

**ITEM 3. ITEM FOR COMMITTEE INFORMATION – CYCLEWAYS –
LIVERPOOL STREET FROM GEORGE STREET TO CASTLEREAGH
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 George Street and Pitt Street as “No Stopping”;
- (B) Reallocation of parking on the northern side of Liverpool Street between Pitt Street and Castlereagh Street as “No Stopping”;
- (C) Reallocation of parking on the southern side of Liverpool Street between George Street and the point 229.1 metres east of Sussex Street as “No Stopping”;
- (D) 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”;
- (E) 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” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 6am-10am Sun and Public Holidays”;
- (F) 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” and “Taxi Zone Other Times”;
- (G) Reallocation of parking on the southern side of Liverpool Street between the point 271.1 metres east of Sussex Street and Pitt Street as “No Stopping”;
- (H) Reallocation of parking on the southern side of Liverpool Street between Pitt Street and 360 metres east of Sussex Street as “No Stopping”;
- (I) Reallocation of parking on the southern side of Liverpool Street between the points 360 metres and 372.2 metres east of Sussex Street as “No Stopping 6am-10am 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun and Public Holidays”;
- (J) Reallocation of parking on the southern side of Liverpool Street between the points 372.2 metres east of Sussex Street and Castlereagh Street as “No Stopping”;
- (K) Installation of a separated cycleway along the northern kerb of Liverpool Street between George Street and Pitt Street;
- (L) Installation of a separated cycleway along the northern kerb of Liverpool Street between Pitt Street and Castlereagh Street; and
- (M) Installation of kerb amendments and changes to lane configuration in Liverpool Street between George Street and Castlereagh Street for the installation of the separated cycleway.

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 a mixture of Loading Zone Ticket, 4P Ticket and Taxi Zone.

The kerb space on the southern side of Liverpool Street, between George and Pitt Streets, is a mixture of 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.

Where possible, loading and taxi zones and parking for people with disabilities will be distributed to neighbouring streets contained within the proposed changes for the 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 RMS carried out letter-box drop consultation as well as contacting affected stakeholders individually in the affected area. 38,000 letters were sent out and received

127 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.

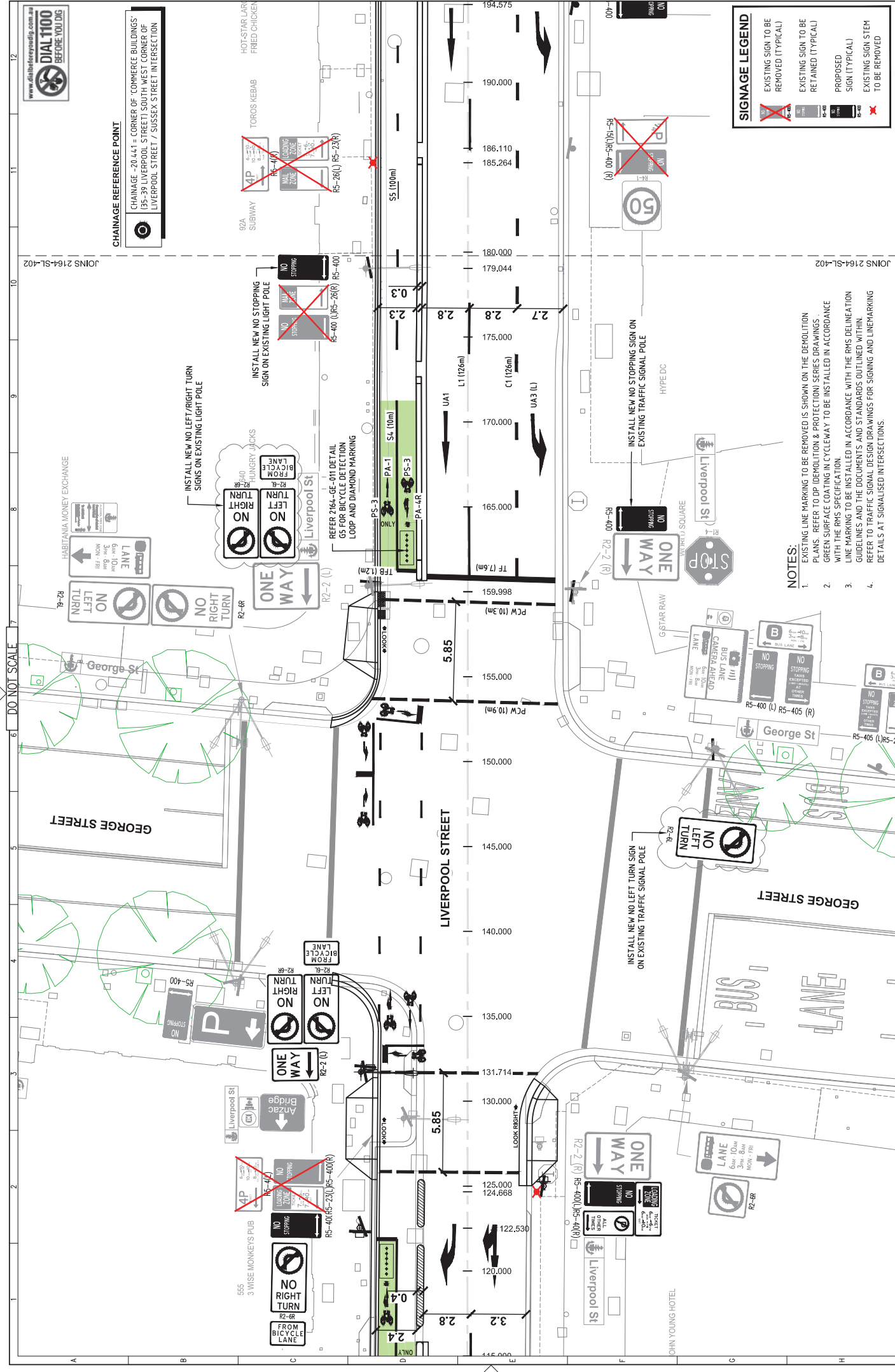
FINANCIAL

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



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CHAINAGE REFERENCE POINT
CHAINAGE -20.441 = CORNER OF 'COMMERCE BUILDINGS'
(35-39 LIVERPOOL STREET) SOUTH WEST CORNER OF
LIVERPOOL STREET / SUSSEX STREET INTERSECTION

SIGNAGE LEGEND

	EXISTING SIGN TO BE REMOVED (TYPICAL)
	EXISTING SIGN TO BE RETAINED (TYPICAL)
	PROPOSED SIGN (TYPICAL)
	EXISTING SIGN STEM TO BE REMOVED

- NOTES:**
- EXISTING LINE MARKING TO BE REMOVED IS SHOWN ON THE DEMOLITION PLANS. REFER TO 'DEMOLITION & PROTECTION' SERIES DRAWINGS.
 - GREEN SURFACE COATING IN CYCLEWAY TO BE INSTALLED IN ACCORDANCE WITH THE RMS SPECIFICATION.
 - LINE MARKING TO BE INSTALLED IN ACCORDANCE WITH THE RMS DELINEATION GUIDELINES AND THE DOCUMENTS AND STANDARDS OUTLINED WITHIN.
 - REFER TO TRAFFIC SIGNAL DESIGN DRAWINGS FOR SIGNING AND LINEMARKING DETAILS AT SIGNALISED INTERSECTIONS.

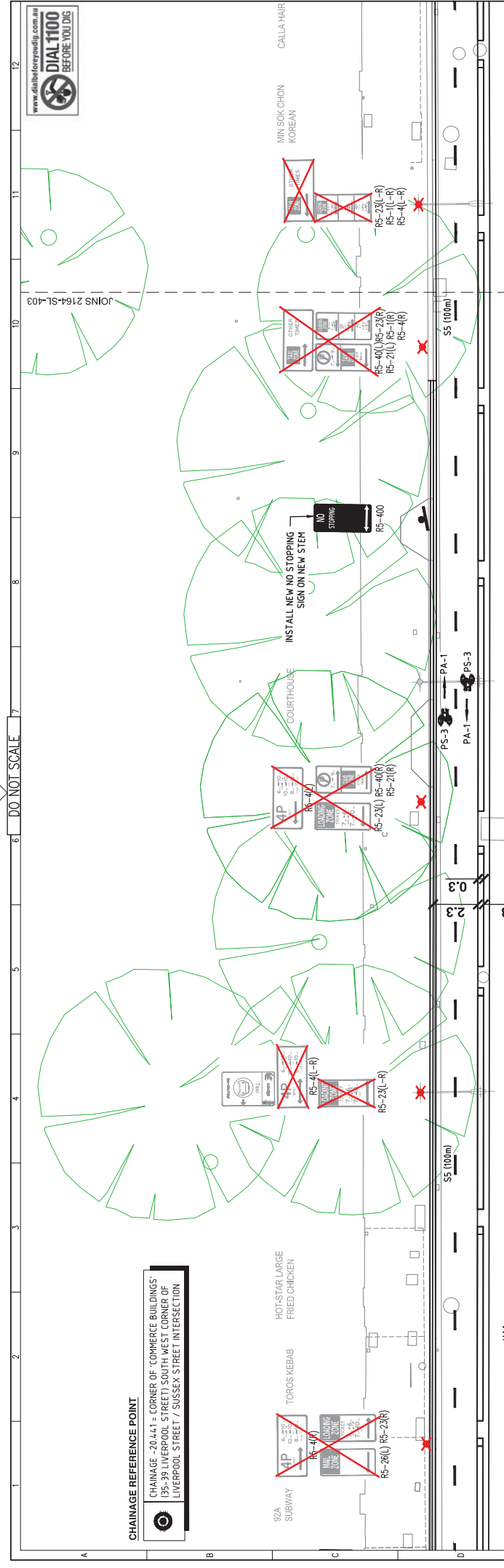
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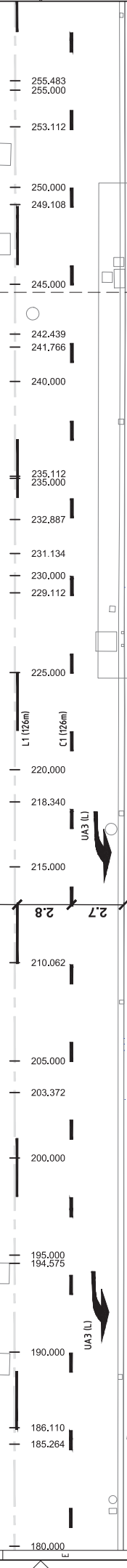
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CHAINAGE REFERENCE POINT
CHAINAGE - 20.441 = CORNER OF 'COMMERCE BUILDINGS'
(35-39 LIVERPOOL STREET) SOUTH WEST CORNER OF
LIVERPOOL STREET / SUSSEX STREET INTERSECTION



LIVERPOOL STREET



SIGNAGE LEGEND

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- EXISTING SIGN TO BE RETAINED (TYPICAL)
- PROPOSED SIGN (TYPICAL)
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 - FOR CONSTRUCTION - 4P PARKING SIGN TIMES AMENDED

No.	Revised	By	Checked	Approved	Date	Status
4		MP/PK	IG		25/02/16	N
3		MP/PK	IG		17/12/14	N
2		MP/PK	IG		30/10/14	N
1		MP/PK	IG		22/10/14	N
B		MP/PK	IG		03/10/14	N
A		MP/PK	IG		02/10/14	N



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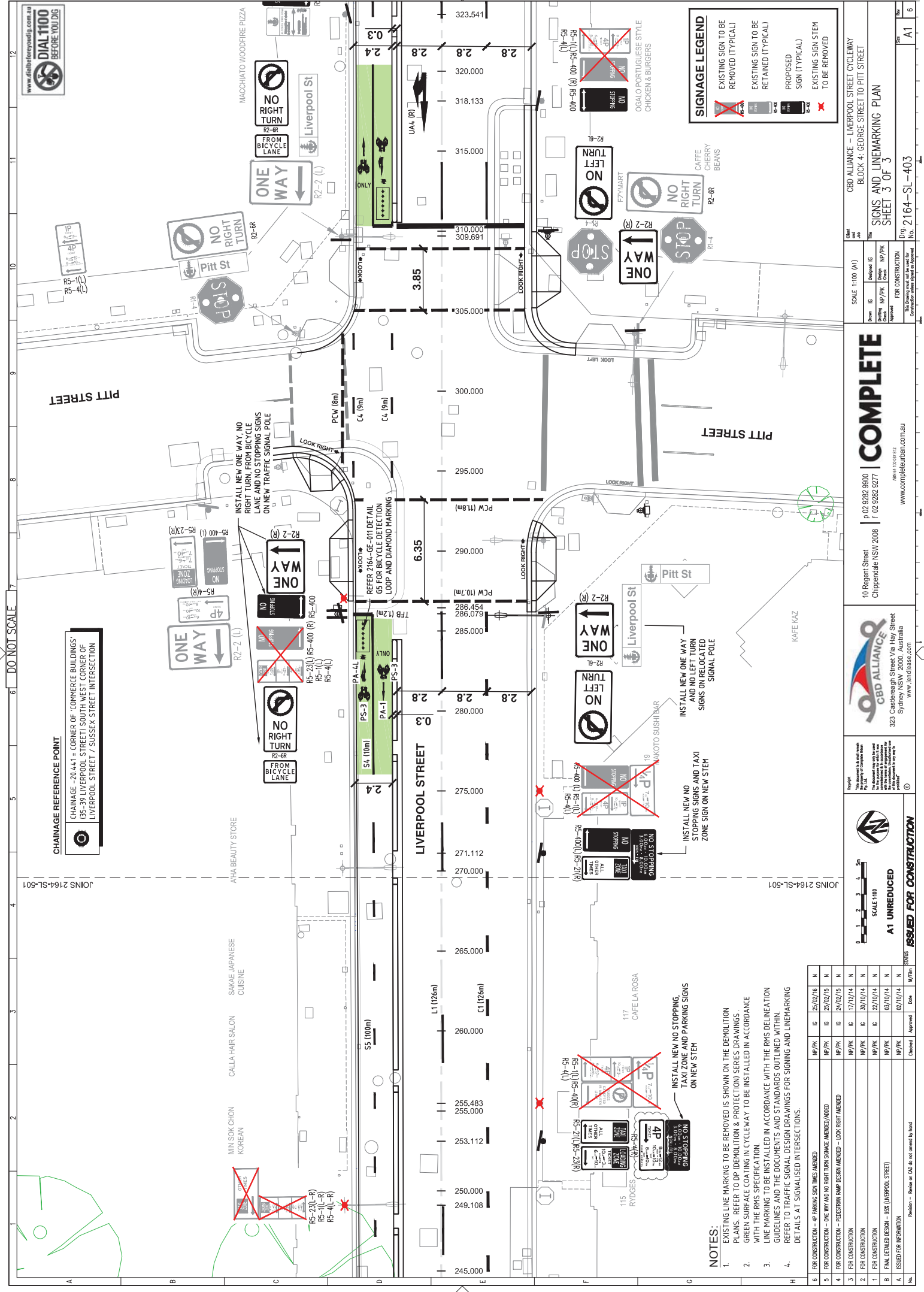
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SIGNING AND LINE MARKING PLAN
SHEET 2 OF 3
Dwg No. 2164-SL-402

Scale 1:100 (A1)
Drawn: IG
Checked: MP/PK
Approved: MP/PK
Date: 25/02/16
Project: CBD ALLIANCE - LIVERPOOL STREET CYCLEWAY
Block 4: GEORGE STREET TO PITT STREET
SHEET 2 OF 3
Dwg No. 2164-SL-402



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This Drawing must not be used for construction unless signed and stamped as approved.			

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Scale 1:100 (A1)
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SIGNS AND LINE MARKING PLAN
 SHEET 3 OF 3

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 A1 UNREDUCED

No	Revision	By	Date	Status
6	FOR CONSTRUCTION - 4P PARKING SIGN TIMES AMENDED	NP/PK	25/02/16	N
5	FOR CONSTRUCTION - ONE WAY AND NO RIGHT TURN SIGNAGE AMENDED/ADDED	NP/PK	25/02/15	N
4	FOR CONSTRUCTION - PEDESTRIAN RAMP DESIGN AMENDED - LOOK RIGHT AMENDED	NP/PK	24/02/15	N
3	FOR CONSTRUCTION	NP/PK	17/12/14	N
2	FOR CONSTRUCTION	NP/PK	30/10/14	N
1	FOR CONSTRUCTION	NP/PK	22/10/14	N
B	FINAL DETAILED DESIGN - 60X (LIVERPOOL STREET)	NP/PK	03/10/14	N
A	ISSUED FOR INFORMATION	NP/PK	02/10/14	N

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INSTALL NEW NO STOPPING, TAXI ZONE AND PARKING SIGNS ON NEW STEM

INSTALL NEW ONE WAY AND NO LEFT TURN SIGNS ON RELOCATED SIGNAL POLE

INSTALL NEW ONE WAY, NO STOPPING SIGNS AND TAXI ZONE SIGN ON NEW STEM

REFER 2164-GE-011 DETAIL G5 FOR BICYCLE DETECTION LOOP AND DIAMOND MARKING

INSTALL NEW ONE WAY, NO RIGHT TURN, FROM BICYCLE LANE AND NO STOPPING SIGNS ON NEW TRAFFIC SIGNAL POLE

CHAINAGE REFERENCE POINT

MIN SOK CHON KOREAN

CALLA HAIR SALON

SAVAE JAPANESE CUISINE

A-HA BEAUTY STORE

MACCHIATO WOODFIRE PIZZA

