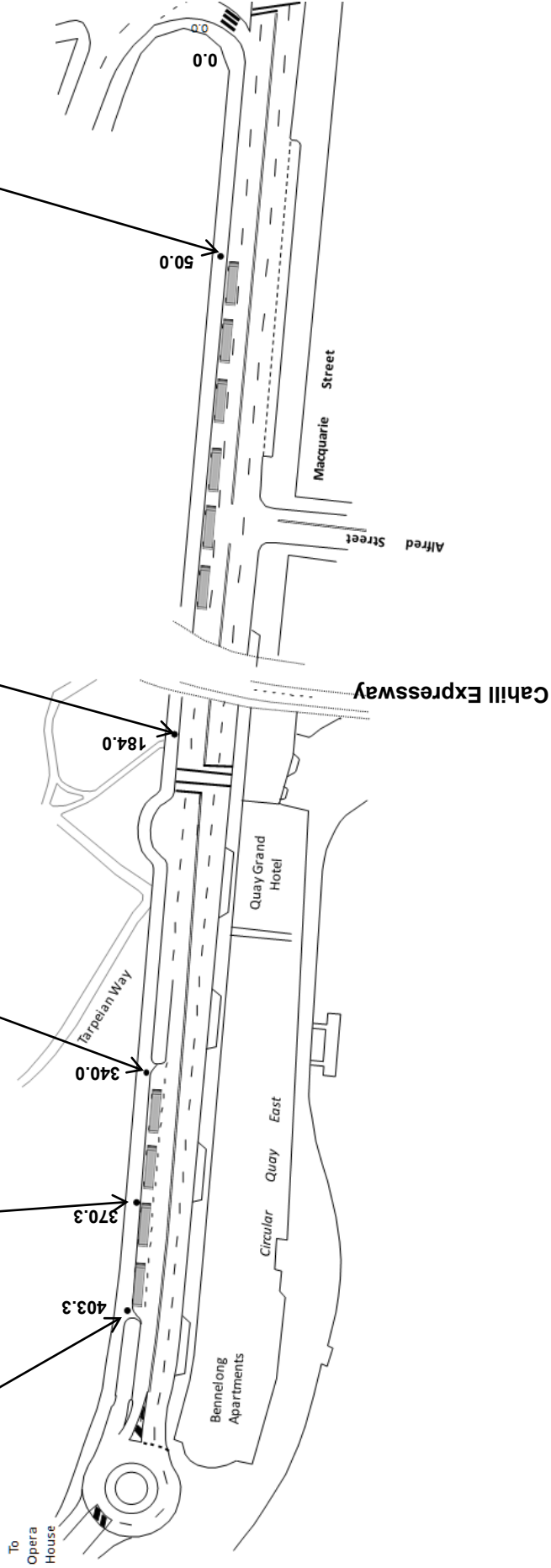
NO STOPPING ←

NO STOPPING →

BUSES EXCEPTED
5 MINUTE LIMIT

BUS ZONE 7AM - 8PM

TAXI ZONE OTHER TIMES



EXISTING

MACQUARIE STREET, SYDNEY



NO STOPPING
7am-10pm
COACHES
EXCEPTED
15 MINUTE
LIMIT

NO STOPPING
7am-10pm
COACHES
EXCEPTED
15 MINUTE
LIMIT

NO STOPPING
SYDNEY AND
BONDI
EXPLORER
BUSES
EXCEPTED
5 MINUTE
LIMIT

NO STOPPING
SYDNEY AND
BONDI
EXPLORER
BUSES
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5 MINUTE
LIMIT

NO STOPPING

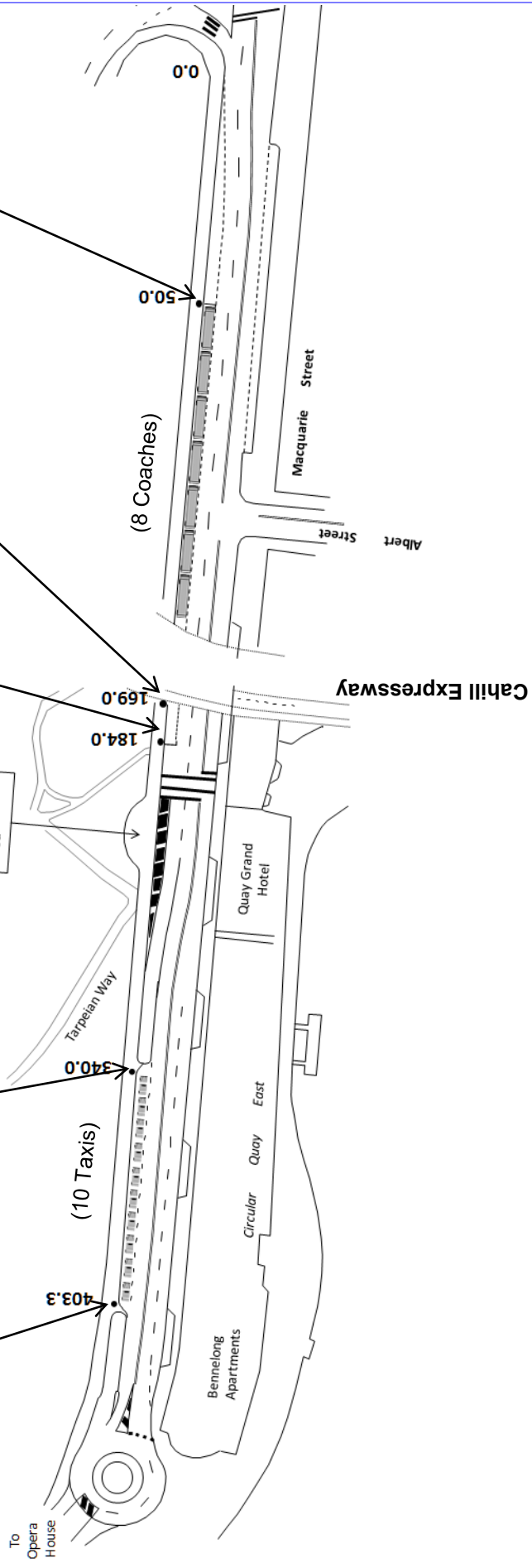
NO STOPPING

TAXI ZONE

TAXI ZONE

NO STOPPING

Closure of vehicle turnaround area



PROPOSAL

MACQUARIE STREET, SYDNEY

