

Relevant Information for Council

FILE: X037203 **DATE:** 18 February 2022

TO: Lord Mayor and Councillors

FROM: Kim Woodbury, Chief Operations Officer

THROUGH: Monica Barone, Chief Executive Officer

SUBJECT: Information Relevant To Item 7.2 – Project Scope - Oxford and Liverpool Street Cycleway

Alternative Recommendation

It is resolved that Council:

- (A) approve the concept design for the Oxford and Liverpool Street cycleway as shown in Attachment B to the subject report for ~~detailed documentation and construction tender~~ ***ongoing consultation with Sydney Gay and Lesbian Mardi Gras during the next phase of detailed design and documentation prior to construction tender;***
- (B) ***note the changes the City is already making to the design following community feedback as outlined in the subject Information Relevant To memorandum; and***
- (C) note the estimated project costs as detailed in Confidential Attachment D to the subject report.

(Additions shown in ***bold italics***, deletions shown in ~~strike through~~).

Background

At the 14 February 2022 meeting of the Environment Committee, further information was sought on the following:

- how the City's design balances the needs of the community and the Sydney Mardi Gras; and
- how the City has responded to issues raised by Mardi Gras, and if any further changes can be made following further discussion with Mardi Gras to resolve concerns.

The City's design for the Oxford Street / Liverpool Street cycleway aims to balance the access and safety needs of all road users, 365 days of the year with the unique safety and operational requirements of the annual Mardi Gras parade.

The needs of the annual Mardi Gras parade were a key consideration when the City decided to modify the design from temporary (centre-running) cycleway to a permanent cycleway (located along the northern side).

Following community feedback in 2020 on a proposed central running temporary cycleway, City staff met with representatives of Mardi Gras on 15 October 2021 as part of early engagement with key stakeholders prior to the 2021 community engagement and survey of the current concept design.

In response to the issues raised by Mardi Gras the City is making the following changes to the design exhibited to the public in late 2021 as we further develop the detailed designs:

- remove the existing median in Liverpool Street to provide additional marshalling and manoeuvring space for Mardi Gras; and
- change the design to remove proposed concrete traffic medians on Liverpool street (near Wentworth Avenue) and Oxford Street (near Brisbane Street) and replace them with painted medians so as to provide extra marshalling, manoeuvring and parade space.

Following the Environment Committee meeting, the Lord Mayor, Member for Sydney and the City's Chief Operating Officer met with the Chief Executive Officer of Sydney Gay and Lesbian Mardi Gras, staff and consultants on 16 February 2022.

At this meeting, City staff presented an overview of their understanding of key issues raised by Sydney Gay and Lesbian Mardi Gras, described the changes to date made in response. The Sydney Gay and Lesbian Mardi Gras CEO reiterated the key crowd management and safety issues that would need to be mitigated and relevant Government Agency approvals required. It was agreed that the City would work closely with Sydney Gay and Lesbian Mardi Gras to mitigate risks during the detailed design phase of the project, noting that construction will not take place until April 2023.

On 17 February 2022 the City's Chief Operating Officer, Executive Manager, City Access, and Transport, Executive Producer, Creative City, Manager Risk and Governance, Manager Security and Emergency Management met with the Parade Producer, Sydney Gay and Lesbian Mardi Gras, staff and consultants to discuss in more detail issues and mitigation options available.

Sydney Gay and Lesbian Mardi Gras staff re-stated their key concerns:

1. The proposed cycleway along Oxford Street would require Mardi Gras to change how it operates the annual parade and this would necessitate approval by a range of agencies (policy, ambulance, fire etc). This could require additional time, resources and money.
2. A key issue associated with the cycleway design is that it would locate a cycleway 'separator' in the area currently used for parade spectators. This would likely necessitate one of the following options:
 - (a) retain the spectator area (north side) as per existing temporary crowd control barrier locations and mitigate the trip hazard associated with the cycleway separator located within the spectator area; or

- (b) narrow the spectator area (north side) and locate crowd control barriers along the proposed cycleway separator, mitigating the trip hazard associated with the cycleway separator. This would enable widening the spectator space on southern side by the same amount. This would result in an imbalance between spectator loads on each side of the street (extent to be confirmed) which might cause concerns for emergency services (and therefore require mitigation).
3. One additional bus shelter being installed and the associated climbing risk during the event.

The City reaffirmed its commitment to working closely with Sydney Gay and Lesbian Mardi Gras over the next few months during the detailed design phase of the project, to work through issues relating to parade operation, safety and approvals. The City has sent Sydney Gay and Lesbian Mardi Gras more detailed engineering plans to precisely locate their preferred temporary crowd control barrier locations in relation to the proposed cycleway separator. It was agreed that a number of meetings will take place between the parties and Government Agencies over the next few months to resolve the outstanding issues, event management approvals and cycleway design.

Impact of closure of Liverpool Street on emergency vehicles

The Oxford Street cycleway and access into eastern Liverpool Street has been designed to enable access by emergency vehicles.

Bus Stop 201055 (Oxford Street opposite Brisbane Street)

The proposal is to provide a bus shelter (and bench) on the bus platform, which is DDA compliant and accessible by a level crossing.

Memo from Kim Woodbury, Chief Operating Officer

Prepared by: Kim Woodbury, Chief Operating Officer

Approved



MONICA BARONE
Chief Executive Officer