

ITEM 2. SYDNEY HARBOUR BRIDGE SOUTHERN CYCLEWAY - PROJECT AGREEMENT**FILE NO: S123575****SUMMARY**

The Sydney Harbour Bridge Southern Cycleway will provide a dedicated cycle facility linking the existing separated cycleways on Kent Street and on the Sydney Harbour Bridge.

Following a feasibility study concept design by the City, Roads and Maritime Services (RMS) are now fully funding and leading the project, which will be delivered as part of a larger suite of access improvements projects on either side of the Sydney Harbour Bridge.

The City and RMS have developed a Project Agreement for project governance and the provision of design documentation for the Sydney Harbour Bridge Southern Cycleway.

RECOMMENDATION

It is resolved that:

- (A) Council note that Roads and Maritime Services (RMS) intends to deliver the Sydney Harbour Bridge Southern Cycleway as part of a suite of access improvements to the Harbour Bridge, including the Toll Plaza removal, a cycleway connection on the northern side of the Harbour Bridge and pedestrian lifts on the eastern side of the bridge;
- (B) Council approve the keys terms of the Project Agreement between the City and RMS for project governance and the provision of the design and construction documentation of the Sydney Harbour Bridge Southern Cycleway from Kent Street to the Harbour Bridge (as outlined in Attachment A to the subject report);
- (C) authority be delegated to the Chief Executive Officer to negotiate, execute and administer the Project Agreement on behalf of the City, with any minor changes necessary, providing the key terms are substantially the same; and
- (D) Council note that the Project Agreement does not confer on RMS a licence to occupy and use public land for the construction of the cycleway, and that applicable legislative requirements will need to be complied with prior to a licence being granted.

ATTACHMENTS

Attachment A: Key Terms of the Project Agreement – Sydney Harbour Bridge Southern Cycleway, Roads and Maritime Services and City of Sydney

BACKGROUND

1. The Sydney Harbour Bridge Southern Cycleway will provide a dedicated cycle facility linking the existing separated cycleways on Kent Street and on the Sydney Harbour Bridge. This new facility will significantly improve the safety along this section of the North Sydney to Edgecliff regional cycle route identified in the City of Sydney Cycle Strategy and Action Plan 2007-2017.
2. The route is identified in the Sydney City Centre Access Strategy as part of the NSW State Government's strategic cycleway network, and a dedicated cycleway is noted as a high priority project in the Harbour Village North Public Domain Study, which Council adopted in 2012.
3. In 2015, the City engaged consultants to prepare a feasibility study and concept design for a separated cycle facility. The design utilises the residual space alongside the Bradfield Highway, which became available due to the removal of the toll plaza and realignment of traffic lanes.
4. In May 2016, the City engaged design consultants for the detailed design and construction documentation of the cycleway.
5. In July 2016, Roads and Maritime Services (RMS) approached the City of Sydney with the proposal to fully fund and lead the delivery of the project going forward. RMS further proposed to engage the City to manage and provide the design. The City will continue to engage design consultants for the detailed design and construction documentation of the cycleway.
6. A Project Agreement for the delivery of the design has been drafted, which establishes the nature of the relationship, the parties responsibilities and the various mechanisms that will ensure design and construction quality. It also distinguishes between the roles of the City, as service provider and stakeholder.
7. RMS will fully fund the project; it will be responsible for obtaining all authorisations for the project, and for all community consultation. RMS will exhibit the Review of Environmental Factors in late 2017.
8. The proposed cycleway will be constructed predominantly on land owned by RMS and other State Government agencies. The northernmost section of the cycleway on approach to the Harbour Bridge will be located on land under the control of the City of Sydney.
9. No licence to carry out the cycleway works on the section of land controlled by the City is provided under the agreement, and applicable legislative requirements will need to be complied with prior to a licence being granted.
10. A separate agreement is also proposed for the ongoing maintenance of the new cycleway.

Proposed Cycleway

11. The proposal is for a dedicated bi-directional cycleway to separate bike riders from pedestrians as well as motor vehicles. The new facility will connect the Sydney Harbour Bridge cycleway to the existing Kent Street cycleway.

12. The proposal includes replacing the existing bridge over the Cahill Expressway cutting with a new bridge with separate spaces for pedestrians and bike riders, improved sight lines and a reduced grade to meet current guidelines for cyclist paths.
13. The new cycleway will run along the eastern side of Upper Fort Street and occupy part of the incident response area adjacent to the Bradfield Highway. This space is becoming available as traffic lanes on the Bradfield Highway are being realigned following the removal of the southern toll plaza.

KEY IMPLICATIONS

Strategic Alignment - Sustainable Sydney 2030 Vision

14. *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 *Sustainable Sydney 2030* strategic directions and objectives:
 - (a) Direction 4 - A City for Walking and Cycling – The Sydney Harbour Bridge Southern Cycleway will provide a dedicated cycle facility to connect the existing separated cycleways on Kent Street and the Sydney Harbour Bridge. It will deliver a key section of the North Sydney to Edgecliff regional cycle route identified in the City of Sydney Cycle Strategy and Action Plan 2007-2017.
 - (b) Direction 10 - Implementation through Effective Governance and Partnerships – The Project Agreement will facilitate the joint delivery of the project, which delivers on City of Sydney as well as State Government targets to improve cycling infrastructure.

Organisational Impact

15. The new assets will be owned by RMS, however certain sections of the cycleway may be maintained by the City under a future maintenance agreement.

Risks

16. The potential conflict of interest for the City as service provider and stakeholder is being addressed through the Project Agreement which separates these two functions.
17. In the event that the State Government decides not to proceed with the project, the agreement would be terminated. City would not be able to use the design documentation for another similar project as the license for the use of the design is limited to the current RMS project.

Social / Cultural / Community

18. The proposal will ensure people have improved access to safe cycling infrastructure and can 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 healthy community.
19. The proposal will improve pedestrian safety and improve access for people of all abilities.

20. 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

21. This project will align with the City of Sydney's environment performance objectives and targets, including:
- (a) Transport – as part of the cycle network, the cycleway will provide a viable transport alternative, which will contribute to lower carbon emissions and reduced pollution.

BUDGET IMPLICATIONS

22. The project is fully funded by RMS, and the City will be reimbursed for its design services by RMS in accordance with the terms of the Project Agreement.

RELEVANT LEGISLATION

23. Environmental Planning and Assessment Act 1979
24. Local Government Act 1993
25. NSW Roads Act 1993 for road-related approvals

CRITICAL DATES / TIME FRAMES

26. Public exhibition of Review of Environmental Factors by RMS - late 2017
27. Anticipated construction start – mid-2019
28. Anticipated construction completion – mid-2020

PUBLIC CONSULTATION

29. During 2015, consultation was undertaken with adjacent stakeholders and landowners as part of the feasibility investigations phase. This included meetings with the National Trust, NSW Properties, Fort Street Public School, Department of Education and the Environmental Education Centre.
30. Stakeholders were supportive of the proposal as it addresses the current safety issues of limited sightlines and road user conflict at the school drop-off zone. Some concerns were raised in regards to visual impact on the National Trust building.
31. RMS will publically exhibit the Review of Environmental Factors in late 2017.

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