

Item 30.**Traffic Treatment - Separated Cycleway - Castlereagh Street, Sydney****TRIM Container No.: 2022/376817****Recommendations**

It is recommended that the Committee endorse the following traffic treatments in Sydney:

- (A) Separated bi-directional cycleway on the western side of Castlereagh Street between Liverpool and King Streets;
- (B) Separated bi-directional cycleway on the northern side of Liverpool Street between Castlereagh and Elizabeth Streets; and
- (C) Footpath widening on the western side of Castlereagh Street, Sydney between the points: 52.9 metres and 186.6 metres north of Liverpool Street, 305.6 metres to 414 metres north of Bathurst Street, 510 metres to 695.8 metres north of Park Street, 776.6 metres to 888.5 metres north of Market Street, and 907 metres to 921.3 metres north of King Street.

It is recommended that the Committee endorse the following reallocation of parking in Sydney:

On the western side of Castlereagh Street:

- (D) "No Stopping" between the points 85.0 metres to 186.6 metres and the points 258.6 metres to 272.2 metres, north of Liverpool Street;
- (E) "No Stopping" between the points 305.6 metres to 414.0 metres, north of Bathurst Street;
- (F) "No Stopping" between the points 470.8 metres to 516.3 metres, north of Park Street;
- (G) "No Parking" between the points 516.3 metres and 536.3 metres, north of Park Street;
- (H) "No Stopping" between the points 536.3 metres to 695.8 metres, north of Park Street; and
- (I) "No Stopping" between the points 745 metres to 760 metres, 776.6 metres to 812.6 metres and 835.6 metres to 888.5 metres, north of Market Street.

On the eastern side of Castlereagh Street:

- (J) "Bus Lane 3-8pm Mon-Fri" between the points 53.5 metres and 273.4 metres, north of Liverpool Street;
- (K) "Loading Zone 6am-3pm 8am-MIDNIGHT Mon-Fri 10am-6pm Sat" and "No Parking All Other Times" between the points 69.9 metres and 75 metres, north of Liverpool Street;

- (L) "No Parking All Other Times" between the points 75 metres and 98 metres, north of Liverpool Street;
- (M) "No Parking TfNSW Emergency Vehicles Excepted All Other Times" between the points 98 metres and 123 metres, north of Liverpool Street;
- (N) "Loading Zone 6am-3pm Mon-Fri 10am-6pm Sat", "4P Ticket 8pm-Midnight Mon-Fri 6pm-Midnight Sat Sun & Public Holidays" between the points 123 metres and 171.8 metres, north of Liverpool Street;
- (O) "Loading Zone 6am-3pm 8pm-MIDNIGHT Mon-Fri 10am-6pm Sat", "No Parking All Other Times" between the points 171.8 metres and 181.5 metres, north of Liverpool Street;
- (P) "No Parking Fire Brigade Vehicles Excepted All Other Times" between the points 196.8 metres and 221.3 metres, north of Liverpool Street;
- (Q) "Bus Lane 3pm-8pm Mon-Fri" between the points 299.7 metres and 420.7 metres, north of Bathurst Street;
- (R) "Loading Zone 6am-3pm Mon-Fri 10am-6pm Sat", "Taxi Zone Other Times" between the points 322.4 metres and 351.3 metres, north of Bathurst Street;
- (S) "Loading Zone 6am-3pm Mon-Fri, 10am-6pm Sat", "4P Ticket 8pm-Midnight Mon-Fri, 6pm-Midnight Sat Sun & Public Holidays" between the points 351.3 metres and 369.7 metres, north of Bathurst Street;
- (T) "Loading Zone 6am-3pm Mon-Fri, 10am-6pm Sat", "No Parking All Other Times" between the points 369.7 metres and 381.5 metres, north of Bathurst Street;
- (U) "Loading Zone 6am-3pm Mon-Fri 10am-6pm Sat", "4P Ticket 8pm-Midnight Mon-Fri, 6pm-Midnight Sat Sun Public Holidays" between the points 381.5 metres and 400 metres, north of Bathurst Street;
- (V) "No Stopping 6am-10am 3pm-8pm Mon-Fri", "Loading Zone 10am-3pm Mon-Fri 10am-6pm Sat", "1/4P Ticket 8pm-10pm Mon-Fri, 6pm-10pm Sat 8am-10pm Sun & Public Holidays" between the points 476.5 metres and 489.0 metres, north of Park Street;
- (W) "No Stopping" between the points 523.4 metres and 540.2 metres, north of Park Street;
- (X) "Bus Lane 3pm-8pm Mon-Fri" between the points 523.4 metres and 704.8 metres north of Park Street;
- (Y) Loading Zone 6am-3pm Mon-Fri, 10am-6pm Sat" between the points 546.4 metres and 556.1 metres, north of Park Street;
- (Z) Loading Zone 6am-3pm Mon-Fri 10am-6pm Sat", "4P Ticket 8pm-Midnight Mon-Fri, 6pm-Midnight Sat Sun & Public Holidays" between the points 556.1 metres and 564.9 metres, north of Park Street;

- (AA) Loading Zone 6am-3pm Mon-Fri, 10am-6pm Sat", "No Parking Coaches Excepted 15 min Limit All Other Times" between the points 564.9 metres and 584.4 metres, north of Park Street;
- (BB) Loading Zone 6am-3pm Mon-Fri, 10am-6pm Sat", "4P Ticket 8pm-Midnight Mon-Fri 6pm-Midnight Sat Sun & Public Holidays" between the points 596.5 metres and 684.4 metres, north of Park Street;
- (CC) Loading Zone 6am-3pm 8pm-MIDNIGHT Mon-Fri 10am-6pm Sat" between the points 684.4 metres and 694.0 metres, north of Park Street;
- (DD) "Bus Lane 3pm-8pm Mon-Fri" between the points 730.6 metres and 889.6 metres, north of Market Street;
- (EE) Loading Zone 6am-3pm 8pm-MIDNIGHT Mon-Fri 10am-6pm Sat" between the points 740.9 metres and 751.2 metres, north of Market Street;
- (FF) Loading Zone 6am-3pm Mon-Fri, 10am-6pm Sat", "4P Ticket 8pm-Midnight Mon-Fri, 6pm-Midnight Sat Sun & Public Holidays" between the points 751.2 metres and 814.4 metres, north of Market Street;
- (GG) Loading Zone 6am-3pm Mon-Fri, 10am-6pm Sat", "4P Ticket 8pm-Midnight Mon-Fri 6pm-Midnight Sat Sun & Public Holidays", "Taxi Zone Other Times" between the points 839.8 metres and 858.9 metres, north of Market Street;
- (HH) Loading Zone 6am-3pm Mon-Fri, 10am-6pm Sat", "No Parking Other Times" between the points 858.9 metres and 875.1 metres, north of Market Street;
- (II) "No Stopping" between the points 875.1 metres and 889.6 metres, north of Market Street; and
- (JJ) "Bus Lane 3pm-8pm Mon-Fri" between the points 913.7 metres and 921.3 metres, north of King Street.

On the southern side of Liverpool Street:

- (KK) "No Stopping" between the points 61.5 metres and 100.3 metres, west of Castlereagh Street; and
- (LL) "No Stopping 3pm-8pm Mon-Fri", "4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat, 8am-10pm Sun & Public Holidays", "Loading Zone 6am-3pm Mon-Fri 6am-10am Sat" between the points 100.3 metres and 106.8 metres, west of Castlereagh Street.

It is recommended that the Committee note the following traffic changes at signalised intersections in Castlereagh Street between Liverpool and King Streets:

- (MM) Protected cycle turn bay at northwest corner of the Liverpool Street and Castlereagh Street intersection
- (NN) Cycle hook-turn storage bays at the southwest and northwest corners of the Park and Castlereagh Streets intersection;
- (OO) Cycle hook-turn storage bays at the northwest corner of the King and Castlereagh Streets intersection;

(PP) Right-turn ban from Castlereagh Street into Park Street;

(QQ) Right-turn ban from Castlereagh Street into Liverpool Street; and

(RR) Left-turn ban from Castlereagh Street into Bathurst Street.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The proposed Accelerated Bike Network Program: Castlereagh Street North project involves the extension of the existing Castlereagh Street Cycleway on Castlereagh Street, Sydney to include the area between Liverpool Street and King Street.

Castlereagh Street is an important, central, north-south connection in Sydney's Bike Network, identified in Council's Strategy and Action Plan. These links are aligned with the NSW Government's Co-designed Bicycle Network (Principal Bike Network) for Inner Sydney and their Sydney City Centre Access Strategy.

The design approach is consistent with the Town Hall Public Domain Plan that Council adopted in October 2021 and with the NSW Government's Movement and Place Framework, its Road User Space Allocation Policy, and its hierarchy of road users, which prioritises people walking. To accommodate the proposed changes the number of general

traffic lanes on Castlereagh Street would be reduced by one. The City collaborated closely with NSW Government agencies on the reallocation of the traffic and parking lane.

The proposed extension of the Castlereagh Street cycleway would encourage more of Greater Sydney's residents and workers to cycle by providing a safer and more accessible route through the CBD via Castlereagh Street and connect to the broader cycling network. The project will also widen the western footpath on Castlereagh Street and support improvements to the public domain in the area.

Comments

Separated Cycleway

A separated bi-directional cycleway on the western side of Castlereagh Street, between Liverpool and King Streets is proposed. Providing two-way bike access through the City Centre to workplaces, businesses, and residences on Castlereagh Street which is currently one-way southbound for general traffic. The cycleway is important for the safety of both commuter and delivery bike riders.

It would connect:

- (A) the existing section of separated bi-directional cycleway on Castlereagh Street between Liverpool and Hay Streets
- (B) the existing cycleway on Liverpool Street between Castlereagh Street and Darling Harbour
- (C) the proposed cycleway on Liverpool Street and Oxford Street between Castlereagh Street and Taylor Square
- (D) the King Street cycleway under construction between Pitt and Phillip Streets. It will then connect, via King Street, to the Pitt Street to Circular Quay.

Footpath Widening

The footpath widening along most of the western side of Castlereagh Street supports City and TFNSW public domain policies and initiatives for greening, economic development, and safety.

Lane Allocation

In December 2021, Transport for NSW consolidated most bus routes onto Elizabeth Street with the result that only a small number of evening peak express buses now use Castlereagh Street. So only a part-time bus lane between the hours of 3pm - 8pm Monday - Friday is proposed.

The proposal retains access for people driving to destinations on Castlereagh Street. The loss of one traffic lane could impact the amount of through traffic using Castlereagh Street during some periods of the day. Transport for NSW nominates Elizabeth Street as the preferred a north-south traffic route.

Kerbside Lane Usage / Parking

The eastern kerbside to be used for loading and servicing. Sixty-five of the current 103 spaces are proposed to be retained, except during the evening peak. Most loading and servicing activity in the city centre occurs before 3pm.

Turn bans

Bans to right turn movements from Castlereagh Street to Park Street and Liverpool Street as well as left turn movements from Castlereagh Street to Bathurst Street are proposed. These have been developed in consultation with Transport for NSW and will improve safety for cyclists and pedestrians, simplify the operation of intersections on Castlereagh Street and redirect traffic to Elizabeth Street. Note that emergency vehicles are exempt from turn restrictions under road rules 306.

Consultation

The City consulted local residents and businesses in the area over six weeks between 25 March and 6 May 2022. There were 3,420 letters sent out with 105 responses supporting the proposal and 52 responses opposing the proposal. An online information session and in-person drop-in sessions were also held.

Key points raised during the consultation include: general support for the project, support for signal phasing to favour cyclists, more physical protection adjacent the fire station, more turning lanes for motor vehicles, requests for more trees, more bicycle / motor bike parking, changes to the number of loading zones, more parking and connections to other cycleways.

The City also consulted with the following stakeholders: Transport for NSW, Castlereagh Street boutique Hotel and Fire and Rescue NSW.

Financial

The project is jointly funded by the City and NSW Government as part of the Transport for NSW Active Transport Program.

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