

**ITEM 4. BROADWAY CYCLE LINK STREETScape UPGRADE –
CHIPPENDALE AND DARLINGTON – REVISED CONCEPT PLAN****FILE NO: S095127****SUMMARY**

The Broadway Cycle Link is part of the City's broader Cycling Strategy and Action Plan. It connects two major east/west cycle routes; Leichhardt to City South/Central and Newtown to Bondi Junction.

The majority of the Broadway Cycle Link will be a mixed traffic environment, where bike riders share the road with other traffic in a slow speed environment. Sections of the route are shared paths adjacent to the road, or through street closures and open spaces.

The project was reported to the Environment Committee for consideration at its meeting 17 June 2013. At its meeting on 24 June 2013, Council resolved, in part, that:

- (A) Council defer endorsement of the draft concept plan of the Broadway cycle link streetscape improvements for further consideration, in consultation with residents, of the proposed route, including:
- (i) improved safety on the shared path in Peace Park, including investigation of alternative cycling routes; and
 - (ii) assessment of the impact of traffic signals at the intersection of Abercrombie, Myrtle and Meagher Streets on traffic movements in local streets.

In response to Council's Resolution of 24 June 2013, this report:

- presents additional background on the earlier route investigations to determine the best route for the Broadway Cycle Link;
- outlines additional design investigations and refinements recommended for Peace Park; and
- outlines additional design investigations and refinements recommended for the intersection of Abercrombie, Myrtle and Meagher Streets.

The report also describes the detail of the proposal inclusive of these refinements.

The proposal will deliver a range of improvements to pedestrian amenity and safety, many of which are recommended in the Chippendale Pedestrian, Cycling and Traffic Calming Plan endorsed by Council in March 2008. The proposal integrates a series of streetscape and footpath amenity improvements that provide a more liveable, green pedestrian corridor.

The purpose of this report is to obtain Council's endorsement to the amended design, developed following community consultation, for implementation.

RECOMMENDATION

It is resolved that:

- (A) Council endorse the scope of the Broadway Cycle Link streetscape improvements as described in the subject report and the Draft Concept Plan at Attachment A to subject report, as amended by Attachments C and D to the subject report, for the purpose of design development, documentation and construction tender;
- (B) Council note the project cost estimate detailed in confidential Attachment H to the subject report; and
- (C) Financial Implications, Attachment H to the subject report, remain confidential in accordance with section 10A(2)(c) of the Local Government Act 1993.

ATTACHMENTS

Attachment A: Consultation Plans as exhibited for Community Consultation from April to May 2013

Attachment B: Route Options Study

Attachment C: Peace Park Design

Attachment D: Abercrombie/ Myrtle/ Meagher Street Intersection Redesign

Attachment E: Supplementary Traffic Review July 2013

Attachment F: Consultation Summary May 2013

Attachment G: Supplementary Consultation Summary August 2013

Attachment H: Financial Implications (Confidential)

(As Attachment H is confidential, it will be circulated separately from the Agenda Paper and to Councillors and relevant senior staff only).

BACKGROUND

1. In February 2012, Council endorsed an update on the implementation of the City's Cycle Strategy and Action Plan 2007-2017, which identified the proposed regional bike corridors and key ancillary routes to provide safe cycling connections to popular destinations across the City of Sydney Local Government Area.
2. The Broadway Cycle Link will assist people to cycle between the two major east/west regional routes connecting Newtown to Bondi Junction and Leichhardt to City Central.
3. Following feasibility investigations and consultation with the local community and stakeholders, a concept has been developed which balances the requirement for improved cycle safety with the aim to minimise parking loss and deliver improvements to pedestrian amenity and safety.
4. The 1.5 kilometre route captures a series of key destinations connecting Redfern Station, Sydney University, Notre Dame University, Ultimo TAFE, the University of Technology, Sydney and the Central Development site.
5. The proposed route has a gentle grade, low vehicle volumes and speeds. The majority of the Broadway Cycle Link proposal provides a mixed traffic environment, where bike riders share the road with other traffic in a traffic calmed environment which encourages slow speeds.
6. The route provides a safe connection for pedestrians and cyclists commuting between Darlington/Chippendale and Ultimo to the City, as well as providing a connection for local residents to access local parks and shops.
7. Shared paths are proposed for the Broadway Cycle Link through street closures, open spaces and on approach to busy Broadway, specifically:
 - (a) Balfour Street Park;
 - (b) Chippendale Park (Central Park);
 - (c) Chippendale Way (within Central Park Development);
 - (d) Peace Park; and
 - (e) Jones Street Ultimo from Broadway to Mary Ann Street (during construction of UTS site).
8. The project was reported to the Environment Committee for consideration at its meeting on 17 June 2013. At its meeting on 24 June 2013, Council resolved, in part, that:
 - (A) Council defer endorsement of the draft concept plan of the Broadway cycle link streetscape improvements for further consideration, in consultation with residents, of the proposed route, including:
 - (i) improved safety on the shared path in Peace Park, including investigation of alternative cycling routes; and

- (ii) assessment of the impact of traffic signals at the intersection of Abercrombie, Myrtle and Meagher Streets on traffic movements in local streets.
9. In response to Council's Resolution of 24 June 2013, this report:
- (a) presents additional background on the earlier route investigations to determine the best route for the Broadway Cycle Link;
 - (b) outlines additional design investigations and refinements recommended for Peace Park; and
 - (c) outlines additional design investigations and refinements recommended for the intersection of Abercrombie/Myrtle and Meagher Streets.
10. The report also describes the detail of the proposal inclusive of these refinements.

Route Selection

11. Route studies were carried out as part of the feasibility stage. The final route selected met a number of mixed traffic key criteria, including suitable road width, bi-directional movement permitted, good sight lines, passive surveillance opportunities, gentle grade and slow speeds.
12. As outlined in the consultation summary report, a number of alternative routes have been suggested during the consultation period. O'Conner Street, Boundary Street and Paints Lane are all too narrow in width, preventing the safe passing of a vehicle and cyclist, thus causing potential conflicts between users. In addition, sections of these streets are one way, which does not allow bi-directional travel for cyclists.
13. Details of the mixed traffic street criteria and the study of the routes investigated are outlined in Attachment B.
14. In summary, this report recommends Route D (Shepherd, Myrtle, Meagher, Balfour, Central Park, Jones Street from Broadway to Mary Ann Street) as the safest route, with a number of design adjustments to Peace Park and the intersections of Cleveland and Abercrombie/Myrtle and Meagher Streets.
15. Paints Lane was investigated as an alternative route to avoid the connection through Peace Park. It was considered that due to the narrow nature and two way function of the street, that the connection was not suitable as a mixed traffic street and not recommended for safety reasons. The lane does not directly service the cycling desire lines of this route, and for those riders, patronage of Paints Lane is likely to be very low.

Peace Park

16. The two paths through Peace Park provide a direct link for bike riders between Myrtle Street West and Myrtle Street East. The paths travel through the park where there are clear site lines to the adjacent grassed area and fenced playground.
17. Bicycle riding through the park is already permitted. The revised design measures will better manage the relationship between bicycle riders and park users.

18. In response to Council's direction to seek improved safety through the park, the selected path and the supporting measures have been amended as shown in Attachment C. In summary, the refinements are:
 - (a) the route will continue along the southern footpath away from the fenced playground and on-leash park;
 - (b) the central park entrance path will be designed to discourage bicycle access;
 - (c) bicycle kerb ramps will be orientated towards the southern path alignment;
 - (d) additional kerb side garden beds will direct bicycle riders to the southern footpath and frame the park boundaries;
 - (e) directional way finding signage and shared path signage will be implemented to encourage appropriate behaviour; and
 - (f) City staff will be located within the park at the opening of the route and then periodically, to talk bicycle riders through appropriate shared path behaviour and monitor for issues.
19. A further description of these measures is provided later in this report (refer Street by Street description).

Intersection of Abercrombie, Myrtle and Meagher Street

20. Council approved the signalisation of this intersection on 7 May 2007, as part of the extensively consulted Chippendale Improvement Plan. The project was identified for its ability to contribute to cycling and pedestrian safety and amenity, as well as controlling traffic movements. The proposed kerb realignments retain the majority of the footpath widening implemented in the previous streetscape works. Under safety design guidelines for traffic signals, trees cannot be located in close proximity where they may obstruct views to the traffic signals. The current 3 to 4m high young *Jacaranda mimosifolia* planted in the previous works will need to be removed.
21. Whilst the tree cannot be retained, in response to concerns raised about the impacts of the traffic signals and associated civil changes, the configuration of the traffic and cycle lanes has been amended to retain most of the footpath widening undertaken in 2010 (refer Attachment D). The feasibility of transplanting the tree to another location will be explored.
22. In response to Council's direction to give further consideration to potential impacts of the signalisation on traffic in local streets, the design team found that the installation of the signals would act to reduce the extent of the rat running on Meagher Street (refer Supplementary Traffic Report at Attachment E).
23. The road network within Chippendale is in the process of significant transformation as a result of the Frasers Development at Central Park. A number of traffic signals on Broadway, Abercrombie/O'Conner and Regent/Kent Streets due for completion in mid-2014 will increase opportunities for motorists to travel between the major arterial roads, resulting in less reliance of through traffic on the existing local roads.
24. The commissioning of the local roads within the Frasers Site (Central Park) will take much of the load of any through traffic movements.

25. The proposed traffic signals on Abercrombie/Myrtle and Meagher Street will:
- (a) provide a safe crossing facility of Abercrombie Street for cyclists and pedestrians;
 - (b) act to reduce the extent of rat running on Meagher Street; and
 - (c) prevent illegal and unsafe traffic movement across the intersection.

Key design features along the route

26. Drawing on Austroads and Bicycle Design Guidelines, a number of features are proposed to improve the on-road environment for bike riders mixing with traffic, by improving sightlines and awareness for all users, keeping speeds low and encouraging a central position for cyclists, clear from opening car doors:
- (a) Regulating Speed (40km/hr speed limit) – an extension of the 40km/hr speed limit in the area of Darlington to complement the existing 40km/hr speed zone in Chippendale;
 - (b) Threshold Treatments – coloured and textured road surface treatments contrast with the adjacent road surface to advise drivers they are entering a street used by bike riders;
 - (c) Slow Points – kerb extensions narrow the roadway and reduce vehicle speeds;
 - (d) Flat Top Speed Humps – raised road platforms with gentle ramp gradients reduce impact on bike riders whilst reducing vehicle speeds;
 - (e) Line Marking – solid white lines show the width of the parking lane and encourage parked cars to locate as close to the kerb as possible; and
 - (f) Signage – post top signs placed within kerb extensions and the City's adopted cycle wayfinding signage advise drivers they are entering a street used by bike riders.
27. The shared path sections will include statutory shared path signage, behavioural/directional markings and logos in accordance with the City of Sydney Shared Path Design Guidelines. The footpaths have been assessed and works identified to ensure the approved design standards are achieved and risks are eliminated or managed.
28. The "Share the Path" education campaign will continue to be rolled out with the new shared path infrastructure to ensure that all users understand their rights and responsibilities. This campaign targets specific localities, as well as the wider community.

Pedestrian amenity and safety

29. In addition to improved cycling, the proposal will deliver a range of improvements to pedestrian amenity and safety, many of which were identified in the Chippendale Local Area Traffic Management Scheme endorsed by Council in March 2008. The works include:
- (a) kerb blisters to reduce crossing distances and improve site lines;

- (b) new kerb ramps to meet Australian Standards;
- (c) upgraded street lighting;
- (d) additional street trees, providing shade and amenity to the street; and
- (e) Water Saving Urban Devices will be included in many of the proposed kerb extensions to slow down the speed of runoff and filter impurities before they enter the stormwater system.

Traffic Signals and Parking

30. The proposal includes amendments to two intersections at Cleveland/Shepherd Street and Abercrombie/Myrtle/Meagher Streets. At the existing traffic signals at Cleveland Street, two additional pedestrian crossings will be installed. At the Abercrombie Street intersection, a new signalised intersection with three pedestrian crossings and separated cycle facility is proposed. These are significant changes that contribute to improved local pedestrian connectivity and safety.
31. The proposal includes the loss of 14 car parking spaces with an additional 10 spaces added, leaving a net loss of four parking spaces. The changes by locality are:

Locality	Spaces removed	Spaces added
Darlington	7	5
Chippendale	3	0
Ultimo	4	5

Street by Street description

32. The drawings presented for public exhibition are included as Attachment A, with a brief overview of the scheme below, which has been updated to reflect the design refinements proposed (shown underlined):

Route Sector	Description
Wilson Street	Wilson Street is an existing on road cycle route which is proposed to be upgraded with: <ul style="list-style-type: none"> • kerb extensions with new kerb ramps; and • additional street tree plantings.
Shepherd Street	Shepherd Street is an existing on road cycle route, which is proposed to be upgraded with: <ul style="list-style-type: none"> • threshold treatments; • kerb extensions; • flat top speed humps; and • additional street tree plantings.
Myrtle Street	Myrtle Street is an existing on road cycle route, which is proposed to be upgraded with threshold treatments and kerb extensions.

Route Sector	Description
Pine Street intersection	The Myrtle Street/Pine Street crossing will be modified to improve safety, reducing pedestrian crossing distance and improve access. The modifications will include kerb extensions and new compliant kerb ramps.
Peace Park	<p>Peace Park will provide a shared path connection between Myrtle Street and Buckland Street/Myrtle Street (east). The path improvements will include:</p> <ul style="list-style-type: none"> • <u>repositioning of bollards at the Pine Street entrance to slow down cyclists entering the park;</u> • <u>existing garden bed adjustments in Peace Park / Pine Street frontage to improve pedestrian access and maintain symmetry of the park;</u> • <u>new garden bed on Pine Street and Myrtle Street (east) frontage to improve amenity and discourage bicycle movements;</u> • <u>new bicycle only ramp off Pine Street and Myrtle Street (east) directing bicycle riders toward the southern footpath within Peace Park;</u> • <u>new pavement treatment outside entrance 61-63 Myrtle Street and pavement markings warning bicycle riders to slow down and the presence of the building entrance;</u> • <u>new post top signage directing bicycle riders to the southern footpath;</u> • <u>removal of existing central pedestrian crossing on Myrtle Street (east) to encourage bicycle riders to use the existing driveway crossing and southern footpath;</u> • new behavioural signage; and • new compliant kerb ramps.
Myrtle Street (Pine Street to Abercrombie Street)	<p>Myrtle Street is an existing on road cycle route, with recent modifications to the streetscape to reduce traffic speeds. Modifications to the road will be minimal and will include:</p> <ul style="list-style-type: none"> • new threshold treatment to Buckland/Myrtle Street corner; • new threshold treatment to existing raised flat top speed hump; and • additional threshold treatment.
Abercrombie Street intersection	<p>New traffic signals are proposed for the intersection of Abercrombie/Myrtle/Meagher Streets to facilitate a safe crossing for pedestrians and cyclists, subject to Roads and Maritime Services approval. The proposal includes:</p> <ul style="list-style-type: none"> • <u>removal of existing garden bed and tree to allow cyclists to safely cross Abercrombie Street via a modified separated cycle lane and signalised intersection;</u>

Route Sector	Description
	<ul style="list-style-type: none"> • a <u>minor</u> reduction in the footpath width on the <u>north/western corner of Myrtle Street</u> to accommodate a separate cyclist lane <u>and encourage vehicular left turn only movement</u>; • additional modifications to the road separators on Myrtle Street, preventing illegal through traffic from Meagher to Myrtle Street <u>and to allow a compliant pedestrian crossing on Myrtle Street</u>; and • three new pedestrian crossings.
Meagher Street	<p>Meagher Street is an existing on road cycle route. Proposed works include:</p> <ul style="list-style-type: none"> • separate cycle lane leading up to the new Abercrombie Street signalised intersection to allow cyclists to make a legal through movement to Myrtle Street; • <u>kerb realignment on the south/east corner of Meagher and Abercrombie Street adjusted to accommodate a bicycle lane</u>; and • new threshold treatments.
Balfour Street	<p>Balfour Street modifications will allow a safer on road connection for cyclists. The modifications to the street environment to improve safety involve new threshold treatments.</p>
Balfour Park	<p>A limited treatment, shared path behavioural and direction pavement logos, will be introduced to Balfour Park.</p>
O'Conner Street intersection	<p>A new bicycle crossing, adjacent the existing pedestrian crossing, is proposed at this intersection.</p>
Chippendale Green (Central Park)	<p>Chippendale Green will provide a shared path connection through the new Central Park Development to Broadway. The proposal involves shared path directional and behavioural pavement logos and line marking.</p>
Chippendale Way (Balfour Street extension) and Broadway intersection	<p>Chippendale Way will provide a shared path connection through the new Central Park Development to Broadway. The proposal involves shared path directional and behavioural pavement logos and line marking.</p>
Jones Street	<p>Jones Street runs between the two UTS campus sites. A shared path is proposed on the western footpath between Broadway and Thomas Street. The proposal involves:</p> <ul style="list-style-type: none"> • the creation of additional parking spaces; and • kerb extensions on the eastern and western footpaths at the junction of Thomas and Jones Street to reduce crossing distances.
Jones Street closure	<p>This is currently an existing shared path. The proposal involves additional shared path directional and behavioural pavement logos and line marking to improve awareness.</p>

Route Sector	Description
Mary Ann Street intersection	<p>To reduce traffic speeds along Mary Ann Street, the following works are proposed:</p> <ul style="list-style-type: none"> • kerb extensions with new kerb ramps; and • additional street tree planting.

Tree Management

33. A review of the existing trees has been undertaken by the City's Arborist. The following tree management is proposed as part of the upgrade:
- (a) retention of 202 trees along the route;
 - (b) retention of all trees on the Significant Tree Register;
 - (c) removal of one tree due to the proximity to the proposed traffic signals at the Abercrombie Street intersection; and
 - (d) an additional 11 advanced street trees are proposed as part of the upgrade project. New tree planting will accord with the Street Tree Master Plan.

Community Consultation to date

34. Public exhibition of the concept plan was carried out between 15 April and 17 May 2013. This period was extended from three weeks to five weeks due to interest and requests from the public. The consultation activities included:
- (a) a webpage on sydneyyoursay.com.au where submissions could be made;
 - (b) three community drop in sessions at the Pine Street Creative Arts Centre, Chippendale at 9.00-10.00am, 4.00-5.00pm and 6.00-7.00pm;
 - (c) a webpage on the City of Sydney website;
 - (d) a mail out to 4,400 local residents and businesses announcing the consultation period; and
 - (e) face to face meetings with residents and other key stakeholders.
35. On the Sydneyyoursay page, the project was viewed by 673 individual users, the plans were downloaded 235 times and 21 people made online submissions.
36. Of the 37 submissions that were received, 12 were critical of the proposal and 25 were in support.
37. The majority of the results showed strong support for the Broadway Cycle Link, its improvement to the overall amenity of the area, the additional signals at Cleveland and Abercrombie/Meagher and Myrtle Streets and its provision as a commuter network for cyclists wanting to access the major tertiary institutions.

38. The key aspects people didn't like or identified for improvement include parking losses, concerns with the design of the Abercrombie/Myrtle/Meagher Street intersection, traffic volumes, shared path safety within parks and the Central Park site. A detailed summary and response to the issues raised is contained in Attachment F.
39. Additional consultation was carried out with the following stakeholders:
- (a) Bicycle NSW, Bike Sydney and Leichhardt Bicycle User group – all Bicycle User groups were in favour of the streetscape improvement works to improve safety and connectivity of the Cycle Network.
 - (b) Sydney University – discussions were held with Sydney University to run through their Campus Improvement Plan and how the University might align their Cycle and Pedestrian Strategy with the City's Cycle Network Strategy. The University is supportive of the City's streetscape upgrade, which will provide a safer environment for their students walking and cycling to the University.
 - (c) The University of Technology, Sydney – the University is in support of the Broadway Cycle Link and promotes cycling as a commuting alternative. The new Thomas Street Campus will include cycle storage facilities in its basement. The cycle link is proposed to run along Jones Street from Broadway to Thomas Street. The City has been in discussions with the University to work through their construction program to ensure conflicts are removed. A shared path is proposed for the western side of the footpath to allow a safe connection while the construction works are built on the eastern side of the street.
 - (d) Frasers Property Group – the City has consulted with Frasers Property Group. The route through the site will consist of a shared path from O'Conner Street through the new Chippendale Park, Chippendale Way to Broadway. The park and new road corridor will be handed over to the City on completion of the Central Park Development. Frasers Property Group embraced the cycle connection, believing the connection will be used by many residents and students that will be living in the new accommodation. Many of the apartment blocks on the site will include basement cycle facilities, with U rails included in selected areas within the new public realm.
40. Following Council's resolution of 24 June, additional meetings were held with two local residents and several businesses located in the vicinity of the intersection for the proposed traffic signals and Peace Park. Information on route selection and proposed design refinements was tabled. Three meetings were held on 2, 6 and 9 August 2013.
41. The businesses at the intersection of Abercrombie/ Myrtle/ Meagher Street that the City spoke with were not concerned with the proposed traffic lights and believed that the changes would reduce dangerous behaviour by vehicles at the intersection.
42. The owners of 61-63 Myrtle Street fronting Peace Park had no issues with the revised route and noted an increase in the number of staff cycling to work.

43. The residents did not accept that the route investigations and design refinements addressed their concerns. The main issues raised by the residents were:
- (a) the City had not reviewed enough alternative routes;
 - (b) the amount of traffic travelling on Meagher Street would cause potential conflict with cyclists using the route; and
 - (c) traffic lights on the Abercrombie Street intersection were not necessary and would ruin the 'village feel', and the alternate route through Peace Park was still dangerous.
44. A detailed summary and response is provided in Attachment G.

Complementary City Initiatives

45. The City has entered into a funding agreement with Roads and Maritime Services (RMS), which will see safety significantly improved in this precinct by restricting traffic to left turn only out of Meagher Street into Regent Street. The directional change will prevent vehicles cutting through the precinct to get from Regent Street to Abercrombie Street. Whilst not integral to the Broadway Cycle Link project, reducing the numbers of cars travelling down Meagher Street will lower potential conflict along this route sector even further, and generally improve the amenity of the precinct.

KEY IMPLICATIONS

Strategic Alignment - Sustainable Sydney 2030

46. *Sustainable Sydney 2030* is a vision for the sustainable development of the City to 2030 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress. This report is aligned with the following strategic directions and objectives:
- (a) Direction 4 - A City for Walking and Cycling – outlines actions that will make walking and cycling an easy option for residents and visitors in our City. It recognises the importance of these modes to improve the health and environmental sustainability of our City.
 - (b) Objectives under this Direction include developing a network of safe, linked pedestrian and cycle paths integrated with green spaces throughout both the City and inner Sydney; giving greater priority to cycle and pedestrian movements and amenity in the City Centre; and promoting green travel for major workplaces and venues in the City.

Risks

47. An Independent Road Safety Audit was carried out on the concept design to identify and assess any risks associated with the design proposal. The risks have been documented and measures incorporated into the concept design. An additional Road Safety Audit will be carried out on the developed design and on completion of the works.

Social / Cultural / Community

48. Bike riders enjoy a healthier lifestyle with an increased level of physical activity. As part of the City's cycle network, this project will contribute to better connected neighbourhoods, and a more active and healthier community.
49. The proposal will provide streetscape improvements addressing pedestrian amenity. Improved kerb maps, reduced crossing distances and signalised intersections will improve pedestrian connections for able and less able persons throughout Darlington and Chippendale.
50. Additional planting within kerb blisters, together with Water Saving Urban Devices, will reduce stormwater flows. Additional street trees will provide more shade to the street and improve the street amenity.

Environmental

51. As part of the cycle network, the Broadway Cycle Link will provide a viable transport alternative, which will contribute to lower carbon emissions and reduced pollution.
52. The opportunity to divert stormwater runoff into rain gardens will be further investigated during the detailed design.
53. Once Council resolves to approve the designs, City staff will engage an external planner to consider whether the proposed works require assessment and approval under Part 5 of the Environmental Planning and Assessment Act 1979 (the Act). A Review of Environmental Factors will be carried out for the approved proposal to ensure that all environmental impacts have been identified, assessed and, where appropriate, action is identified to manage impacts. The review will identify the likely impacts, note steps to be taken to manage them and assess whether residual impacts of the work are likely to be significant.

BUDGET IMPLICATIONS

54. The total forecast project construction cost, based on the concept plans, has been verified by an independent quantity surveyor, and the proposed project budget has been included in the Corporate Plan 2013 to 2016. The confidential financial implications summary is included at Attachment H.
55. As part of this project, the upgrade of non-Council owned assets, including RMS signal infrastructure, is proposed to be carried out, which will need to be recognised as an expenditure within the operating budget for the relevant year.

RELEVANT LEGISLATION

56. Attachment H is to remain confidential in accordance with section 10A(2)(c) of the Local Government Act 1993, as it contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.
57. NSW Roads Act 1993 and City of Sydney Act 1988 for road related approvals.
58. Local Government Act 1993 for construction procurement.
59. Environmental Planning and Assessment Act 1979.

60. This project sits entirely outside of the operational area of the Central Sydney Traffic and Transport Committee, and therefore approval is not required from this Committee.

CRITICAL DATES / TIME FRAMES

61. Proposed key dates are as follows:
- (a) Design Development – September to October 2013;
 - (b) Estimated Tender for Construction – January 2014; and
 - (c) Estimated Construction commencement, subject to endorsement and approval – April 2014.

PUBLIC CONSULTATION

62. Community Consultation Summary Reports are provided in Attachments F and G. They include a summary of issues and suggestions raised by the community and responses from the City.
63. The following engagement will take place to ensure the community is kept up to date with further developments regarding the design and construction of the Broadway Cycle Link Project:
- (a) Sydney Cycleways Website Updated;
 - (b) Feature Article in the Sydney Cycleways E-Newsletter;
 - (c) project update letters and emails to local residents and interested community members prior to construction;
 - (d) door-knocking nearby properties; and
 - (e) during construction, the selected contractor will be required to provide a Community Liaison Officer on site to assist all stakeholders with day to day operational construction related issues.

MICHAEL LEYLAND

Director City Projects and Property

Sarah Scott, Design Manager