

ITEM 5. SYDNEY CITY CENTRE ACCESS STRATEGY – CYCLEWAYS**FILE NO: S113048.042****SUMMARY**

In 2013, the state government released the Sydney City Centre Access Strategy (the Strategy) covering public and private transport solutions for the CBD. Included in the Strategy is a cycleway network, generally reflecting the City's proposed cycleways.

The Strategy is partly driven by the new Sydney Light Rail Project in George Street and focuses on removing bus routes from George Street to other roads, including Castlereagh, Elizabeth, York and Clarence Streets. This bus relocation project requires certain civil works to be carried out on a number of streets, as well as substantial works to construct new cycleways. The bus relocation project is scheduled for completion by April 2015, in preparation for commencement of construction of the Sydney Light Rail Project.

The City has agreed with Roads and Maritime Services (RMS) that the two organisations will work together to avoid construction conflicts and achieve the overall objectives of the Strategy. Accordingly, a plan is being developed where RMS will construct a number of cycleways in the city centre in conjunction with bus relocation road works. The two organisations are jointly developing a written agreement to formalise this arrangement. In summary, RMS will construct the City's cycleways as part of their new bus lanes and other road works associated with the Strategy. The works will meet Austroads and the City's standards and the City will pay RMS for the cycleway component of the cost.

RECOMMENDATION

It is resolved that Council endorse:

- (A) the strategy that Roads and Maritime Services is to construct cycleways in Castlereagh Street, Liverpool Street and Park Street for the City, in conjunction with their road works associated with the bus relocation plan and the Sydney City Centre Access Strategy;
- (B) continued negotiations with Roads and Maritime Services to develop a Project Agreement for the construction of the above cycleways, and that a report be submitted to Council in May 2014 for approval of the agreement; and
- (C) the novation to Roads and Maritime Services of the following two executed contracts:
 - (i) contract dated 30 December 2013 between the City and Complete Urban Pty Ltd for Liverpool Street and Castlereagh Street South Cycleway; and
 - (ii) contract undated between the City and Tract Consultants Unit Trust trading as Tract Consultants Pty Ltd for the Design Consultancy Services for the Castlereagh Street Cycleway (from King Street to Liverpool Street).

ATTACHMENTS**Attachment A: Sydney City Centre Access Strategy**

BACKGROUND

1. Transport for NSW (TfNSW) has developed the Sydney City Centre Access Strategy to improve traffic flow and public transport in the city centre. The first component of the strategy requires the relocation of bus routes from George Street to parallel streets, including Castlereagh, Elizabeth, York and Clarence Streets, in order to allow construction of the Sydney Light Rail Project to commence.
2. The Strategy includes a proposed cycleway network generally in agreement with, and building on, the City's existing and future proposed cycleway network.
3. The bus relocation plan relies on the removal of the College Street cycleway and its replacement with a cycleway on Castlereagh Street. TfNSW and RMS have assured the City that the College Street cycleway will not be removed until after construction of the new Castlereagh Street cycleway is complete.
4. In order to avoid construction conflicts during implementation of the bus relocation plan, the City and RMS have agreed to work together to carry out the roadworks required for the bus plan and the new cycleways. The City and RMS are currently in the process of planning for approval and construction of the following cycleways:
 - (a) Castlereagh Street, from Hay Street to King Street;
 - (b) Liverpool Street, from Day Street to Castlereagh Street; and
 - (c) Park Street, from Elizabeth Street to Castlereagh Street.
5. RMS plan to use one of their existing alliance contractors for the construction in order to simplify the procurement process and ensure completion by the required dates.
6. The proposed project agreement between the City and RMS is intended to establish the nature of the relationship, and the various mechanisms that will ensure design and construction quality, value for money through independent third-party certification and timely completion.
7. So that RMS can complete the necessary design work for the cycleways, the City will novate two executed design contracts to RMS:
 - (a) contract dated 30 December 2013 between the City and Complete Urban Pty Ltd for Liverpool Street and Castlereagh Street South Cycleway; and
 - (b) contract undated between the City and Tract Consultants Unit Trust trading as Tract Consultants Pty Ltd for the Design Consultancy Services for the Castlereagh Street Cycleway (from King Street to Liverpool Street).
8. Deeds of Novation, on terms approved by the Director Legal and Governance, will be entered into between the City, RMS and the relevant design consultant to give effect to the novations.

KEY IMPLICATIONS**Strategic Alignment**

9. The proposed cycleways will contribute to a network that generally reflects the City's preferred routes. The access strategy proposal represents an opportunity to construct two major cycleways before construction of the Sydney Light Rail Project commences. If this opportunity is missed, it may not be possible to commence construction of the cycleways until after the Sydney Light Rail Project is completed in 2019 or 2020.

Organisational Impact

10. The proposal involves several business units within the City, including City Transformation, City Projects and City Access and Transport.
11. A project control committee has been established, with representation from the City, RMS and the alliance contractor.
12. Design approval will be managed by City staff drawn from City Projects, City Operations and City Transformation.

Risks

13. Key project risks are ensuring value for money, and timely completion of the works. A consultant programmer has been engaged and is currently analysing the required scope of works and the available time for completion.
14. A value management workshop was held on 19 March 2014 to analyse project scope and risk.

Social / Cultural / Community

15. The cycleway network will contribute significantly to the growing popularity of cycle usage in the City.

Environmental

16. There may be environmental impacts during construction of the roadworks and cycleways. The contractor will be required to comply with all statutory requirements for noise, dust and vibration control.
17. There will be a level of traffic disruption during construction. RMS will work with the City and the Traffic Management Centre to mitigate as far as possible any significant disruption.

Economic

18. There will be some business disruption during construction of the bus plan relocation works and cycleways; however, the proposal to combine the two projects will go some way to mitigate possible difficulties. Access to all businesses and properties will be maintained during the construction phase.

BUDGET IMPLICATIONS

19. The Capital Budget for cycleways includes the Castlereagh Street, Liverpool Street and Park Street cycleways.

RELEVANT LEGISLATION

20. Local Government Act 1993 and Local Government (General) Regulations 2005.
21. Part 5 of the Environmental Planning and Assessment Act 1979.

CRITICAL DATES / TIME FRAMES

22. Critical project dates are:
 - (a) draft agreement to be negotiated and completed by April 2014;
 - (b) Review of Environmental Factors submitted by mid-May 2014;
 - (c) construction is planned to commence in July 2014;
 - (d) completion of the bus relocation works by April 2015; and
 - (e) completion of all cycleway works by September 2015.
23. RMS will prepare a Review of Environmental Factors (REF) for the bus plan works and a second REF for the cycleways. RMS will assess the bus plan REF, and the City will assess the cycleway REF, under Part 5 of the Environmental Planning and Assessment Act 1979.
24. In order to ensure timely completion of the bus relocation works, it may be necessary to delay the completion of some portions of the cycleways until after April 2015. These portions will not be affected by commencement of construction of the Sydney Light Rail Project. Affected portions could be Liverpool Street, from Day Street to Kent Street, and Castlereagh Street, from Park Street to King Street. It is possible that these portions may be completed later in 2015.

OPTIONS

25. If the cycleway works do not proceed, the City will lose the College Street cycleway without a replacement in Castlereagh Street. Further, it may not be possible to commence construction of the cycleways until after completion of the Sydney Light Rail Project in 2019 or 2020.

PUBLIC CONSULTATION

26. RMS will be responsible for all public consultation, with assistance from the City's Community Engagement staff. The cycleway proposals will be integrated with the bus relocation plan and be communicated to the public as a single project, albeit with different planning approval pathways.

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