

Attachment C

**Proposed Closure of Liverpool Street to
Traffic at Oxford Street and Restrict Left
Turn Access into Palmer Street
Darlinghurst – Section 116 Exhibition**

Proposed closure of Liverpool Street to traffic at Oxford Street and restrict left turn access into Palmer Street Darlinghurst – Section 116 exhibition.

Consultation

The City consulted local residents and businesses in surrounding streets. There were 1550 letters sent requesting feedback on the proposal.

A newspaper advertisement was published in the Sydney Morning Herald on Wednesday 22 February 2023

The details of the proposal were available on the Sydney Your Say website with feedback able to be provided between 20 February 2023 and 23 March 2023 by mail or email. The website was visited 361 times.

A total of 57 formal submissions were received from 56 residents and businesses and one bike user group.

The response to the proposed closure and turn ban is:

	Support	Oppose
Liverpool Street closure	5	32
Palmer Street turn ban	0	3
Both	11	6

Issues and suggestions raised

Relevant proposal	Issue	Cos Response
Liverpool Street	The closure will stop emergency vehicles access	Emergency vehicles would access from Hargrave Street. Furthermore, the bollards installed to enforce the turn ban to Liverpool Street are removable bollards and emergency services have access to remove the bollards during an emergency.
Liverpool Street	The closure will increase traffic on Francis, Hargraves and Yurong streets	<p>Volumes of traffic utilising route via College St, Francis St, Hargrave St are expected to be low, consisting mostly of local traffic.</p> <p>Traffic that would travel through Liverpool Street towards Darlinghurst is expected to use Oxford Street, Crown Street and then Burton Street as this is the more direct route. As such impact to local amenity on local streets north of Oxford Street is expected to be minimal.</p> <p>The City undertook traffic surveys in April 2023 and the data showed that Liverpool Street, east of Oxford Street currently carries a maximum of 192</p>

		<p>vehicles per hour in the AM peak and 209 vehicles per hour in the PM peak.</p> <p>Based on the traffic data, the proposed closure of Liverpool Street will potentially add a maximum of 3-4 vehicles per minute to the left turning movements from Oxford Street into Crown Street in the peak hours. It is expected the small increase will not have a significant impact and the signal operations at Oxford and Crown Streets have adequate capacity to accommodate the additional left turn movements.</p> <p>Seven-day volume counts also have been carried out for Francis Street, Palmer Street and Crown Street which will allow for comparison of pre and post-opening traffic flows.</p>
Liverpool Street	The closure would require space for a U-Turn	The design included adequate space for a standard car to turn around.
Liverpool Street	Provide new loading zones	Loading zone provided on the southern side of Liverpool street.
Liverpool Street	Concern about the reduction of street parking	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.
Liverpool Street	Restrict and enforce access on Liverpool Street west of Hargraves Street	Two-way traffic movement will be implemented in this section of Liverpool Street between Oxford and Yurong Streets.
Liverpool Street	Concern about antisocial behaviour in new pedestrianised area next to the hotel	Increasing the amount of footpath space is not expected to increase anti-social behaviour.
Liverpool Street	Make Liverpool Street a landscaped shared zone between Liverpool and Hargraves streets	Beyond the scope of the project.
Liverpool Street	Use the new pedestrianised area for outdoor dining for the hotel	Such a proposal would need to go through the normal approval processes.
Liverpool Street	Address existing flooding at Liverpool and Oxford streets	To address existing flooding, new stormwater drainage has been proposed along the northern side of Oxford Street between Liverpool and Brisbane Streets.
Liverpool Street	Install a public toilet in Whitlam Square	Beyond the scope of this project.
Palmer Street	The turn ban will increase traffic on Crown Street	The City undertook traffic surveys in April 2023 and the data showed that Liverpool Street, east of Oxford Street currently carries a maximum of 192

		<p>vehicles per hour in the AM peak and 209 vehicles per hour in the PM peak.</p> <p>Based on the traffic data, the proposed closure of Liverpool Street will potentially add a maximum of 3-4 vehicles per minute to the left turning movements from Oxford Street into Crown Street in the peak hours. It is expected the small increase will not have a significant impact and the signal operations at Oxford and Crown Streets have adequate capacity to accommodate the additional left turn movements.</p>
Both	The cycleway will negatively impact businesses	<p>The Oxford Street cycleway is an important measure to improve safety for people riding that is part of a broader plan to improve the amenity for people walking on Oxford Street by reducing through traffic.</p> <p>Various studies have shown that these sorts of measures to increase foot traffic and business patronage has also led to a 30 to 50% increase in spending.</p> <p>Sydney's Bourke Street is a nearby case study where residents and businesses initially objected to street improvements (including a cycleway), but for which there is now very strong support. A walk along Bourke Street shows that since the cycleway was implemented the street has become a vibrant, loved retail street.</p>
Both	The changes will increase traffic on Foley Street	Burton Street will be used as a detour instead of Foley Street.
Palmer Street	Use Burton Street as a detour instead of Foley Street	Burton Street will be used as a detour instead of Foley Street.
Palmer Street	Supports a full closure of Palmer Street	Noted
Both	Retain all heritage gutters	The City will aim to retain the heritage gutters.
Liverpool Street	There isn't enough space for three lanes of cycleway at the intersection of College and Oxford streets	The three lanes of cycleway are required for the safe management of people riding at the intersection. There is adequate space for the three lanes of cycleway at the intersection.
Liverpool Street	The cycleway and proposed access changes need environmental assessment and traffic analysis	There required Review of Environmental Factors has been done.

Liverpool Street	Closure would impact resident and business access to transport services and deliveries	Two-way traffic movement will be implemented in this section of Liverpool Street between Oxford and Yurong Streets.
Liverpool Street	The closure will lead to unsafe pedestrian conditions	<p>The proposed closure will improve safety for people riding and people walking on Oxford Street by reducing traffic.</p> <p>The intersection of Liverpool Street at Oxford Street is heavy foot traffic area. Often the vehicular traffic does not stop to give way as they want to clear the intersection quickly. If drivers do give way to people on the zebra crossing, traffic could back up across College Street.</p>
Liverpool Street	Francis, Hargraves and Yurong streets are too narrow to accommodate more traffic	<p>Volumes of traffic utilising route via College St, Francis St, Hargrave St are expected to be low, consisting mostly of local traffic.</p> <p>Traffic that would travel through Liverpool Street towards Darlinghurst is expected to use Oxford Street, Crown Street and then Burton Street as this is the more direct route. As such impact to local amenity on local streets north of Oxford Street is expected to be minimal.</p>
Liverpool Street	The area where the proposed route for traffic is in a conservation area. Encouraging more traffic down very narrow streets is bad town planning	<p>Volumes of traffic utilising route via College St, Francis St, Hargrave St are expected to be low, consisting mostly of local traffic.</p> <p>The vehicle numbers indicate that the benefit of a safe riding connection and improved place by making the area better for walkers outweighs the issue of a slight detour on to Crown Street.</p>
Liverpool Street	An average of 188 cars per hour are expected to use Francis and Hargraves streets	<p>Volumes of traffic utilising route via College St, Francis St, Hargrave St are expected to be low, consisting mostly of local traffic.</p> <p>Seven-day volume counts have been carried out for Francis Street which will allow for comparison of pre and post-opening traffic flows.</p>
Liverpool Street	This project puts the ease of cyclists ahead of rate paying residents	The project prioritises the safety of people walking and riding.
Liverpool Street	Maps provided were incorrect	Noted

Liverpool Street	Through traffic will not use Oxford and Crown streets because of existing traffic congestions and traffic lights	<p>Seven-day volume counts have been carried out for Crown Street between Oxford and Foley Streets which will allow for comparison of pre and post-opening traffic flows.</p> <p>Based on the traffic data, the proposed closure of Liverpool Street will potentially add a maximum of 3-4 vehicles per minute to the left turning movements from Oxford Street into Crown Street in the peak hours. It is expected the small increase will not have a significant impact and the signal operations at Oxford and Crown Streets have adequate capacity to accommodate the additional left turn movements.</p>
Liverpool Street	The existing connection to the east is better for people heading further into Darlinghurst and Rushcutters Bay	No change to existing connection.
Liverpool Street	Suggest introducing traffic lights at Liverpool and Oxford streets to control cyclists	<p>Transport for NSW does not allow new traffic signals within 130 metres of existing traffic signals.</p> <p>Additional traffic control lights have been proposed to the existing signalised intersections which will be implemented as part of the Oxford Street cycleway project.</p>
Liverpool Street	Traffic turning into College Street from Oxford Street will impede traffic flow	Traffic signals will control the traffic flow of each stream of traffic.
Liverpool Street	Introduce an No Right Hand turn from College onto Francis Street	Right hand turn ban needs to be further investigated.
Liverpool Street	Large amounts of traffic from off street parking will cause congestion on Crown, Hargraves and Francis streets	No change to existing parking has been proposed.
Liverpool Street	Concern about the increase in vehicle emissions into private property	Many people across our council area agree that there should be less air pollution and less traffic. The best solution is to provide better transport options, where at least a portion of drivers will be able to change to non-polluting modes.
Liverpool Street	The existing pedestrian crossing over Liverpool Street works well and will be sufficient for the cycleway	The existing pedestrian crossing has safety issues, as drivers do not always stop for people crossing. When they do stop, they can impede the flow of buses on Oxford Street.
Liverpool Street	Suggest trialling the cycleway and not closing Liverpool Street	The closure is necessary to ensure the safety of people walking and

		riding, and to avoid impeding the flow of buses on Oxford Street.
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Submissions by individuals have been deidentified and grouped. Individual stakeholders won't necessarily see their feedback verbatim.

The submission by Bicycle NSW has reported verbatim.

Sydney Morning Herald Public Notice



PROPOSAL TO PERMANENTLY CLOSE LIVERPOOL STREET AT OXFORD STREET, DARLINGHURST (VEHICULAR TRAFFIC)
The City of Sydney invites your feedback, under Section 116 of the Roads Act 1993, on a proposal to close Liverpool Street at Oxford Street to improve safety for people walking and riding. You can view the proposal and give your feedback at sydneyyoursay.com.au by 6pm 23 March 2023. Submissions can also be made to Transport for NSW by emailing NetworkSydney.South@rms.nsw.gov.au. For more information on the proposal, please contact Craig Ryan, Senior Community Engagement Coordinator, on 02 9265 9333 or at crryan@cityofsydney.nsw.gov.au.

PROPOSAL TO RESTRICT LEFT TURN ACCESS INTO PALMER STREET FROM OXFORD STREET, DARLINGHURST
The City of Sydney invites your feedback, under Section 116 of the Roads Act 1993, on a proposal to restrict left turn access from Oxford Street onto Palmer Street to improve safety for people walking and riding. You can view the proposal and give your feedback at sydneyyoursay.com.au by 6pm 23 March 2023. Submissions can also be made to Transport for NSW by emailing NetworkSydney.South@rms.nsw.gov.au. For more information on the proposal, please contact Craig Ryan, Senior Community Engagement Coordinator, on 02 9265 9333 or at crryan@cityofsydney.nsw.gov.au.