

Traffic Treatment and Parking - Separated Cycleway, Permanent Road Closures, Turn Bans and Parking Changes - Oxford Street and Liverpool Street, Sydney and Darlinghurst

TRIM Container No.: X039658.004

Recommendations

It is recommended that the Committee endorse the following traffic treatments in Sydney and Darlinghurst, subject to TfNSW approving the Traffic Management Plan (TMP):

- (A) Bidirectional separated cycleway along the northern kerbside of Liverpool Street and Oxford Street between Castlereagh Street and Flinders Street;
- (B) Permanent road closure of Liverpool Street at Oxford Street;
- (C) Convert Liverpool Street to a two-way road between Oxford Street and Yurong Street; and
- (D) Restrict left turn access into Palmer Street from Oxford Street.

It is recommended that the Committee endorse the following reallocation of parking in Sydney and Darlinghurst, subject to TfNSW approving the TMP:

- (E) On the northern side of Liverpool Street between Elizabeth and Oxford Streets as "No Stopping";
- (F) On the western side of Elizabeth Street, between the points 0 metre and 100.3 metre, north of Liverpool Street as "No Stopping";
- (G) On the western side of Elizabeth Street, between the points 100.3 metre and 107.3 metre, north of Liverpool Street as "No Stopping - Aust Post Vehicles Excepted";
- (H) On the eastern side of Elizabeth Street, between the points 40 metre and 50 metre, north of Liverpool Street as "Loading Zone - Vehicles under 9 metres Only";
- (I) On the eastern side of Elizabeth Street, between the points 50 metre and 71.6 metre, north of Liverpool Street as "No Stopping";
- (J) On the southern side of Liverpool Street, between the points 0 metre and 115.5 metre, west of Oxford Street as "No Stopping";
- (K) On the southern side of Liverpool Street, between the points 115.5 metre and 127.5 metre, west of Oxford Street as "No Parking";
- (L) On the southern side of Liverpool Street, between the points 127.5 metre and 153 metre, west of Oxford Street as "Bus Zone";

- (M) On the southern side of Liverpool Street, between the points 153 metre and 221.7 metre, west of Oxford Street as "No Parking";
- (N) On the northern side of Liverpool Street, between the points 0 metre and 52.8 metre, east of Oxford Street as "No Stopping";
- (O) On the southern side of Liverpool Street, between the points 22.5 metre and 35 metre, east of Oxford Street as "1/4P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat" and "2P Ticket 6-10pm Mon-Fri 12.30pm-10pm Sat 8am-10pm Sunday and Public Holidays Permit Holders Excepted Area 21"
- (P) On the southern side of Liverpool Street, between the points 35 metre and 41.5 metre, east of Oxford Street as "No Parking Authorised Car Share Vehicle Excepted";
- (Q) On the southern side of Liverpool Street, between the points 41.5 metre and 54.2 metre, east of Oxford Street as "Loading Zone 7.30am-3pm Mon-Fri 8.30am-12.30pm Sat" and "2P Ticket 6-10pm Mon-Fri 12.30pm-10pm Sat 8am-10pm Sunday and Public Holidays Permit Holders Excepted Area 21";
- (R) On the northern side of Oxford Street, between the points 52.2 metre and 109 metre, east of Liverpool Street as "Loading Zone 7.30am-3pm Mon-Fri 8.30am-12.30pm Sat", "Taxi Zone All Other Times" and "Bus Lane 3pm-7pm Mon-Fri";
- (S) On the northern side of Oxford Street, between the points 23.9 metre and 33.2 metre, east of Crown Street as "Loading Zone 7am-3pm Mon-Fri 7am-10am Sat", "Taxi Zone All Other Times" and "Bus Zone Other Times";
- (T) On the western side of Wentworth Avenue, between the points 97.5 metre and 134 metre, south of Liverpool Street as "Bus Zone ".

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]
NSW Police – Surry Hills PAC	[Insert]	[Insert]
NSW Police – Kings Cross PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The City of Sydney has prepared a strategic design plan for the Oxford Street West cycleway, extending from Taylor Square in the east to the intersection of Liverpool Street and Elizabeth Street in the west. The proposed cycleway will be provided along the northern kerb alignment of Oxford Street and Liverpool Street.

The northern kerbside lane on Oxford Street is proposed to be reallocated to create a separated bi-directional cycleway between College Street and Bourke Street. The cycleway along the northern side would reduce the inbound number of traffic lanes from three to two.

The proposal has received in-principal approval from Transport for New South Wales.

No significant changes are proposed to parking and loading on Oxford Street. Transport for NSW will monitor the performance of the westbound kerbside lane and use of off-peak parking and loading spaces for six months after the cycleway opens, to identify and consider potential improvements. This will include evaluating bus reliability and potentially changing off-peak parking and loading hours, in consultation with City of Sydney.

To improve safety for people walking, mitigate traffic flow impacts from the space reallocation and in line with requests from Transport of NSW, the following is proposed as part of the project:

- (a) a right-turn ban from Oxford Street northbound into Palmer Street;
- (b) the closure of Liverpool Street to entering and exiting traffic at its eastern intersection with Oxford Street;
- (c) a left-turn ban from Liverpool Street northbound into College Street;
- (d) a right-turn ban from Liverpool Street northbound into Wentworth Avenue; and
- (e) right-turn bans - both northbound and southbound - from Elizabeth Street into Liverpool Street. Transport for NSW will reroute northbound / eastbound bus routes to Oxford Street via Wentworth Avenue.

The strategic design for the cycleway also includes the closure of Liverpool Street, east of Oxford Street. This closure requires an application for consent to be submitted to Transport for New South Wales (TfNSW), under Section 116 of the Roads Act 1993. A Traffic Management Plan is prepared to discuss the impacts of the proposed road closure and presented for approval to TfNSW.

The City of Sydney proposes to construct the cycleway and implement the turn ban for below reasons:

- Pedestrian safety and connectivity are improved along the northern side of Oxford Street, between College Street and the bus stop opposite Brisbane Street.
- A safe and continuous route for cyclist is provided along the proposed cycleway section on Oxford Street, between College Street and pedestrian crossing east of Brisbane Street.
- Eastbound bus operation on Oxford Street, between College Street and the bus stop opposite Brisbane Street, is improved due to the removal of conflict with vehicles turning left into Liverpool Street and having to give way at the marked foot crossing.
- Safety and amenity for the local community north of Oxford Street, between College Street and Crown Street, is improved as the street closure will minimise of rat-running vehicular traffic from local streets heading towards Cross City Tunnel and Eastern Distributor.

The permanent road closure of Liverpool Street at Oxford Street will result in the following impacts:

- Residents and business owners within the closed section of Liverpool Street can no longer enter the area via Oxford Street.
- Access to Francis Street no longer available from Liverpool Street, west of Oxford Street, due to the left-turn ban from Liverpool Street onto College Street.
- Reduction of loading/servicing area for business along the closed section of Liverpool Street.
- Loss of on-street parking spaces on the north and south sides of Liverpool Street, along the closed section.

The following measures will be implemented to manage the impact of turn ban.

- Section of Liverpool Street, between Oxford Street and Yurong Street to be converted to two-way and turn-around area provided for vehicles at the west end of the section.
- Access for emergency vehicles can be maintained by removing the bollards across Liverpool Street.
- Detour route on Liverpool Street (with two-way traffic between Oxford St and Crown St) for traffic from west / Liverpool St.
- Detour route via College St, Francis St, Hargrave St for approach from the south / Wentworth Avenue.

The traffic detour plan is presented in the attachments.

Comments

Traffic Calming

To enforce the closure at Liverpool Street, removable bollards will be installed at the east of raised threshold on Liverpool Street to prevent vehicle access. Delivery vehicle access to the businesses of this section of Liverpool Street will be from Hargrave Street.

Parking

The proposal is to deliver a safe, separated cycleway and maintain current arrangements for bus stops, taxi, parking and loading spaces by reallocating one city-bound traffic lane to cycleway.

A key outcome of the project is to ensure public transport services are not unduly impacted by the reduction in city-bound traffic lanes from 2 to 1 in the off peak. For this reason, TfNSW will monitor public transport services as part of a six-month trial before committing to maintaining parking and loading spaces on the southern side of Oxford Street for the life of the cycleway. This trial only affects the 18 off-peak spaces on the southern side of Oxford Street between Darlinghurst Road and Elizabeth Street. The cycleway itself or spaces on the northern side are not part of the TfNSW trial.

Six months will allow time to ensure that any impacts on bus services are within the acceptable range. During the trial, TfNSW will manage and mitigate the expected traffic congestion and impacts on bus operations.

In preparation to manage any impacts due to the construction and operation of the cycleway, TfNSW is developing a Concept of Operations for the surrounding transport network.

Liverpool Street Design

Between Oxford Street and Elizabeth Street the cycleway will be centre running like Oxford Street. The cycleway will transition at Elizabeth Street and run along the north side of Liverpool Street between Elizabeth Street and Castlereagh Street.

Liverpool St will be reduced from seven to four lanes at the intersection of Liverpool and College St. Both the left and right turns from Liverpool St eastbound into College St and Wentworth Avenue will be removed.

On Castlereagh Street southbound vehicles will no longer be able to turn right into Liverpool Street.

Approximately 9 ticketed parking spaces will be removed on the northern side of Liverpool Street along Hyde Park to maintain space for 2 lanes of traffic approaching the Oxford St intersection.

At Castlereagh Street the new cycleway will connect to the existing cycleways on Liverpool Street cycleway to the west and Castlereagh Street to the south. A “protected intersection” design is proposed to provide a safe space for turning riders to wait.

The two general traffic lanes on Liverpool Street transition to the southern kerb either side of Castlereagh Street. To facilitate this, one ticketed parking space will be removed on the southern side of Liverpool Street between Castlereagh Street and Elizabeth Street. The two existing off peak loading / parking spaces on Liverpool Street just west of Castlereagh Street will also be removed.

College Street Design

A two-way cycleway separated from traffic will run along the western side of College Street between Oxford Street and St Marys Road.

The number of vehicle lanes will be reduced from 3 to 2 heading in the northbound direction (western side). Parking and loading on the eastern side of College Street will not be changed.

There are no proposed changes to turning movements at any intersection along College St.

Permanent Closure of Liverpool Street at Oxford Street

Existing ten (10) parallel parking spaces will be converted to seven (7) x 90-degree angled parking spaces which will be on the southern side of the street and one vehicle turning bay.

Seven out of eight parking spaces will be used for vehicle parking. The remaining parking space will be used as turn-around space which will be located adjacent to the existing stair landing.

The existing loading zone will be relocated east of Hargrave Street. It will remain in a parallel parking configuration to accommodate vehicles over 5.2m in length.

Restrict left turn access into Palmer Street from Oxford Street

No changes are proposed to parking and loading on Palmer Street.

Road Safety

Transport for NSW research has found that 70% of Greater Sydney residents would ride, or ride more, if there were safe cycleways, separated from traffic. Recent surveys of residents in the City of Sydney and neighbouring council areas have consistently found over 70% support for building a bike network and separated cycleways.

Connection to Existing Bike Network

Oxford and Liverpool Streets are important connections 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.

Consultation

The City exhibited the concept design for the cycleways on Oxford and Liverpool Streets and consulted with the community over four weeks between 28 October and 25 November 2021. 157 submissions were received.

The City consulted with the following stakeholders to inform the development of the concept design:

- Transport for NSW
- Anzac Memorial
- Sydney Gay and Lesbian Mardi Gras
- Community and business leaders
- Woollahra Municipal Council
- Office of Member for Sydney, Alex Greenwich
- Paddington Business Partnership
- RSL NSW

Consultation activities included:

- A newspaper advertisement was published in the Sydney Morning Herald on Wednesday 22 February 2023 in relation to the proposal to permanently close Liverpool Street at Oxford Street and restrict left turn access into Palmer Street Darlinghurst – Section 116 exhibition. Also 1550 letters were sent to the surrounding businesses and residents requesting feedback on the proposal.
- Two information sessions were held online, being a lunch time session on 10 November 2021 and an afternoon session on 11 November 2021.
- Three in-person drop-in sessions were held at Taylor Square on 16, 17 and 18 November 2021.
- The Sydney Your Say page was visited 1,012 times during the consultation period. The plan was downloaded 213 times.
- A notification letter was sent to 12,500 properties.
- 126 people dropped 193 pins on the Social PinPoint map-based survey.
- 31 emails submissions were submitted during the public exhibition period.
- The majority of the submissions were supportive of the cycleway works, with several suggestions made to improve the designs.

The main themes in comments received during consultation were as follows:

- Safe riding connections should be continued to Centennial Park, Flinders Street, St Vincents Hospital and Kings Cross.
- Ensure that access to the bus stops over the cycleway is safe, clearly marked and shelters have clear sight lines.
- Ensure traffic signal phasing prioritises people walking and riding.
- Ensure that the design prioritises safety and access for people walking.
- Support the closure of Liverpool Street.

Financial

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

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