

Item 60.**Other Authorities - Traffic Treatment - Streetscape Improvements - Liverpool Street, Sydney**

TRIM Container No.: X021139

Recommendations

It is recommended that the Committee endorse the following:

- (A) Extension of the 2.4 metre wide two-way separated cycleway on the northern side of Liverpool Street between the points 8.6 metres and 14.7 metres east of Sussex Street;
- (B) Provision of a 2.4 metre wide two-way separated cycleway on the southern side of Liverpool Street between the points 4.7 metres and 46.1 metres west of Sussex Street;
- (C) Footpath widening on the southern side of Liverpool Street between the points 9.7 metres and 23.0 metres west of Sussex Street;
- (D) Provision of 'Bicycles Excepted' to the No Left Turn restriction from Sussex to Liverpool Streets;
- (E) Installation of a Shared Path on the southern side of Liverpool Street between the points 30.8 metres and 42.4 metres west of Sussex Street;
- (F) Reallocation of parking on the northern side of Liverpool Street between the points 13.6 metres and 39.4 metres (four car spaces) west of Sussex Street as No Stopping; and
- (G) Reallocation of parking on the southern side of Liverpool Street between the points 9.7 metres and 23.0 metres (two car spaces) west of Sussex Street as No Stopping.

It is recommended that the Committee note the following:

- (H) Installation of three aspect bike lanterns at the intersection of Liverpool and Sussex Streets.

Voting Members for this Item

Voting Members	Support	Object
Place Management NSW	[Insert]	[Insert]
Roads and Maritime Services	[Insert]	[Insert]

NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Background

The Sydney Centre Access Strategy was published by Transport for NSW in December 2013 and identified Liverpool Street as part of the NSW Government's strategic cycleway network. In 2015 a two-way separated cycleway was constructed by the NSW Government on the northern side of Liverpool Street between Sussex and Castlereagh Streets. Liverpool Street cycleway is the only east-west aligned cycleway in Sydney CBD. It plays a vital role in the cycleway network as it connects the two north-south aligned cycleways on Kent and Castlereagh Streets.

The termination of Liverpool Street cycleway at Sussex Street results in a network gap between the cycleway and Darling Harbour. There is currently no legal means for people to ride eastwards along Liverpool Street between Darling Harbour and the existing cycleway.

Liverpool Street between Sussex Street and Darling Harbour is a key corridor for people cycling between the Inner West, Darling Harbour and Sydney CBD. Counts undertaken on Tuesday 26 March 2019 recorded a total of 527 cyclists at the intersection of Liverpool and Sussex Street between 6am and 9am, and 4pm and 7pm.

The City's Cycle Strategy and Action Plan 2018-2030 was adopted by Council in November 2018 and includes Liverpool Street between Sussex Street and Darling Harbour as a planned regional cycle route. Changes are proposed on Liverpool Street to connect the existing separated cycleway with Darling Harbour.

Place Management NSW are the authority responsible for Liverpool Street between Sussex and Harbour Streets as well as the bridges between Liverpool Street and Darling Harbour.

Comments

Separated Cycleway

It is proposed to extend the existing separated cycleway on the northern side of Liverpool Street westwards to the intersection with Sussex Street. To enable this it is proposed demolish part of the existing kerb extension.

Two pedestrian bridges currently provide access between Liverpool Street and Darling Harbour over Harbour Street. The bridge on the northern side of Liverpool Street has stairs at its eastern and western ends. The bridge on the southern side of Liverpool Street has no stairs and as such is currently used by cyclists to provide access between Liverpool Street and Darling Harbour.

A separated cycleway is proposed on the southern side of Liverpool Street to provide a connection between Sussex Street and the stair-free bridge on the southern side of Liverpool Street.

Shared Path

A shared path is proposed on the southern side of Liverpool Street to provide a connection between the separated cycleway and the bridge on the southern side of Liverpool Street.

According to Transport for NSW Centre for Road Safety, the recommended minimum shared path width is 2.5 metres, which is based on Austroads guidelines. The southern path of Liverpool Street is 5.6 metres wide, in excess of the minimum recommended Shared Path width.

According to Transport for NSW Centre for Road Safety research findings published in August 2015, Shared Paths represent a relatively low safety risk.

Footpath Widening and Parking

It is proposed to remove two parking spaces from the southern side of Liverpool Street to accommodate the separated cycleway and to remove the inset parking bay. It is proposed to widen the footpath at the inset parking bay to improve safety and access for people walking.

It is proposed to remove four part-time parking spaces on the northern side of Liverpool Street to accommodate the separated cycleway and provide a permanent traffic lane.

Traffic Signals

It is proposed to install three aspect bicycle lanterns on Liverpool Street at the intersection with Sussex Street to provide a connection between the separated cycleways and enable riders to cross Sussex Street.

An updated Traffic Control Signal (TCS) plan for the proposed bicycle lanterns was submitted to Roads and Maritime Services (RMS) on 24 September 2019. The TCS plan is currently under review by RMS.

Consultation

The City consulted local residents and businesses in the area with 2,114 letters sent out requesting feedback on the proposal.

The design and details of the proposal were available on the Sydney Your Say website with feedback able to be provided between 30 September and 28 October 2019 via an online form and survey. The consultation was promoted on the SydneyCycleways and City of Sydney social media channels as well as the Sydney Your Say and Sydney Cycleways.

A total of 202 formal submissions were received with 172 responses supporting the project, 28 somewhat supporting and two opposing. The two submissions opposing the proposal did not provide reasons why.

Financial

The City has accepted a funding offer from the NSW Government as part of the RMS Active Transport Program for construction of the project.

Other Authorities – Traffic Treatment - Streetscape Improvements - Liverpool Street, Sydney

JUSTIN MURPHY - SENIOR DESIGNER - CYCLING

ANTON LEDDIN - DELIVERY MANAGER

TIM GEORGE - PROJECT MANAGER