

Item 24.**Traffic - Treatment and Parking - Improvements to Victoria Street, Darlinghurst****TRIM Container No.: 2026/251971****Recommendations**

It is recommended that the Forum review the installation of the following traffic treatments and parking changes in Victoria Street, Darlinghurst, between Craigend Street and Burton Street:

- (A) reduce Victoria Streets' existing 2 traffic lanes to one lane mid-block;
- (B) removal of the left turn slip lane from Craigend Street into Victoria Street, note the dedicated left turn lane on Craigend Street is being retained;
- (C) a new two-way separated cycleway on the eastern side of Victoria Street;
- (D) shared paths on the east side of Victoria Street at the intersections with Craigend Street and with Burton Street;
- (E) footpath widening, kerb upgrades and pedestrian ramp upgrades to improve accessibility;
- (F) raise the intersection of Surrey Street and Victoria Street, upgrading the raised pedestrian crossing and providing a new wombat crossing over Surrey Street;
- (G) relocate the bus stop on Victoria Street near Liverpool Street south and convert it to an 'in-lane' bus stop;
- (H) install a continuous footpath treatment on Victoria Street at Hayden Place; and
- (I) parking changes as shown in the attached plan and summarised below.

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City of Sydney proposes to convert the two existing traffic lanes on Victoria Street to one lane, which will create safe spaces for people walking and riding, help local businesses, and make the area greener. The community was initially consulted in September 2025 and the project was approved by Council resolution on 23 February 2026. As the design has progressed, additional community consultation was undertaken for feedback on the specific traffic treatments and parking changes included in the project. Note that changes to signalised intersections are subject to approval by Transport for New South Wales.

Comments

Mid-block Lane Reductions

This proposal would help to improve general safety in the area by reducing the speed of traffic travelling along Victoria Street (due to narrowing the road) and by providing protected space for people to walk and ride. This measure is part of the City's commitment to calm traffic and improve residential amenity. Intersection capacity along the corridor has been modelled in SIDRA Intersection software, which found acceptable levels of service for vehicles on Victoria Street.

Emergency Services Access

Victoria Street is frequently used by emergency vehicles travelling to and from Fire and Rescue NSW Darlinghurst Fire Station and St Vincents Hospital. These organisations have been consulted on the proposed changes. The changes were also discussed at the City's Local Emergency Management Committee (LEMC) in November 2025.

Traffic modelling indicates that overall Level of Service throughout the corridor remains acceptable. The cycleway has also been designed to accommodate emergency vehicles including fire and rescue appliances under emergency conditions.

Wombat Crossings

This proposal will improve safety at the existing wombat crossing north of Surrey Street by reducing the approaching traffic lanes from 2 to 1. This brings the crossing into compliance with NSW technical directions and Australian Standards. The additional wombat crossing on Surrey Street will reinforce pedestrian priority at the intersection.

Parking Changes

This proposal will result in the net loss of one kerbside car parking space. The project team is currently considering closure of Hayen Place north of Liverpool Street which would allow for an increase in the overall number of kerbside parking spaces. This is subject to further community consultation and review by the Forum. Some parking has been reallocated away from ticket parking to improve access for mobility parking permit holders, provide additional pick up and drop off space, and to service an additional car share vehicle. Ticketed parking

and loading zone times have been updated to be consistent with the City's Neighbourhood Parking Policy. A summary of parking changes is included in the table below and a map of proposed parking restrictions is included in the attachments.

PROJECT PARKING ASSESSMENT	Existing	Proposed	Difference
Total Motor Vehicle Spaces	373m	367m	-6m
Type	Existing	Proposed	Difference
Standard Parking	248m	232m	-16m
Loading Bays	81m	81m	0m
Accessible Parking	6m	16m	+10m
No Parking Australia Post Vehicles Excepted	9m	5m	-4m
Motorbike Parking Only	7m	7m	0m
No Parking Ambulance Vehicles Excepted	11m	8m	-2m
No Parking Car Share Vehicles Excepted	11m	17m	+6m

PROJECT BICYCLE PARKING ASSESSMENT	Existing	Proposed	Difference
On-Street Bike Share Parking	0m	12m	+12m

Consultation

The City consulted local residents and businesses in the area. There were 605 letters were sent to residents on Victoria Street, Nimrod Street, Caldwell Street, Surry Street, Liverpool Street and Hardie Street. The City received 25 responses of which 3 supported the proposed transport facilities, 18 objected and 4 wished to provide specific feedback only. Feedback received and the City's responses are summarised below.

Comment	No. of submissions	City of Sydney Response
Emergency service access will be negatively impacted due to congestion and suggested use of	14	Emergency services have been consulted on the project and are supportive of the proposal to reduce trafficable lanes from 2 to 1. In case

Comment	No. of submissions	City of Sydney Response
cycleway for emergency access is insufficient		of an emergency, and the road is blocked, an alternate access has been provided via the cycleway.
In-lane bus stop and lack of service bays will cause congestion	3	The provision of dedicated parking bays on waste collection days is under investigation by the project team. Bus services on this route operate on a 15-minute frequency. One bus stopping at the in-lane bus stop every 15 minutes is not expected to have a significant impact on average traffic performance.
Removal of left turn slip lane will cause worsening of already bad congestion on Craigend St. Queues on Craigend St from William St spill back across Victoria St.	14	The design does not propose any changes to the downstream departure arrangement on William Street. As such the queuing associated with William Street will remain similar to the existing conditions. The proposed design also maintains access to the existing Craigend Street designated left-turn lane consistent with the existing arrangement. i.e people are entering the left turn slip lane at the same location. The result of William Street backing up into Craigend Street is that drivers cannot enter the left turn slip lane until the Craigend Street through movement is progressed. This condition will be consistent between both existing and proposed conditions and will remain unchanged. While the project removes the existing free-flow slip lane, the introduction of signal control is expected to result in minor additional delay to the left-turn movement, as vehicles are expected to be held to provide pedestrian protection.

Comment	No. of submissions	City of Sydney Response
		Vehicles are therefore expected to have similar opportunities to enter the left turn lane as the existing arrangement. In addition this change results in an improvement to pedestrian safety at this location.
Cycleway is not useful, especially to 'real' cyclists (vs delivery riders) and is duplicated on Bourke St	11	The inclusion of the cycleway aligns with the City's Cycling Strategy and Action Plan.
Cycleway will be useful	2	
Share bike parking isn't needed and/or won't be used	3	The City supports safe, sustainable and accessible transport options, including share bikes. To address concerns around footpath clutter and improve public spaces, we've designated share bike parking areas in key locations across our area.
New outdoor dining isn't required / furniture is often left blocking footpaths	2	The proposed upgrade formalises the existing temporary outdoor dining within the roadway by widening the footways. The City's outdoor dining policy requires a clear path of travel for pedestrians.
The proposal will generally increase traffic congestion in the area	13	Traffic modelling has been undertaken and has demonstrated that the intersection level of service for traffic has not been significantly reduced.
There will be less parking available	1	The project is targeting no net loss of parking. The current design broadly meets this goal and future changes at Hayden Place will allow for additional parking spaces to be provided.
The shared paths at either end of the cycleway will be unsafe	1	Shared paths are required at either end of the cycleway to allow user to safely rejoin the footpath. The footpaths in these locations are 5.5

Comment	No. of submissions	City of Sydney Response
		and 6m wide and can accommodate pedestrians and cyclists. Victoria St is identified as part of the local bike network in the City's Cycling Strategy & Action Plan. Future works will connect this section to the north and south.
Extra car share parking is not needed	2	Demand for existing car share spaces in the area is high and the additional parking space will reduce local resident's dependence on private vehicle ownership.
The proposed loading zone north of Surrey Street will cause noise impacts and loss of amenity for adjacent residential dwellings	4	Alternative loading zone locations will be reviewed; however the current location is considered the most appropriate to service nearby properties.
The raised intersection is unsafe and people will walk across it thinking it's footpath	1	The raised intersection has clear pedestrian crossing line markings. Additional kerbside planting will discourage pedestrians cutting across the roadway.
The traffic modelling does not accurately represent Craigend Street / Victoria Street operations	6	The modelling has been set up based on industry standards to estimate the conditions at this intersection. Traffic modelling has been undertaken and has demonstrated that the level of service for traffic has not been significantly reduced.
The traffic modelling does not accurately represent the future operation of Burton St and Liverpool St intersections	6	The modelling has been set up based on industry standards to estimate the conditions at these intersections. Traffic modelling has been undertaken and has demonstrated that the level of service for traffic has not been significantly reduced.
New trees should be evergreen to ensure the street looks nice in winter	1	The proposed trees for Victoria St are as per the City's Street Tree Master Plan. These are the Simon Poplar, Callery Pear and Tulip Tree.

Comment	No. of submissions	City of Sydney Response
Pavement colour should be more like Womerah Ave and not grey/dull	1	The concrete unit pavers will be as per the City's Technical Specifications.

Financial

Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached

ALEX SAUNDERS, SENIOR TRAFFIC ENGINEER