

**ITEM 24. ITEM FOR COMMITTEE INFORMATION – CYCLEWAY –
LIVERPOOL STREET FROM GEORGE STREET TO PITT STREET
SYDNEY**

TRIM RECORD NO: 2015/011912

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the northern side of Liverpool Street between the points 179.0 metres and 286.1 metres east of Sussex Street as “No Stopping”;
- (B) Reallocation of parking on the southern side of Liverpool Street between the points 186.1 metres and 229.1 metres east of Sussex Street as “No Stopping”;
- (C) Reallocation of parking on the southern side of Liverpool Street between the points 229.1 metres and 235 metres east of Sussex Street as “No Parking Australia Post Vehicles Excepted”;
- (D) Reallocation of parking on the southern side of Liverpool Street between the points 235 metres and 253.1 metres east of Sussex Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat”, “4P Ticket 10am-10pm Sat, 6am-10am Sun and Public Holidays”;
- (E) Reallocation of parking on the southern side of Liverpool Street between the points 253.1 metres and 271.1 metres east of Sussex Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Taxi Zone Other Times”.
- (F) Reallocation of parking on the southern side of Liverpool Street between the points 271.1 metres and 275 metres east of Sussex Street as “No Stopping”.
- (G) Installation of kerb amendments and changes to lane configuration in Liverpool Street between George and Pitt Streets to provide for the installation of the bus lanes and cycleways.

DECISION

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different

transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The city cycleway network includes the provision of cycleways on Kent Street, Liverpool Street, Castlereagh Street and Park Street with associated amendments to lane configuration, line markings, medians and parking changes.

The city cycleway network improvements aims to provide safe and connected cyclist infrastructure routes travelling north to south and east to west throughout the city;

The cycleway infrastructure will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

COMMENTS

The kerb space on the northern side of Liverpool Street between George and Pitt Streets is generally signposted as Loading Zone Ticket, 4P Ticket and Taxi Zone.

The kerb space on the southern side of Liverpool Street between George and Pitt Streets is generally signposted as 1P Ticket, 4P Ticket, "Taxi Zone" and "No Parking Buses Excepted 15 Minute Limit".

Liverpool Street between George and Pitt Streets is identified in the Access Strategy as a key cyclist corridor. The cycleway includes "No Stopping" on the northern side of Liverpool Street.

Where possible, loading, taxi and parking for people with disabilities will be distributed to neighbouring streets, contained within the proposed changes for the bus and cycleway plans.

Agreement was obtained from the RMS, the Sydney City Police and the State Member, for the proposed changes.

It is noted that the State Member commented that the design appears to put pedestrians and cyclists in conflict with each other at a number of locations and requested that RMS review the cycleways in operation to identify safety 'hot spots' and high risk locations where cyclists and pedestrians will be in conflict and consider improvements.

CONSULTATION

The Roads and Maritime Services carried out a letter drop consultation as well as contacting individual affected stakeholders individually in the affected area. The consultation process had 38,000 letters sent out and 127 responses in total were received. Of the above overall responses, there were 56 responses supporting the proposal and 67 responses opposing the proposal. Two neither support nor object and one was out of scope.

Submissions opposing the proposal were concerned about the loss of loading and parking spaces.

Submissions supporting the proposal believed the proposal would improve access to the City and reduce general traffic congestion.

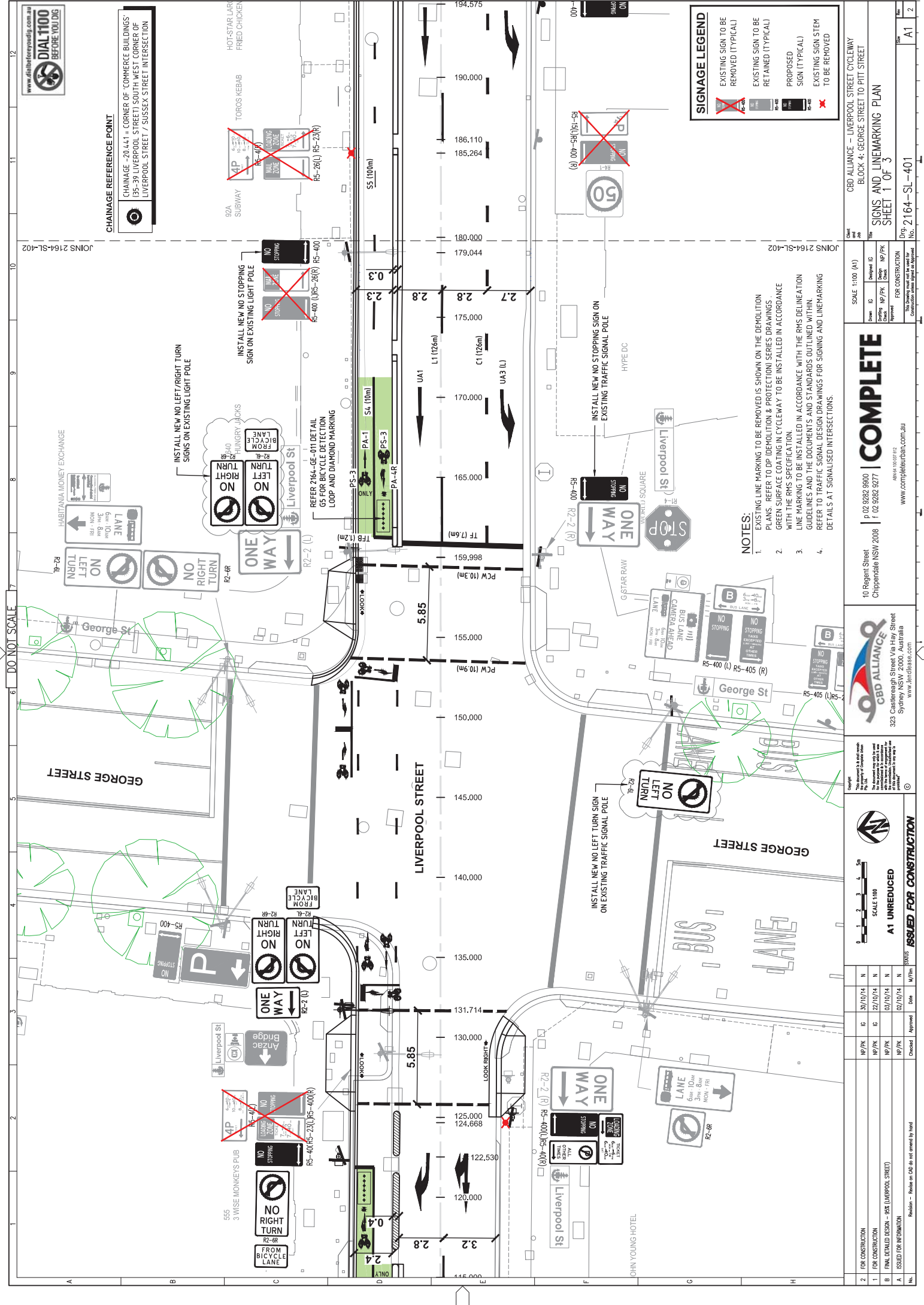
FINANCIAL

The project is being funded by Transport for NSW and City of Sydney.

ATTACHMENTS

Item for Committee Information – Cycleway – Liverpool Street from George Street to Pitt Street Sydney

[Stephen Sherwin, Project Manager – Roads and Maritime Services



DO NOT SCALE

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JOINS 2164-SL-402

SCALE 1:100 (A1)

DATE 10/10/14

BY [Signature]

FOR CONSTRUCTION

ISSUED FOR INFORMATION

FINAL DETAILED DESIGN - 90% (LIVERPOOL STREET)

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