

**ITEM 8. BONDJ JUNCTION TO CITY WALKING AND CYCLING IMPROVEMENTS – PROJECT SCOPE****FILE NO: S123591****SUMMARY**

This project will improve the Bondi Junction to City regional cycle route by providing a 1.4 kilometre bi-directional separated cycleway along the south side of Moore Park Road. The cycleway will link the City's existing Bourke Street cycleway to the Centennial Park cycleway along Oxford Street.

The design balances preservation of trees with improved amenity for people walking and cycling while maintaining the number of vehicle lanes and existing parking.

A separated cycleway is not currently approved for the Fitzroy Street section. The existing shared paths on Fitzroy Street will provide an interim cycle connection to the Bourke Street cycleway. The NSW Government and City of Sydney will review the feasibility of a separated cycleway along Fitzroy Street to be constructed after the light rail is complete.

The project will also provide more footpath space for people walking to and from the Sydney Cricket Ground and Sydney Football Stadium. Outside the stadium, the cycleway will be flush with the footpath, providing extra space for people attending events.

Intersections will be improved to provide a safer crossing environment for people walking and riding.

The NSW Government is providing funding for this cycleway as part of its Active Transport Priority Cycleways program. This program builds connections on priority routes in major centres for people to ride bikes for transport. The timing of the project delivery depends on future funding.

The concept design and traffic modelling has been developed in consultation with key stakeholders and the Roads and Maritime Services, and was placed on public exhibition to seek community feedback. All community feedback has been considered and a detailed response is provided in this report. The feasibility of some suggestions from the community will be explored in design development.

**RECOMMENDATION**

It is resolved that Council endorse the concept design and scope of works for the Bondi Junction to City Walking and Cycling Improvements project, as described in the subject report and shown in the drawings in Attachment A to the subject report, for progressing to design development, construction documentation and tender.

**ATTACHMENTS**

**Attachment A:** Exhibition Panels

**Attachment B:** Community Engagement – Report Back

**Attachment C:** Financial Implications (Confidential)

**(As Attachment C is confidential, it will be circulated separately from the agenda paper and to Councillors and relevant senior staff only.)**

## BACKGROUND

1. This project is part of the Regional Route Network as identified in the City of Sydney's Cycle Strategy and Action Plan. The Action Plan identifies the City's cycling network and proposes a high level of provision on key routes through the Local Government Area. This project is also part of Transport for NSW's regional cycle route plan.
2. Moore Park Road is identified in the City's regional cycle network as a key link between Bondi Junction and Newtown. This project will provide a key section of this cycle route.
3. The NSW Government is providing funding for this cycleway as part of its Active Transport Priority Cycleways program. This program builds connections on priority routes in major centres for people to ride bikes for transport. The timing of project delivery will depend on future NSW Government (Roads and Maritime Services) funding.
4. Following feasibility investigations, a concept has been developed that balances preservation of trees with improved amenity for people walking and cycling while supporting existing bus routes and maintaining the number of vehicle and parking lanes as stipulated by the State.
5. Due to Roads and Maritime Services' concerns about the impact on traffic, it is not currently possible to continue the separated cycleway along Fitzroy Street to Bourke Street. The existing shared paths on Fitzroy Street will provide an interim cycle connection. The NSW Government and City of Sydney will investigate the feasibility of a separated cycleway along Fitzroy Street to be constructed after the light rail is complete, and impacts on traffic volumes are known.
6. The design has been developed in close consultation with Roads and Maritime Services and Transport for NSW, with input from other stakeholders in the precinct including cycling groups, State Transit Authority, Centennial and Moore Park Trust and the Sydney Cricket Ground and Sports Ground Trust. Through feedback and traffic modelling, the proposal has been refined and has received in-principle approval from Roads and Maritime Services.
7. The proposed cycleway will provide an additional transport option for residents and visitors to the area and to the eastern suburbs. The project provides more footpath space for people walking to and from the Sydney Cricket Ground and Sydney Football Stadium.

## CONCEPT DESIGN AND SCOPE OF WORKS

### Cycleway Works

8. A two-way cycleway is proposed on the south side of Moore Park Road, between Lang Road and South Dowling Street.
9. Currently there are marked bike lanes on each side of the road. This space will be consolidated to the south side and the protection provided by a separated cycle facility will provide a higher level of safety for bike riders. The existing traffic and parking lanes and planted median will be shifted north.

10. The cycleway in front of the stadium (between Driver Avenue and Poate Road) will be at the same level as the footpath so that during event bump-in and bump-out, the cycleway can be closed and provide more footpath space for pedestrians. An alternative route has been proposed if the cycleway needs to be closed.
11. The cycleway crossings at signalised and un-signalised intersections will be improved, to provide a safer crossing point for people both walking and cycling.

### **Adjusted Traffic Signals**

12. In order to allow people to continue cycling through signalised intersections without dismounting, bicycle lanterns are proposed on existing traffic signals along the route. This will provide bike riders a safe phase within the signal sequence to cross concurrently with pedestrian movements.
13. The existing slip lane at the intersection of Fitzroy Street and South Dowling Street will be signalised, to provide a safer crossing for people walking and riding.
14. The existing slip lane at the intersection of Lang Road and Moore Park Road will be removed and an additional left-only traffic lane will be provided instead. This will improve safety at this intersection, and enable a bus stop upgrade.

### **Footpath Improvement Works**

15. To improve amenity and safety, the footpath will be widened at Anzac Parade, Oatley Road, Regent Street, Poate Road, Gordon Street and Lang Road.
16. To provide space for the cycleway, the footpath will be realigned up to 1.4 metres into Moore Park between Anzac Parade and Driver Avenue. The Eastern Distributor tunnel exit along this section prevents this space being harvested from the road. Four Box Brush street trees will require removal, however they will be replaced with new trees in Moore Park. Furthermore, no Moore Park trees will be affected. The proposed design is supported by the Centennial Parklands Trust, and consistent with its masterplan currently on exhibition.
17. A larger pedestrian island for people walking and riding will be provided at the intersection of South Dowling and Fitzroy Streets.
18. The existing footpath in Moore Park around the Korean War Memorial will be re-aligned along with new lighting and planting.
19. A new raised shared environment intersection is proposed at Potate Road to slow vehicles down and provide a safer environment for pedestrian and cyclists.
20. Footpaths along the route will be improved with new verge landscaping, to provide better amenity for people walking.

### **Bus Stops**

21. The existing bus stop on Moore Park Road near Lang Road will be relocated and a new footpath area will be provided for people getting on and off the bus.
22. A shuttle bus stop for the new UTS Moore Park Precinct and Australian Rugby Development Centre will be provided close to the new campus. A setdown area will be provided at the bus stop.

**Parking**

23. No parking will be removed as part of this project. There may be temporary parking loss during construction.

**Lighting Improvement Works**

24. Lighting will also be upgraded as required to ensure a compliant level of lighting along the new cycleway and footpath.
25. Lighting will be improved along the upgraded footpath around the Korean War Memorial in consultation with the Centennial and Moore Park Trust.

**Tree Management and Planting Works**

26. The following tree management is proposed to be implemented as part of the works:
- (a) The existing palm trees in the central median will be relocated or replaced in a newly built median around 1.6 metres north of the current location. The shift will provide room for the cycleway on the south side of the road. During detailed design, opportunities for additional palm tree planting in the central median will be investigated.
  - (b) Four brush box trees will be removed from the footpath between Anzac Parade and Driver Avenue. These will be replaced with new trees in Moore Park in coordination with the Centennial and Moore Park Trust. The species will be determined as part of the Detailed Design process.
  - (c) More opportunities for new tree planting will be explored in the detailed design phase.
27. New shrubs will be planted along Moore Park Road between the cycleway and footpath, and within the central median.
28. A large new planted area will be provided at the intersection of Lang Road and Moore Park Road where the slip lane has been removed.
29. Planting will be improved along the upgraded pathway around the Korean War Memorial.

**SUMMARY OF COMMUNITY CONSULTATION UNDERTAKEN**

30. During the development of the concept design, consultation was undertaken with Transport for NSW, bicycle groups, Roads and Maritime Services, State Transit Authority, Centennial and Moore Park Trust, Sydney Cricket Ground and Sports Ground Trust, UTS and Australian Rugby Development, and Department of Premier's Cabinet.
31. Public exhibition of the design plans for the Bondi Junction to City Walking and Cycling Improvements was conducted over four weeks between 13 April and 12 May 2017.
32. The concept design detailed riding connections on Moore Park Road as well as streetscape upgrades, including traffic calming measures and improvements to footpaths.

33. Public consultation activities included:
- (a) a consultation letter sent to 4,300 local residents and businesses about the project and how to make a public submission;
  - (b) a community feedback webpage on [sydneyyoursay.com.au](http://sydneyyoursay.com.au);
  - (c) a webpage on [sydneycycleways.net](http://sydneycycleways.net) where information was provided and linked to [sydneyyoursay.com.au](http://sydneyyoursay.com.au) consultation page;
  - (d) three tweets about the project were posted from @cityofsydney and @sydneycycleway with a link to the [sydneyyoursay.com.au](http://sydneyyoursay.com.au) consultation page;
  - (e) a video of current conditions on Moore Park Road was uploaded to the SydneyCycleways Facebook page with a link to the [sydneyyoursay.com.au](http://sydneyyoursay.com.au) consultation page;
  - (f) the concept design was displayed at the One Stop Shop in Town Hall House and Kings Cross Neighbourhood Service Centre; and
  - (g) a pop up community information session was held at Paddington Markets on Saturday 29 April 2017. Around 90 people were briefed by City staff about the project.
34. Feedback was received online and by email:
- (a) 97 surveys were completed at [sydneyyoursay.com.au](http://sydneyyoursay.com.au);
  - (b) eight written submissions were made by email; and
  - (c) submissions were received from BIKE Sydney and BIKEast.
35. The project page on [Sydneyyoursay.com.au](http://Sydneyyoursay.com.au) was viewed by 1,572 individual users and the plans were viewed or downloaded 415 times.
36. In summary, 88% of respondents supported the concept design, of which 16% supported the project outright and 71% supported the project with suggestions. 12% objected the proposal.
37. Key points raised during community consultation include:
- (a) People supported the project and liked that the completed route would make it safer for people walking, riding bikes and driving.
  - (b) Several comments supported the improved connection with neighbouring suburbs, and to the much broader cycling network.
  - (c) The cycleway should be widened to create more space for people riding bikes to safely overtake and ensure enough clearance between riders.
  - (d) The separated cycleway should be continued all the way through Fitzroy Street to connect to the Bourke Street cycleway.
  - (e) Traffic conditions should be upgraded to reduce stop-starts at the intersections on either end of the cycleway and remove obstacles like bollards.

- (f) Concerns were raised about the impact of moving the footpath adjacent to Moore Park. It should be noted the proposed design is supported by Centennial Parklands Trust, and consistent with its Moore Park 2040 masterplan ('Access' theme, refer sections 3.4 and 3.5), which shows improved cycle access along this route.
  - (g) Removal of the existing cycle lane between the traffic and parking lanes will reduce space between parked vehicles and the traffic lane. The existing cycle lane is perceived as a buffer for people exiting their parked cars and some residents were concerned about the loss of this buffer on Moore Park Road.
38. Items raised by the community during consultation will be considered by the project team (refer report back schedule in Attachment B) during design development. The majority of comments suggest minor design changes that don't fundamentally alter the overall design of the cycleway.

## KEY IMPLICATIONS

### Strategic Alignment - Sustainable Sydney 2030 Vision

39. *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 project is aligned with the following *Sustainable Sydney 2030* strategic directions and objectives:
- (a) Direction 3 - Integrated Transport for a Connected City –
    - (i) Objective 3.2 – Enhanced opportunities for inner Sydney residents to walk and cycle to the city centre.
    - (ii) Objective 3.3 – An integrated approach to traffic management, public transport, walking and cycling and public domain design.
  - (b) Direction 4 - A City for Walking and Cycling –
    - (i) Objective 4.1 - Develop a network of safe, linked pedestrian and cycle paths integrated with green spaces throughout both the City and Inner Sydney.
    - (ii) Objective 4.2 - Give greater priority to cycle and pedestrian movements and amenity in the City Centre.
    - (iii) Objective 4.3 - Promote green travel for major workplaces and venues in the City.
  - (c) Target 7 - By 2030, at least 10 per cent of City trips will be made by bicycle and 50 per cent by pedestrian movement.

### Organisational Impact

40. The project will create additional assets, such as new civil infrastructure, trees, planting and pavement markings, which will require ongoing maintenance.

**Social / Cultural / Community**

41. This project will support a better-connected neighbourhood and provide increased opportunity for a more active and healthy community.
42. The proposal will provide streetscape improvements addressing amenity and priority for people of all abilities.
43. As part of the cycle network, this cycleway will contribute to reduced travel times, less on-road congestion and more seats being available on public transport.

**Environmental**

44. As part of the cycle network, the cycleway will provide a viable transport alternative, which will contribute to lower carbon emissions and reduced pollution.
45. Once Council resolves to approve the design, 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*. A Review of Environmental Factors will be carried out for the approved proposal to ensure that all environmental impacts have been identified and assessed and, where required, 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**

46. The total forecast project construction cost based on the concept plans has been verified by an independent quantity surveyor. A summary of the financial implications is included in confidential Attachment C to the subject report.
47. As part of this project, the upgrade of non-Council owned assets, including Roads and Maritime Services signal infrastructure and Ausgrid street lighting, is proposed to be carried out. This will need to be recognised as expenditure within the operating budget for the relevant financial year in which it occurs.

**RELEVANT LEGISLATION**

48. Attachment C to the subject report contains confidential information which, if disclosed, would confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business. Discussion of the matter in an open meeting would, on balance, be contrary to the public interest because it would compromise Council's ability to negotiate fairly and commercially to achieve the best outcome for its ratepayers.
49. *NSW Roads Act 1993* for road related approvals.
50. *Local Government Act 1993* for construction procurement.
51. *Environmental Planning and Assessment Act 1979* (Part 4 and 5). After design development is completed, the scope of works will be reviewed by a planner to assess consent requirements for the project under the *Environmental Planning and Assessment Act 1979*. Some of the proposed works may not require planning approval and may be exempt development.



**CRITICAL DATES / TIME FRAMES**

52. Key dates are as follows:

<b>Milestone</b>	<b>Target Dates</b>
Community Consultation	April–May 2017
Detailed Design	June 2017–January 2018
Local Pedestrian, Cycling and Traffic Calming Committee Approval, and Roads and Maritime Services approval of Traffic Signal Plans	February 2018
Construction Tender	Early 2018
Construction Period	Financial year 2019-2020

**PUBLIC CONSULTATION**

53. Community members and organisations that have made submissions will be notified when the report goes to the Local Pedestrian, Cycling and Traffic Calming Committee.
54. Notification letters will be sent to property owners and businesses prior to construction.
55. During construction, there will be close liaison between property owners, businesses, City staff and the contractors to minimise disruption to residences and trade in the area.

**AMIT CHANAN**

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