

2 December 2019

At the conclusion of the Corporate, Finance, Properties
and Tenders Committee



Environment Committee

Sydney 2030 Green/Global/Connected

Agenda

- 1. Disclosures of Interest**
- 2. Streetscape Improvements - Chalmers Street Cycleway, Sydney**
- 3. Streetscape Improvements - Liverpool Street Western Link, Sydney**
- 4. Streetscape Improvements - Saunders and Miller Streets, Pyrmont**
- 5. Knowledge Exchange Sponsorship - Developing a Risk Managed Approach to Incorporating Battery Storage and Electric Vehicles into Office Buildings**

Guidelines for Speakers at Council Committees



As part of our democratic process, the City invites members of the community to speak directly to Councillors during Committee meetings about items on the agenda.

To enable the Committee to hear a wide range of views and concerns within the limited time available, we encourage people interested in speaking at Committee to:

1. Register to speak by calling Council's Secretariat on 9265 9310 before 12.00 noon on the day of the meeting.
2. Check the recommendation in the Committee report before speaking, as it may address your concerns so that you just need to indicate your support for the recommendation.
3. Note that there is a three minute time limit for each speaker (with a warning bell at two minutes) and prepare your presentation to cover your major points within that time
4. Avoid repeating what previous speakers have said and focus on issues and information that the Committee may not already know.
5. If there is a large number of people interested in the same item as you, try to nominate three representatives to speak on your behalf and to indicate how many people they are representing.
6. Before speaking, turn on the microphone by pressing the button next to it and speak clearly so that everyone in the Council Chamber can hear.
7. Be prepared to quickly return to the microphone and respond briefly to any questions from Councillors, after all speakers on an item have made their presentations.

Committee meetings can continue until very late, particularly when there is a long agenda and a large number of speakers. This impacts on speakers who have to wait until very late, as well as Council staff and Councillors who are required to remain focused and alert until very late. At the start of each Committee meeting, the Committee Chair may reorder agenda items so that those items with speakers can be dealt with first.

Committee reports are on line at www.cityofsydney.nsw.gov.au, with printed copies available at Sydney Town Hall immediately prior to the meeting. Council staff are also available prior to the meeting to assist.

Item 1.

Disclosures of Interest

Pursuant to the provisions of the City of Sydney Code of Meeting Practice and the City of Sydney Code of Conduct, Councillors are required to disclose pecuniary interests in any matter on the agenda for this meeting.

Councillors are also required to disclose any non-pecuniary interests in any matter on the agenda for this meeting.

This will include receipt of reportable political donations over the previous four years.

In both cases, the nature of the interest must be disclosed.

Written disclosures of interest received by the Chief Executive Officer in relation to items for consideration at this meeting will be laid on the table.

Item 2.

Streetscape Improvements - Chalmers Street Cycleway, Sydney

File No: X026519

Summary

This report outlines the proposal for a two-way separated cycleway on Chalmers Street between Prince Alfred Park and the cul-de-sac at Randle Street. The link will connect people riding to the separated cycleway on Chalmers Street, which was built as part of the light rail project.

The improvements will separate people riding and walking between Prince Alfred Park and the entrance to Central Station and will provide space protected from traffic for riders to travel safely.

There are around 1,200 bike trips each weekday between Prince Alfred Park, Surry Hills and the city centre. The cycleway connection is part of a key route between the growing Green Square area, inner Sydney and North Sydney.

Once light rail construction is complete, activity in the area will increase significantly. These proposed improvements will create a safer environment for the high volumes of people walking and riding.

Concept plans were presented to the community between 7 and 28 October 2019 and exhibited on the City's website.

Community feedback was generally supportive of the proposal.

There are no proposed changes to trees, parking, loading areas or traffic.

This project is funded by the NSW Government and is being designed and delivered by the City of Sydney.

Recommendation

It is resolved that Council:

- (A) approve the scope of the Chalmers Cycleway Link and streetscape improvements as described in the subject report and the plan at Attachment A to the subject report for progression to design development, documentation and construction tender;
- (B) note the estimated project costs as detailed in Confidential Attachment C to the subject report; and
- (C) note that the City has accepted a funding offer from the NSW Government as part of the Transport for NSW Active Transport Program for construction of the project, conditional on the works being completed in the 2019/20 financial year.

Attachments

- Attachment A.** Plan - Concept Design
- Attachment B.** Exhibition Panels - Concept Design
- Attachment C.** Financial Implications (Confidential)

Background

1. The City's Cycle Strategy and Action Plan 2018-2030 was adopted by Council in November 2018 and includes Chalmers Street between Prince Alfred Park and Eddy Avenue as a planned regional cycle route.
2. Sydney's Cycling Future was published by Transport for NSW in December 2013 and identified Chalmers Street as a strategic bicycle corridor. The Sydney Centre Access Strategy was published by Transport for NSW in December 2013 and identified Chalmers Street between Prince Alfred Park and Eddy Avenue as part of the NSW Government's strategic cycleway network.
3. Chalmers Street, between Prince Alfred Park and Eddy Avenue, is a key corridor for people cycling between Green Square, Redfern and the Sydney CBD. The City's permanent count station on the Prince Alfred Park shared path currently records over 1,200 riders on a typical weekday and over 7,000 riders per week.
4. As part of the Sydney Light Rail project a two-way separated cycleway was constructed on the Chalmers Street light rail corridor 70 metres north of Randle Street. The Sydney Light Rail project does not propose to provide any dedicated facilities for people riding between Prince Alfred Park and this new cycleway as part the Sydney Light Rail project. As Chalmers and Randle Streets are one-way roads, southbound cyclists are currently forced to share space with pedestrians in an area that has high pedestrian activity.
5. Changes are proposed by the City, on Chalmers and Randle Streets to improve pedestrian safety near the entrance to Central Station by providing dedicated space for people riding between Prince Alfred Park and the new separated cycleway constructed as part of the Sydney Light Rail project.

Separated Cycleway

6. A two-way separated cycleway is proposed on the western side of Chalmers Street and the northern side of Randle Street to provide dedicated space for people riding between Prince Alfred Park and the Chalmers Street cul-de-sac, which was constructed as part of the Sydney Light Rail project. The cul-de-sac provides direct access to the recently constructed two-way separated cycleway along the Chalmers Street light rail corridor.
7. The cycleway will improve pedestrian safety along Chalmers Street and around the entrance to Central Station by providing dedicated space for people riding.

Footpath Widening

8. Footpath widening is proposed on the northern side of Randle Street to improve pedestrian amenity and provide a connection between the separated cycleway and Chalmers Street cul-de-sac.

Traffic Island

9. A traffic island is proposed on the western side of Chalmers Street to provide physical protection for cyclists near the access to Prince Alfred Park. A gap is proposed at the traffic island to enable cyclists riding northbound on Chalmers Street to access the separated cycleway.

Key Implications

Strategic Alignment - Sustainable Sydney 2030

10. 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 program is aligned with the following strategic directions and objectives:
 - (a) Direction 3 - Integrated Transport for a Connected City – outlines actions that will enhance opportunities for inner Sydney residents to walk and cycle to the city centre, and provide an integrated approach to traffic management, public transport, walking and cycling and public domain design.
 - (b) Direction 4 - A City for Walking and Cycling – outlines actions that will make walking and bike riding an easy and safe option for residents and visitors. It recognises the importance of these transport modes to improve the health and environmental sustainability of our 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

11. This project will repurpose existing assets and create additional assets, such as new civil infrastructure that will require ongoing maintenance. The design is low impact, i.e. minimal existing services will be affected.

Risks

12. The funding is conditional on completion of the works by 30 June 2020. If the works are not completed by then further negotiations will need to be held with the NSW Government in respect of the continuing availability of the funding.
13. Risks associated with the proposal have been considered through the concept design and consultation phases. These include safety (in particular road safety for pedestrians, people on bicycles, and motorists), environmental impacts and economic impacts, as well as community concerns.
14. The key risk identified is the safe circulation of cyclists, pedestrians, and motorists in a congested environment and is addressed via the preferred separation of cyclists, pedestrians and motorists within a busy transport corridor.
15. An independent Road Safety Audit was carried out on the developed design to further identify and assess risks associated with the proposal. These risks have been mitigated through amendments to the design.

Social / Cultural / Community

16. There is a net benefit to the community as the completion of the project will facilitate the movement of cyclists between Prince Alfred Park and Chalmers Street.
17. People have improved access to safe cycling infrastructure and enjoy a healthy 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.
18. The proposal will provide streetscape improvements addressing pedestrian amenity and priority for people of all abilities.

Environmental

19. This project will align with the City of Sydney's environment performance objectives and targets. Key initiatives include:
 - (a) Transport – as part of the cycle network, the Chalmers Street Cycleway will provide a viable transport alternative, which will contribute to lower carbon emissions and reduced pollution.
 - (b) Materials – materials adopted for this project are in line with standard City of Sydney approved products, which are selected from responsible manufacturers within Australia.
 - (c) Design - the design has a low impact as changes to the existing infrastructure are minimised.

Budget Implications

20. The City has accepted a funding offer from the NSW Government as part of the Transport for NSW Active Transport Program for construction of the project.
21. The total forecast project construction cost, based on concept plans, has been assessed by an independent quantity surveyor. A summary of the financial implications is included in Confidential Attachment C.
22. As part of this project, the upgrade of non-Council owned assets, including traffic signal infrastructure and Ausgrid street lighting, is proposed to be carried out. This will be recognised as expenditure within the operating budget.

Relevant Legislation

23. Roads Act 1993 for road related approvals.
24. Local Government Act 1993 for construction procurement.
25. Environmental Planning and Assessment Act 1979 (Part 4 and 5). The scope of works will be reviewed by a planner through a Review of Environmental Factors (REF) to assess consent requirements for the project under the Act. It is anticipated that the proposed works do not require planning approval and will be exempt development.
26. Attachment C contains confidential information of which if disclosed would confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business.
27. Discussions of the contents of attachment 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.

Critical Dates / Time Frames

28. Works must be completed in this financial year as part of the Roads and Maritime Services agreement to provide funding..

Local Pedestrian, Cycling and Traffic Calming Committee	December 2019
Construction commencement	February 2020
Construction completion	May 2020

Options

29. As the existing layout is located outside a busy entrance to Central railway station and crosses the light rail corridor, design options are limited. This design enables the City to improve connectivity for cyclists via a separated cycleway (the safest typography), and provide dedicated pedestrian amenity for a heavily utilised pavement connecting Central Station.

Public Consultation

30. The City consulted local residents and businesses in the area with 178 letters sent out requesting feedback on the proposal.
31. The design and details of the proposal were available on the Sydney Your Say website with feedback able to be provided between 7 October and 28 October 2019 via an online form and survey.
32. The consultation was promoted on the SydneyCycleways and City of Sydney social media channels as well as the Sydney Your Say and Sydney Cycleways Electronic Direct Mail.
33. The plans exhibited are in Attachment B.
34. A total of 249 formal submissions were received with 231 responses supporting the project, 10 somewhat supporting and eight opposing.
35. The eight submissions that did not support the proposal raised concerns about pedestrian/cyclist conflicts upon exiting Prince Alfred Park, the lack of consideration for people entering and exiting buses, the lack of construction information and the time it takes the City to construct projects.

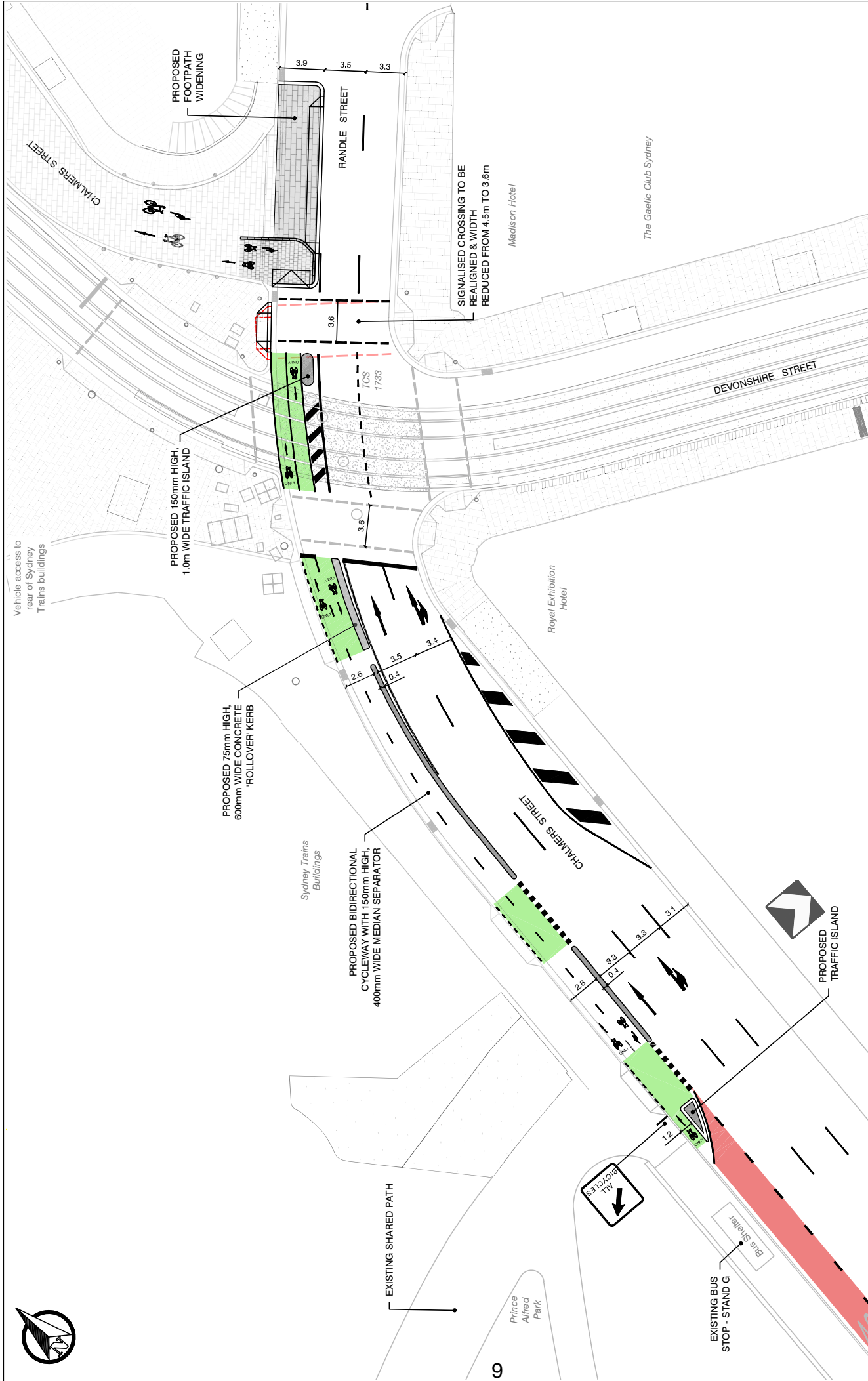
AMIT CHANAN

Director City Projects and Property

Tim George, Project Manager

Attachment A

Plan – Concept Design



Project: CHALMERS STREET CYCLE LINK SURRY HILLS		Drawing Title: CONCEPT DESIGN	
Issue: 3	PRELIMINARY ONLY NOT TO BE USED FOR CONSTRUCTION	Designed: JM	Checked: JM
CAMS Job No: N/A		Drawn: JM	Approved: JM
Sheet No: 1 OF 7		Scale: 1:300	Paper: A3
Drawing No: E8-18/1554			

Date	No.	By	Check	Amendments
24.08.2019	3	JM	JN	Rollover kerb widened, containing boards and casting added.
16.08.2019	2	JM	JN	Issued to RMC for review.
09.08.2019	1	JM	JN	Issued for review.

GRAPHIC SCALE
IN METRES

1:300

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www.T100.com.au

FILE LOCATION: \\FH\F13\Kunlew\City Community & Cultural Services\City Infrastructure\Design\CVWP\Cycling\Surry Hills_Chalmers Street Link\CAD\Surry Hills_Chalmers Street Cycle Link_REV3.dwg

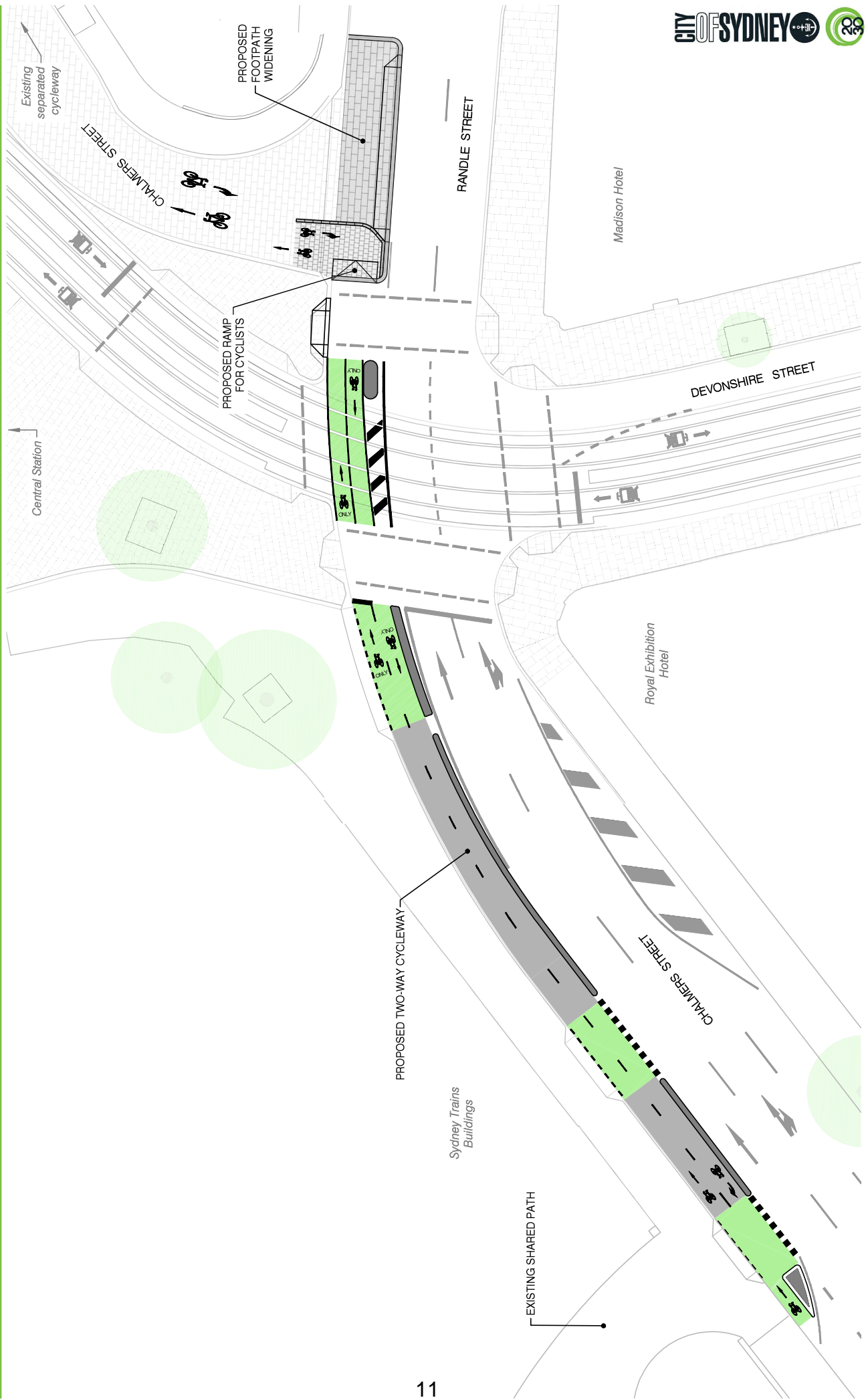
PLOTTED BY: JUSTIN MURPHY DATED: 24.08.2019 10:19 AM CITY OF SYDNEY

Attachment B

Exhibition Panels – Concept Design

Chalmers Street, Surry Hills

Walking and cycling improvements



Document is Restricted

Item 3.

Streetscape Improvements - Liverpool Street Western Link, Sydney

File No: X026509

Summary

This report outlines the proposal for the Liverpool Street Western Link cycleway connection which extends the existing Liverpool Street separated cycleway, east of Sussex Street, and constructs a new section of separated cycleway and shared path west of Sussex Street, linking to Darling Harbour.

The size of the pedestrian pavement on Liverpool Street is increased and the existing separated cycleway, east of Sussex Street, is extended. The size of the pedestrian pavement on Liverpool Street south west of Sussex Street is also increased by removing two parking spaces adjacent to the intersection.

The proposal will deliver a range of improvements to pedestrian and cycling amenity and safety. It will provide a separated connection for people on bikes between the existing Liverpool Street Cycleway and Darling Harbour.

Concept plans were presented to the community between 7 and 28 October 2019 and exhibited on the City's website.

Community feedback was generally supportive of the proposal.

This project is funded by the NSW Government and is being designed and delivered by the City of Sydney.

Recommendation

It is resolved that Council:

- (A) approve the scope of the Liverpool Western Link cycleway and streetscape improvements project, as described in the subject report and the plan at Attachment A to the subject report for progression to design development, documentation and construction tender;
- (B) note the estimated project costs as detailed in Confidential Attachment C to the subject report; and
- (C) note that the City has accepted a funding offer from the NSW Government as part of the Transport for NSW Active Transport Program for construction of the project, conditional on the works being completed in the 2019/20 financial year.

Attachments

- Attachment A.** Plan - Concept Design
- Attachment B.** Exhibition Panels - Concept Design
- Attachment C.** Financial Implications (Confidential)

Background

1. The City's Cycle Strategy and Action Plan 2018-2030 was adopted by Council in November 2018 and includes Liverpool Street between Sussex Street and Darling Harbour as a planned regional cycle route. Changes are proposed on Liverpool Street to connect the existing separated cycleway with Darling Harbour.
2. The Sydney Centre Access Strategy was published by Transport for NSW in December 2013 and identified Liverpool Street as part of the NSW Government's strategic cycleway network.
3. In 2015, a two-way separated cycleway was constructed by the NSW Government on the northern side of Liverpool Street between Sussex and Castlereagh Streets. Liverpool Street cycleway is the only east-west aligned cycleway in Sydney CBD. It plays a key role in the cycleway network by connecting the north-south aligned cycleways on Kent and Castlereagh Streets.
4. The termination of the existing Liverpool Street cycleway at Sussex Street results in a network gap between the cycleway and Darling Harbour. There is currently no legal means for people to ride eastwards along Liverpool Street between Darling Harbour and the existing cycleway.
5. Liverpool Street between Sussex Street and Darling Harbour is a key corridor for people cycling between the Inner West, Darling Harbour and Sydney CBD. Counts undertaken on Tuesday 26 March 2019 recorded a total of 527 cyclists at the intersection of Liverpool and Sussex Street between 6am and 9am, and 4pm and 7pm.

Separated Cycleway

6. It is proposed to extend the existing separated cycleway on the northern side of Liverpool Street westwards to the intersection with Sussex Street. To enable this it is proposed to demolish part of the existing kerb extension.
7. Two pedestrian bridges currently provide access between Liverpool Street and Darling Harbour over Harbour Street. The bridge on the northern side of Liverpool Street has stairs at its eastern and western ends. The bridge on the southern side of Liverpool Street has no stairs and as such is currently used by cyclists to provide access between Liverpool Street and Darling Harbour.
8. A separated cycleway is proposed on the southern side of Liverpool Street to provide a connection between Sussex Street and the stair-free bridge on the southern side of Liverpool Street.

Shared Path

9. A shared path is proposed on the southern side of Liverpool Street to provide a connection between the separated cycleway and the bridge on the southern side of Liverpool Street.
10. According to Transport for NSW Centre for Road Safety, the recommended minimum shared path width is 2.5 metres, which is based on Austroads guidelines. The southern path of Liverpool Street is 5.6 metres wide, in excess of the minimum recommended Shared Path width.

11. According to Transport for NSW Centre for Road Safety research findings published in August 2015, shared paths represent a relatively low safety risk.

Footpath Widening and Parking

12. It is proposed to remove two parking spaces from the southern side of Liverpool Street to accommodate the separated cycleway and to remove the inset parking bay. It is proposed to widen the footpath at the inset parking bay to improve safety and access for people walking.
13. It is proposed to remove four part-time parking spaces on the northern side of Liverpool Street to accommodate the separated cycleway and provide a permanent traffic lane.
14. No removal or changes to trees are required.
15. Prior to the commencement of the project the City will be required to enter into a Deed of Access and Grant of Easement with Place Management NSW, as owner of the portion of Liverpool Street between Sussex and Harbour Streets, and the bridges between Liverpool Street and Darling Harbour, for the construction and use of the proposed cycleway.
16. The Deed will comprise an access licence for the City to carry out construction works and following completion of the construction works, an easement for access for maintenance purposes by the City, and access and use by the City and the public.

Key Implications

Strategic Alignment - Sustainable Sydney 2030

17. 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 plan is aligned with the following strategic directions and objectives:
 - (a) Direction 3 - Integrated Transport for a Connected City – outlines actions that will enhance opportunities for inner Sydney residents to walk and cycle to the city centre, and provides an integrated approach to traffic management, public transport, walking and cycling and public domain design.
 - (b) Direction 4 - A City for Walking and Cycling – outlines actions that will make walking and bike riding an easy and safe option for residents and visitors. It recognises the importance of these transport modes to improve the health and environmental sustainability of our 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

18. The project will repurpose existing assets and create additional assets, such as new civil infrastructure that will require ongoing maintenance. The design is low impact, i.e. minimal existing services will be affected.

Risks

19. The funding is conditional on completion of the works by 30 June 2020. If the works are not completed by then further negotiations will need to be held with the NSW Government in respect of the continuing availability of the funding.
20. Risks associated with the proposal have been considered through the concept design and consultation phases. These include safety (in particular road safety for pedestrians, people on bicycles, and motorists), environmental impacts and economic impacts, as well as community concerns.
21. An independent Road Safety Audit was carried out on the developed design to further identify and assess risks associated with the proposal. These risks have been mitigated through amendments to the design.

Social / Cultural / Community

22. There is a net benefit to the community as the completion of the project will facilitate the movement of cyclists between Liverpool Street cycleway (east of Sussex) and Darling Harbour (and vice versa).
23. People will have improved access to safe cycling infrastructure and enjoy a healthy 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.
24. The proposal will provide streetscape improvements addressing pedestrian amenity and priority for people of all abilities.

Environmental

25. This project will align with the City of Sydney's environment performance objectives and targets. Key initiatives include:
 - (a) Transport - as part of the cycle network, the Liverpool Street West Cycleway will provide a viable transport alternative, which will contribute to lower carbon emissions and reduced pollution.
 - (b) Materials - materials adopted for this project are in line with standard City of Sydney approved products, which are selected from responsible manufacturers within Australia.
 - (c) Design - the design has a low impact as changes to the existing infrastructure are minimised.

Budget Implications

26. The City has accepted a funding offer from the NSW Government as part of the Transport for NSW Active Transport Program for construction of the project.
27. The total forecast project construction cost, based on concept plans, has been assessed by an independent quantity surveyor. A summary of the financial implications is included in Confidential Attachment C.

28. As part of this project, the upgrade of non-Council owned assets, including traffic signal infrastructure and Ausgrid street lighting, is proposed to be carried out. This will need to be recognised as expenditure within the operating budget.

Relevant Legislation

29. Roads Act 1993 for road related approvals.
30. Local Government Act 1993 for construction procurement.
31. Environmental Planning and Assessment Act 1979 (Part 4 and 5). The scope of works will be reviewed by a planner through a Review of Environmental Factors (REF) to assess consent requirements for the project under the Act. It is anticipated the proposed works will not require planning approval and will be exempt development.
32. Attachment C contains confidential commercial information which, if disclosed, would confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.
33. 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 outcomes for its ratepayers.

Critical Dates / Time Frames

34. Works must be completed in this financial year as part of the Transport for NSW agreement to provide funding..

Local Pedestrian, Cycling and Traffic Calming Committee	December 2019
Construction commencement	February 2020
Construction completion	May 2020

Options

35. Design options were considered in close collaboration with Roads and Maritime Services. The only relevant alternative was to continue the existing Liverpool Street cycleway on the same (north) side to the south of Sussex Street. This was dismissed as the link on the north side to Darling Harbour contains stairs, whereas the chosen option connects with Darling Harbour without the necessity for cyclist to use stairs.

Public Consultation

36. The City consulted local residents and businesses in the area with 2,114 letters sent out requesting feedback on the proposal.
37. The design and details of the proposal were available on the Sydney Your Say website with feedback able to be provided between 30 September and 28 October 2019 via an online form and survey.
38. The consultation materials provided to the public are in Attachment B.
39. The consultation was promoted on the Sydney Cycleways and City of Sydney social media channels and Sydney Cycleways Electronic Direct Mail.
40. A total of 202 formal submissions were received with 172 responses supporting the project, 28 somewhat supporting and two opposing. The two submissions not supporting the proposal did not state why.
41. Notification letters will be sent to nearby property owners, residents, and business owners prior to construction.

AMIT CHANAN

Director City Projects and Property

Tim George, Project Manager

Attachment A

Plan - Concept Design

Attachment B

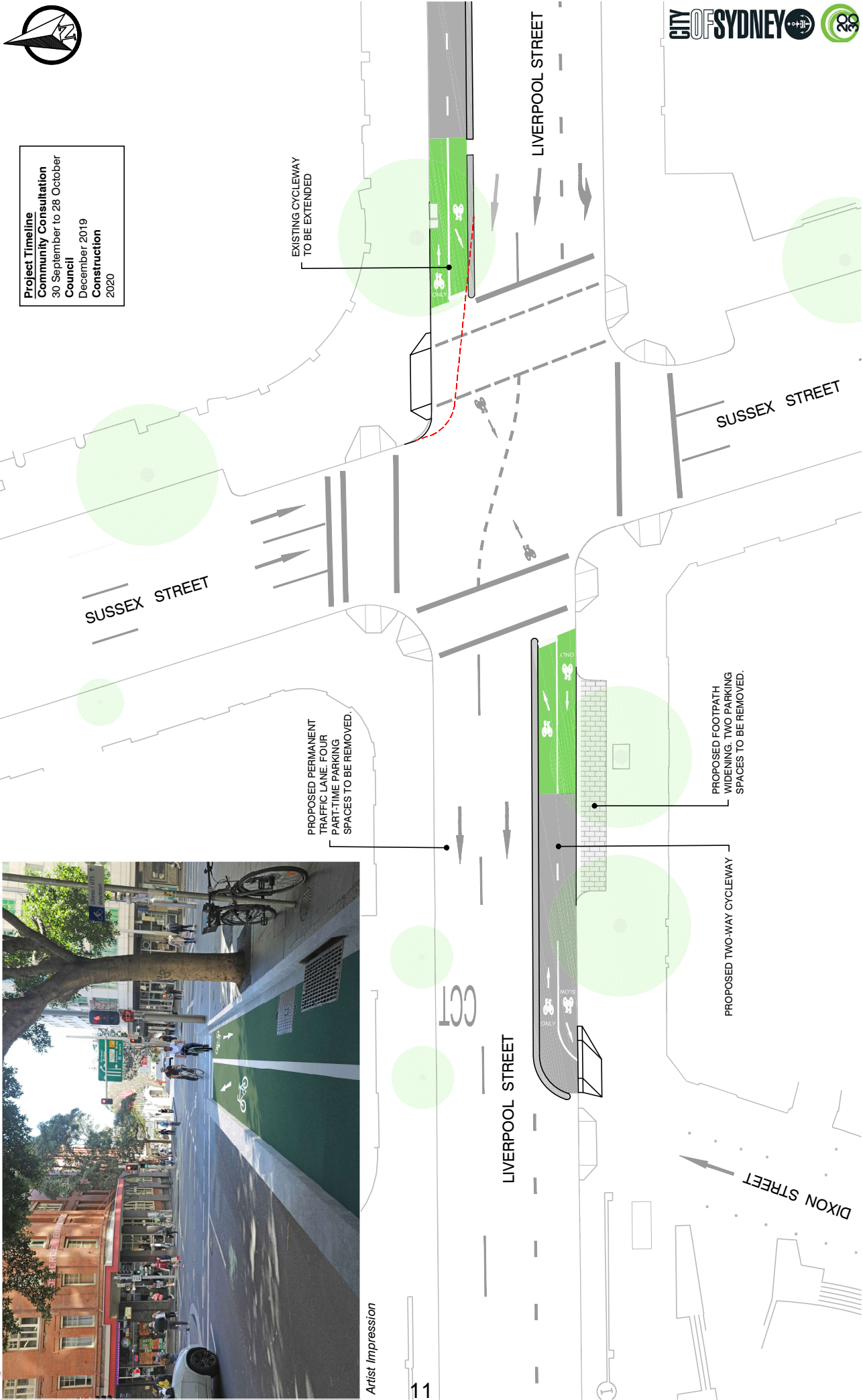
Exhibition Panels - Concept Design

Liverpool Street, Sydney

Walking and cycling improvements



Artist Impression



Project Timeline
 Community Consultation
 30 September to 28 October
 Council
 December 2019
 Construction
 2020

Document is Restricted

Item 4.

Streetscape Improvements - Saunders and Miller Streets, Pyrmont

File No: X021137

Summary

This report outlines the proposed scope for walking and cycling improvements in Saunders and Miller Streets, Pyrmont. Two-way separated cycleways are proposed in Saunders and Miller Streets to provide a safe connection for people riding between the shared pedestrian and cycle path on Anzac Bridge and the shared zone and existing separated cycleway in Union Street, Pyrmont. The proposed cycleways will provide a key missing link along a NSW Government strategic bicycle corridor that will enable people to ride between Anzac Bridge and Sydney CBD separated from vehicular traffic.

The proposal will deliver a range of safety and amenity improvements for people walking including a new marked pedestrian crossing on Miller Street and three raised shared environment intersections. The proposal will result in a net loss of four parking spaces in the area. No trees will be removed and additional greening will be provided as part of the project.

Community consultation on the proposal was undertaken between 29 August and 9 October 2019 and included a mail-out of letters and drawings to over 1,200 local residents and businesses, an online survey on the Sydney Your Say website, promotion on social media and face-to-face engagement sessions.

The City has accepted a funding offer from the NSW Government as part of the Transport for NSW Active Transport Program for construction of the project. The general conditions of this funding is for construction to be completed in the 2019/20 financial year. The City has requested a multi-year funding agreement with Transport for NSW for this project.

Recommendation

It is resolved that Council:

- (A) approve the concept design and scope of works for streetscape improvements in Saunders and Miller Streets, Pyrmont, as described in the subject report and shown in the drawings in Attachment B to the subject report for progression to design development, documentation and construction;
- (B) note the estimated project costs as detailed in Confidential Attachment C to the subject report; and
- (C) note that the City has accepted a funding offer from the NSW Government as part of the Transport for NSW Active Transport Program for construction of the project conditional on the works being completed in the 2019/20 financial year..

Attachments

- Attachment A.** Consultation Panels
- Attachment B.** Concept Design
- Attachment C.** Financial Implications (Confidential)

Background

1. Sydney's Cycling Future was published by Transport for NSW in December 2013 and identified Saunders and Miller Streets, Pyrmont, as NSW Government strategic bicycle corridors.
2. The City's Cycle Strategy and Action Plan 2018-2030 was adopted by Council in November 2018 and included Saunders and Miller Streets as planned regional cycle routes.
3. Saunders and Miller Streets are well-used cycle routes that provide a connection between the shared pedestrian and bicycle path on Anzac Bridge and the shared zone and separated cycleway in Union Street, Pyrmont. It is a key cycle route between the Inner West and Sydney CBD. Counts carried out on Tuesday 26 March 2019 recorded a total of 1,496 cyclists at the intersection of Miller and Harris Streets between 6am and 9am, and 4pm and 7pm.
4. There are currently no dedicated cycling facilities along Saunders or Miller Streets which forces people riding to share the road with motor vehicles.
5. There are more than three times as many people riding bicycles, than in cars, using Saunders Street in the morning peak, and on Miller Street also, there are more people riding than driving in the morning peak. In locations where the City has built separated cycleways the number of bike trips have generally doubled within one or two years and then doubled again in a couple more years. This shows the strong demand for safe cycling facilities and the value in providing space for residents, workers and visitors to ride.
6. The design for streetscape improvements has been developed in consultation with Transport for NSW, Roads and Maritime Services (RMS) and the State Transit Authority.

Concept Design and Scope of Works

Separated Cycleway

7. Two-way separated cycleways are proposed on the northern side of Saunders and Miller Streets to provide a connection between the ramp to the Anzac Bridge shared path and the shared zone and existing separated cycleway in Union Street, Pyrmont.

One-Way Restriction

8. It is proposed to restrict Saunders Street to one-way westbound and reduce it to one traffic lane in order to accommodate the separated cycleway and retain parking on both sides of the street. A Traffic Management Plan for the one-way restriction was approved by RMS on 9 October 2019 with the traffic restriction to be carried out in accordance to Section 116 of the Roads Act 1993.

Shared Environments

9. Shared environment treatments are proposed where the separated cycleway on Saunders Street intersects with Quarry Master Drive (east) and where the separated cycleway on Miller Street intersects with Jones and Mount Streets. These shared environment treatments will calm traffic and give priority to people walking at these intersections.

10. Traffic volumes at the intersections of Quarry Master Drive (east) and Jones and Mount Streets are low as these streets are used for local access only. As such, shared environment treatments are considered appropriate at these intersections. The shared environments will be raised to the footpath level, which will improve access and safety for pedestrians.
11. The proposed shared environment treatments will be similar to those provided as part of the Bourke Street separated cycleway (Woolloomooloo to Waterloo) and George Street separated cycleway (Redfern to Waterloo).
12. The design of the shared environment treatment has been developed by the City in close consultation with RMS and Transport for NSW. The proposed treatment has received in-principle approval from RMS.

Marked Pedestrian Crossing

13. There is currently no pedestrian crossing facility on Miller Street between Harris and Bank Streets, a distance of 250 metres.
14. It is proposed to provide a marked pedestrian crossing in Miller Street near Miller Lane to provide a safe facility for people to cross the cycleway and road. The pedestrian crossing will improve access to the supermarket at the corner of Miller Street and Bulwara Road. Footpath widening is proposed on the southern side of Miller Street in conjunction with the pedestrian crossing to increase safety by improving sight lines and reducing the crossing distance.

Bus Stops

15. There are two bus stops on the northern side of Miller Street which are located 150 metres apart:
 - Bus Stop 200915, located west of Jones Street; and
 - Bus Stop 200932, located east of Mount Street.
16. It is proposed to provide an in-lane Bus Stop island between the separated cycleway and traffic lane for Bus Stop 200932. The island will include a bus shelter and is proposed to be 16 metres long to accommodate articulated buses. A raised marked pedestrian crossing is proposed in the separated cycleway to provide pedestrian access between the footpath and Bus Stop island. Similar to the Bus Stop islands in Campbell Street, Surry Hills and Bourke Street, Woolloomooloo, cyclists must give way to pedestrians at the marked pedestrian crossing.
17. Bus Stop 200915 is proposed to be closed as this section of Miller Street is not suitable for an in-lane Bus Stop island. Due to the proximity of the signalised intersection of Bank and Miller Streets, drivers would block the intersection if buses continued to stop at this location.
18. State Transit Authority has provided in principle support for the proposed Bus Stop changes.

Parking and Loading Zones

19. Restricting Saunders Street to one-way would accommodate the separated cycleway and retain parking on both sides of the street. This change will create seven new parking spaces in Saunders Street.
20. In Miller Street, it is proposed to remove eight 2P ticket permit parking spaces, three Loading Zone/2P ticket spaces and three car share spaces to accommodate the separated cycleway and marked pedestrian crossing.
21. To offset the loss of the part-time Loading Zone spaces in Miller Street, three part-time Loading Zone spaces will be provided nearby in Harris Street. The changes will provide part-time Loading Zone spaces within 75 metres of the existing Loading Zone in Miller Street. Timed parking will be provide outside of the Loading Zone times.

Traffic Signals

22. It is proposed for bicycle traffic signal detectors to be provided in the cycleway at Miller Street on approach to Harris Street. These detectors will replace the existing cyclist push button at this location. The existing bicycle lanterns installed at the intersection of Miller and Harris Streets will provide access for cyclists between the proposed separated cycleway and the shared zone and separated cycleway in Union Street.
23. No changes are proposed to the traffic signals at the intersection of Miller and Bank Streets. However, the proposed changes in Saunders and Miller Streets are within the extents of the Traffic Control Signal (TCS) plan for the intersection.
24. Updated Traffic Control Signal plans for the two signalised intersections were approved by RMS on 22 August 2019.

Key Implications

Strategic Alignment - Sustainable Sydney 2030

25. 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 strategic directions and objectives:
 - (a) Direction 3 - Integrated Transport for a Connected City:
 - (i) The project will improve safety and amenity for people walking and riding along Saunders and Miller Streets.
 - (ii) The separated cycleways will provide a key missing link in the City's regional bike network.

- (b) Direction 4 - A City for Walking and Cycling:
 - (i) The pedestrian crossing in Miller Street will provide a significant safety improvement for people walking by providing a safe crossing in Miller Street.
 - (ii) The three shared environment treatments will calm traffic and give priority to people walking at these intersections.
 - (iii) The separated cycleways will improve rider safety on Saunders and Miller Streets by providing facilities that are physically separated from vehicles, encouraging more people to ride.

Organisational Impact

- 26. The project will create new civil infrastructure assets which will require ongoing maintenance.

Risks

- 27. Risks associated with the proposal have been considered through the concept design and consultation phase. These include road safety for pedestrians, cyclists and motorists as well as environmental impacts and community concerns.
- 28. An independent Road Safety Audit has been undertaken during the development of the design to identify, assess and address risks associated with the proposal.
- 29. The funding agreement with the NSW Government requires construction of the project to be completed by 30 June 2020. It is anticipated the majority of construction will be completed within this timeframe, subject to all necessary approvals being received.
- 30. If the works are not completed by then, further negotiations will need to be held with the NSW Government in respect of the continued availability of funding.

Social / Cultural / Community

- 31. The streetscape improvements will improve pedestrian amenity for people of all abilities.
- 32. People will have improved access to safe cycling infrastructure to enjoy a healthy lifestyle with an increased level of physical activity. As part of the City's cycle network, this project will contribute to better connected neighbourhoods, increased transport choice and a more active and healthy community.

Environmental

- 33. As part of the cycle network, the cycleway will provide a viable transport alternative which will contribute to lower carbon emissions and reduced pollution.
- 34. 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 to ensure that all environmental impacts have been identified and assessed and, where required, action is identified to manage impacts.

Budget Implications

- 35. The City has accepted a funding offer from the NSW Government as part of the Transport for NSW Active Transport Program for construction of the project.
- 36. The total forecast project construction cost, based on concept plans, has been assessed by an independent quantity surveyor. A summary of the financial implications is included in Confidential Attachment C.
- 37. As part of this project, the upgrade of non-Council owned assets, including traffic signal infrastructure and Ausgrid street lighting, is proposed to be carried out. This will be recognised as expenditure within the operating budget.

Relevant Legislation

- 38. Roads Act 1993 for road related approvals.
- 39. Environmental Planning and Assessment Act 1979 for project assessment and approval.
- 40. Attachment C contains confidential commercial information which, if disclosed, would confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.
- 41. 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 outcomes for its ratepayers.

Critical Dates / Time Frames

42. Key dates are as follows:

Community Consultation	August - October 2019
Local Pedestrian, Cycling and Traffic Calming Committee	November 2019
Construction Period	January 2020 - mid 2020

Options

43. Saunders Street is not wide enough to accommodate the two-way separated cycleway, two traffic lanes and parking on both sides of the street. Providing a two-way separated cycleway while retaining two traffic lanes would result in the loss of 22 parking spaces on Saunders Street. Given this, it is proposed to restrict Saunders Street to one-way westbound and reduce it to one traffic lane in order to accommodate the separated cycleway and retain parking on both sides of the street. This change will create seven new parking spaces in the street.

Public Consultation

44. The design has been developed in consultation with Transport for NSW, RMS and the State Transit Authority.
45. Public exhibition of the design plans was undertaken between 29 August and 9 October 2019 and included the following activities:
 - (a) mailing consultation letters and design plans to 1,252 local residents and businesses in the area requesting feedback on the proposal;
 - (b) a page on the Sydney Your Say website where the design plans could be viewed and feedback provided via an online form and survey;
 - (c) advertising the one-way proposal in Saunders Street in The Sydney Morning Herald in accordance with Section 116 of the Roads Act 1993;
 - (d) promotion on the SydneyCycleways and City of Sydney social media channels including two Facebook posts and two tweets; and
 - (e) community engagement sessions on 3 September and 12 September 2019 in Union Square.
46. A total of 134 formal submissions were received during the consultation period with 94 responses supporting the proposal, 36 opposing and four neutral.
47. Key points raised during community consultation include:
 - (a) safety improvements due to the cycleway providing dedicated space for people riding that is physically separated from vehicles;
 - (b) benefits for providing a key missing link in the cycle network; and
 - (c) the desire for a cycle connection to Sydney Fish Market.
48. Of the 36 opposing submissions received:
 - (a) 15 raised concerns about the loss of parking on Miller Street;
 - (b) eight raised concerns about the proposal to convert Saunders Street to be one-way; and
 - (c) five raised concerns about the closure of Bus Stop 200915 near Jones Street.

49. The online survey on the Sydney Your Say website included a specific question about the proposal for Saunders Street to be one-way. Of the 134 submissions received 71 supported the proposal for Saunders Street to be one-way, 38 opposed; and 25 were neutral or did not comment.
50. Of the 38 submissions opposing the proposal for Saunders Street to be one-way, 26 raised concerns about additional journey time for people driving out of the area by having to travel via Bank Street to access Miller Street.

DAVID RIORDAN

Director City Services

Justin Murphy, Senior Designer - Cycling

Attachment A

Consultation Panels

Saunders and Miller Streets, Pyrmont

Walking and cycling improvements

ABOUT THIS PROJECT

We're proposing improvements to Saunders and Miller streets in Pyrmont for people walking and riding bikes. The City of Sydney invites your feedback on the plans which include new separated cycleways, a new pedestrian crossing and bus stop improvements.

Safer walking connections

Three new paved intersections will calm traffic and give priority to people walking at:

- Saunders Street and Quarry Master Drive;
- Miller and Jones Street; and
- Miller and Mount Street.

We're also proposing a new pedestrian crossing near Miller Lane to help people safely cross Miller Street to the IGA supermarket.

Safer riding connections

We're proposing new two-way cycleways on the northern sides of Saunders and Miller streets.

These links are part of the NSW Government's strategic bike network and this project is proudly funded by the NSW Government.

There are already around 1,500 weekday bike trips between Anzac Bridge and the Union Street cycleway in peak hours. The new cycleways will provide protected space for current and new riders to commute safely.

Bus stop connections

We're consolidating two bus stops on the northern side of Miller Street. State Transit Authority agrees two stops within 150 metres of each other isn't necessary, so we'll remove the bus stop near Jones Street and create a new island for people to wait for the bus at the stop near Mount Street.

Trees and greening

All trees and greenery along the route will be retained. We will also plant additional greenery.

Local access changes

We're proposing to convert Saunders Street to be one-way westbound, to make room for the new cycleway and retain parking on both sides of the street.

It's a change supported by Transport for NSW and the City will seek formal approval from Roads and Maritime Services (RMS) under Section 116 of the Roads Act.

Submissions on the proposed one-way conversion of Saunders Street can be made directly to RMS via email to Mohamed Tita, Senior Network and Safety Officer Mohtamed.Tita@rms.nsw.gov.au.

Changes to parking

We're retaining 94 per cent of public parking spaces along Saunders and Miller Streets, but to create safe cycleways for the growing number of people riding we must reoptimise the layout of roads.

By changing Saunders Street to one-way, we can create seven new parking spaces.

On Miller Street eight public parking spaces, three car share spaces and three part-time loading zone spaces will make way for the new improvements.

We're proposing three part-time loading zone spaces on Harris Street so local businesses still have loading access nearby. Outside of loading times these spaces will be available for public parking.

When the project is complete there will be four fewer public car parking spaces in the area.

HAVE YOUR SAY

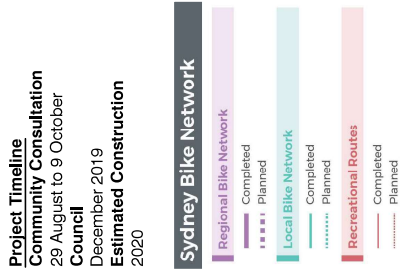
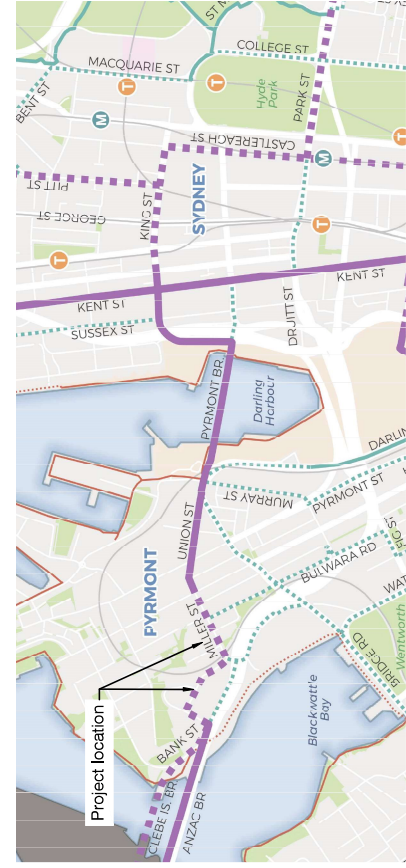
This project is on exhibition until 9 October 2019.

You can view the design online at sydneyyoursey.com.au.

The City will consider all feedback received during consultation and report the outcomes to Council.

For more information, please contact Adam Lander, Community Engagement Coordinator, on 02 9265 9333 or email alander@cityofsydney.nsw.gov.au.

Postal address: City of Sydney, GPO Box 1591, Sydney 2001.
For general enquiries call 02 9265 9333.



Artist impression - Miller Street



Artist impression - intersection of Saunders Street, Quarry Master Drive and the Anzac Bridge ramp

Saunders and Miller Streets, Pyrmont

Walking and cycling improvements

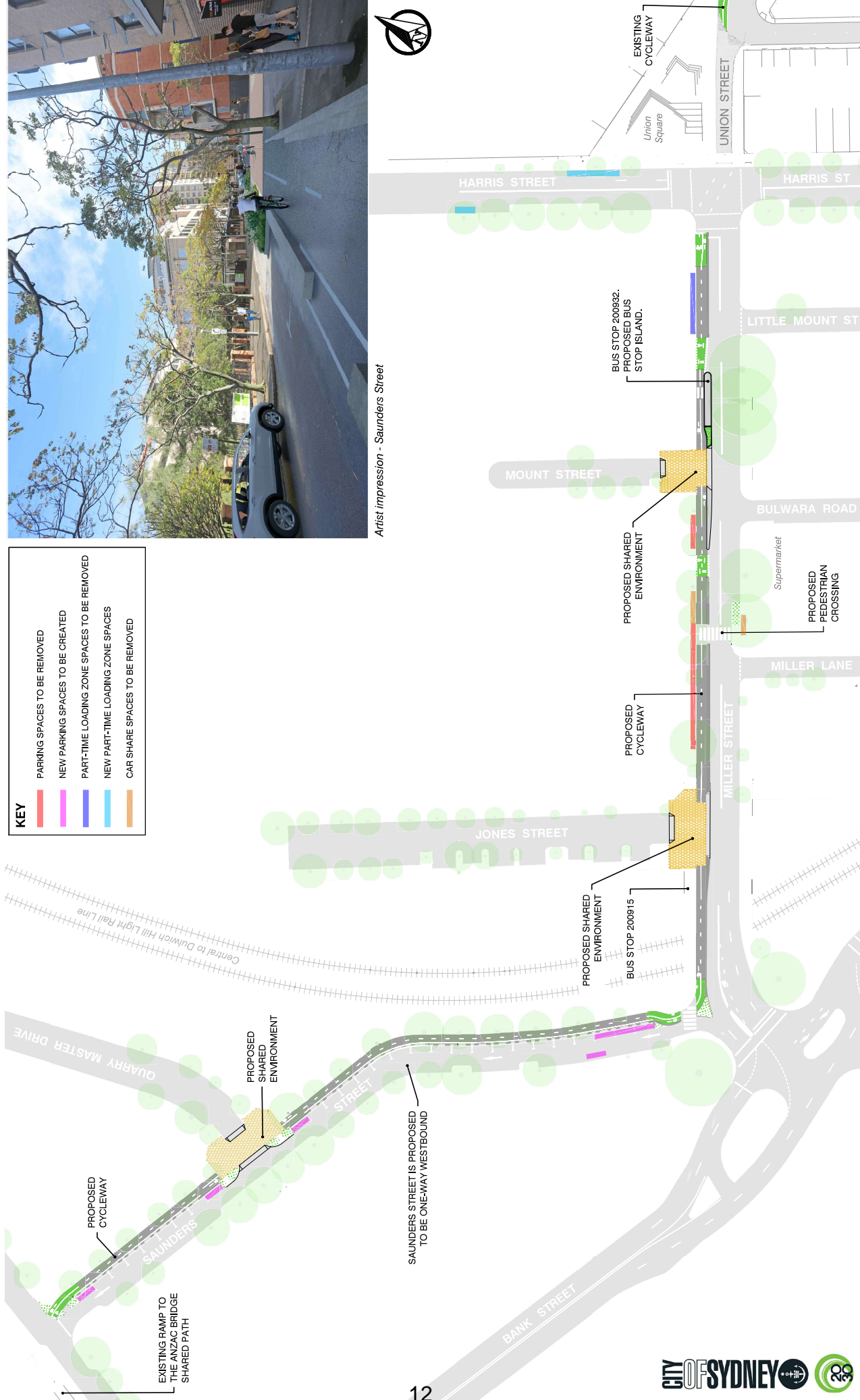
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Artist Impression - Saunders Street

KEY

- PARKING SPACES TO BE REMOVED
- NEW PARKING SPACES TO BE CREATED
- PART-TIME LOADING ZONE SPACES TO BE REMOVED
- NEW PART-TIME LOADING ZONE SPACES
- CAR SHARE SPACES TO BE REMOVED



Attachment B

Concept Design

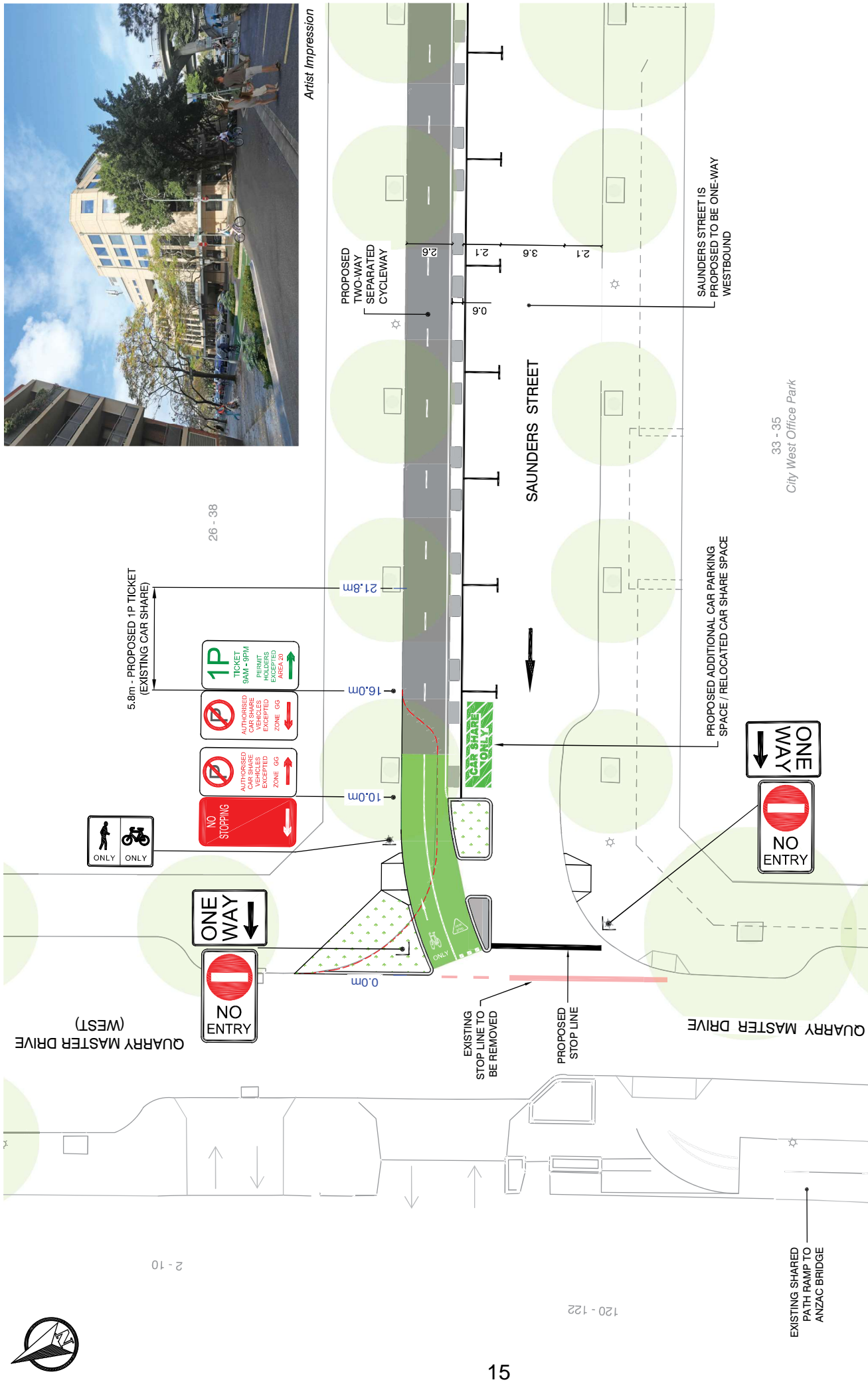
Saunders and Miller Streets, Pyrmont

Walking and cycling improvements

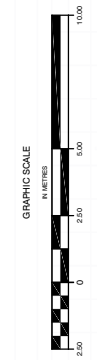
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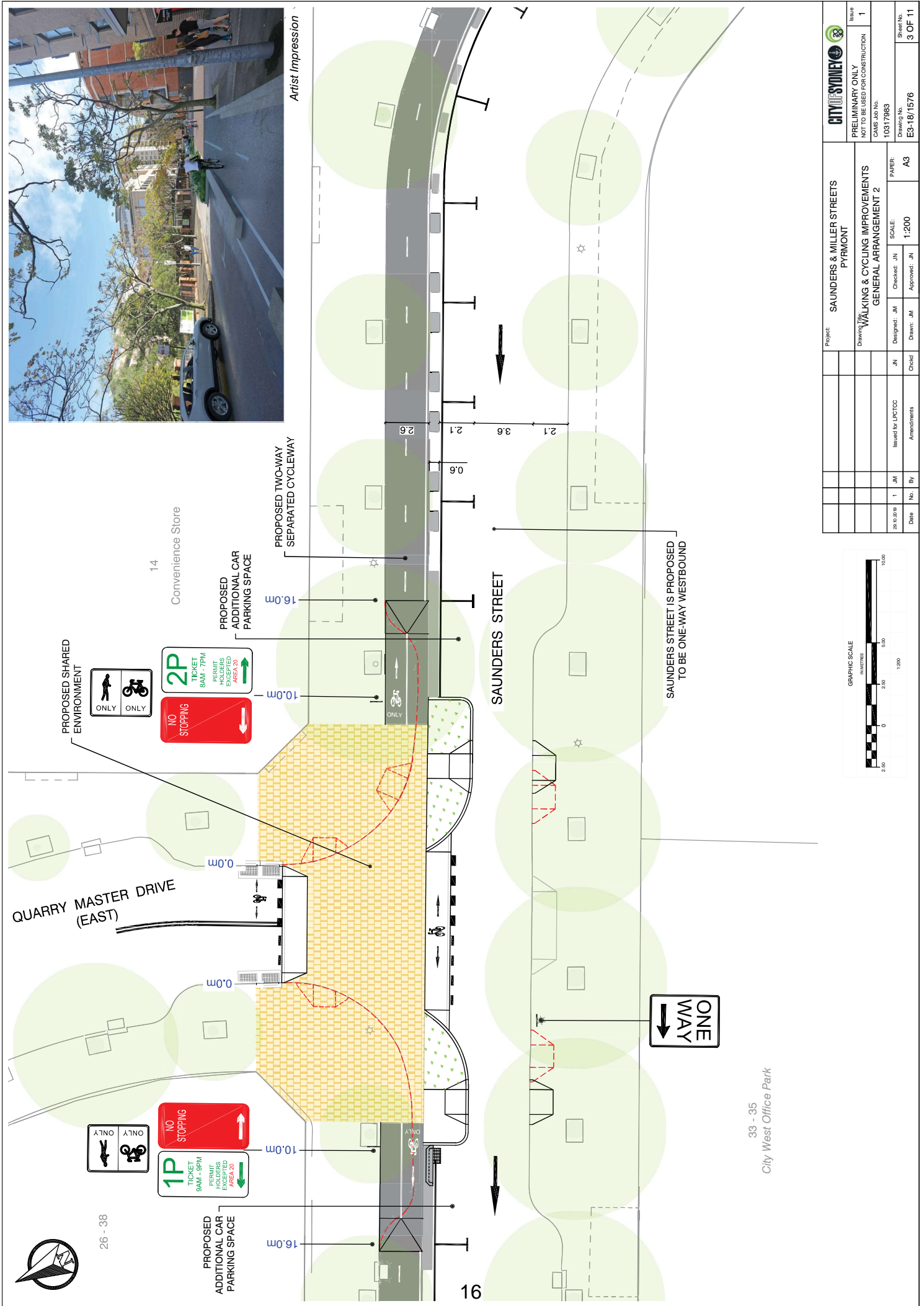


1. LOCATION PLAN
2. GENERAL ARRANGEMENT 1
3. GENERAL ARRANGEMENT 2
4. GENERAL ARRANGEMENT 3
5. GENERAL ARRANGEMENT 4
6. GENERAL ARRANGEMENT 5
7. GENERAL ARRANGEMENT 6
8. GENERAL ARRANGEMENT 7
9. GENERAL ARRANGEMENT 8
10. TYPICAL CROSS SECTIONS
11. PARKING CHANGES

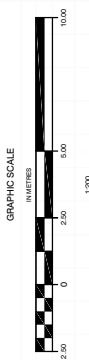


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Designed: JN	Checked: JN	Drawing No: EG-18/1576	
Drawn: JN	Approved: JN		
Issued for LPTCC Amendments	Issued for LPTCC Amendments		
Date	No. By		





Project: SAUNDERS & MILLER STREETS PYRMONT		Issue: 1
Drawing: WALKING & CYCLING IMPROVEMENTS GENERAL ARRANGEMENT 2		Scale: 1:200
Drawn: JM	Checked: JN	Approved: JN
Date: 14/01/2020	By: JM	Sheet No: 3 OF 11
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PRELIMINARY ONLY NOT TO BE USED FOR CONSTRUCTION		City Job No: 10317963
Drawing No: 10317963		Street No: E3-18/1576

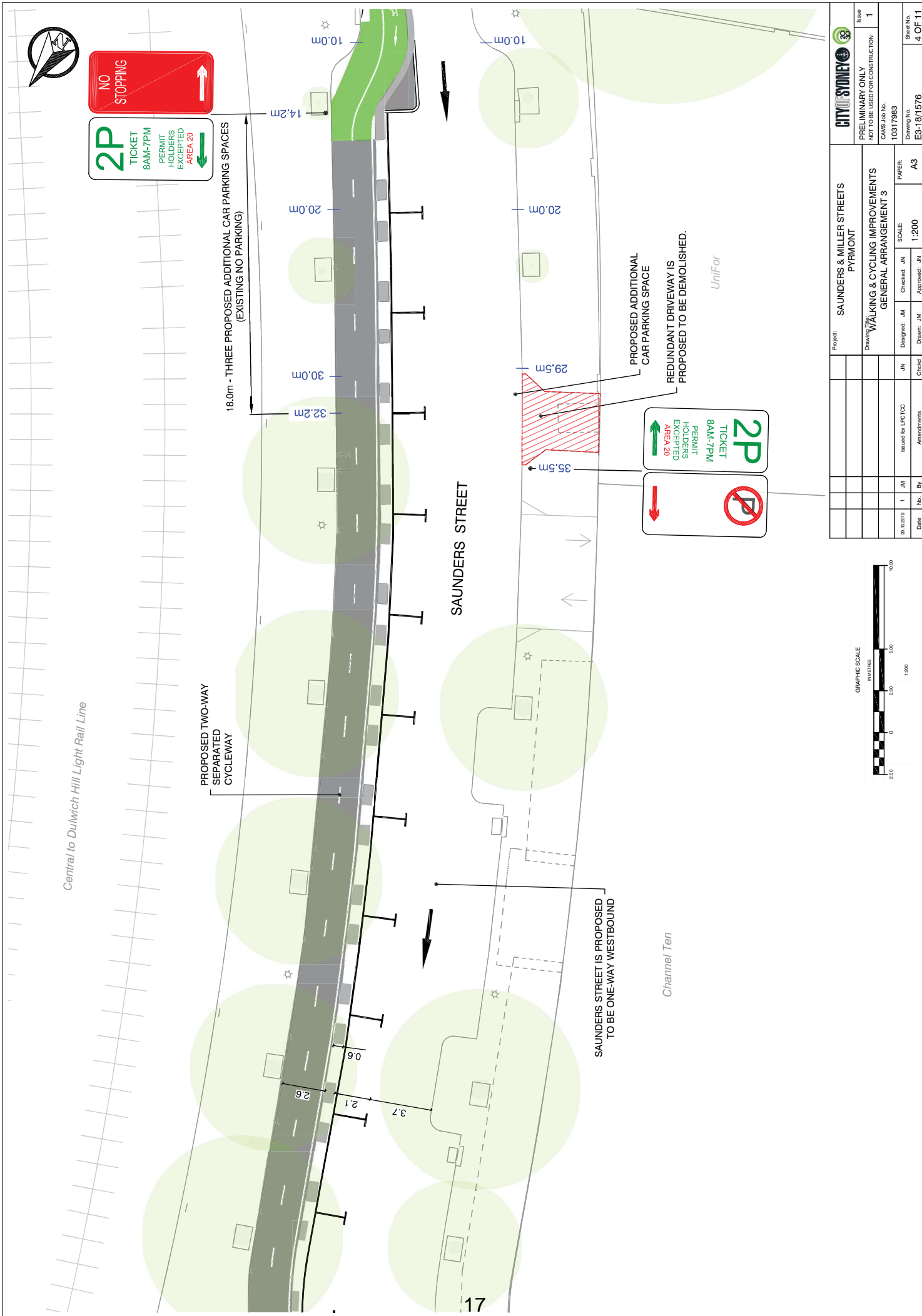


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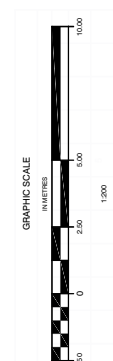
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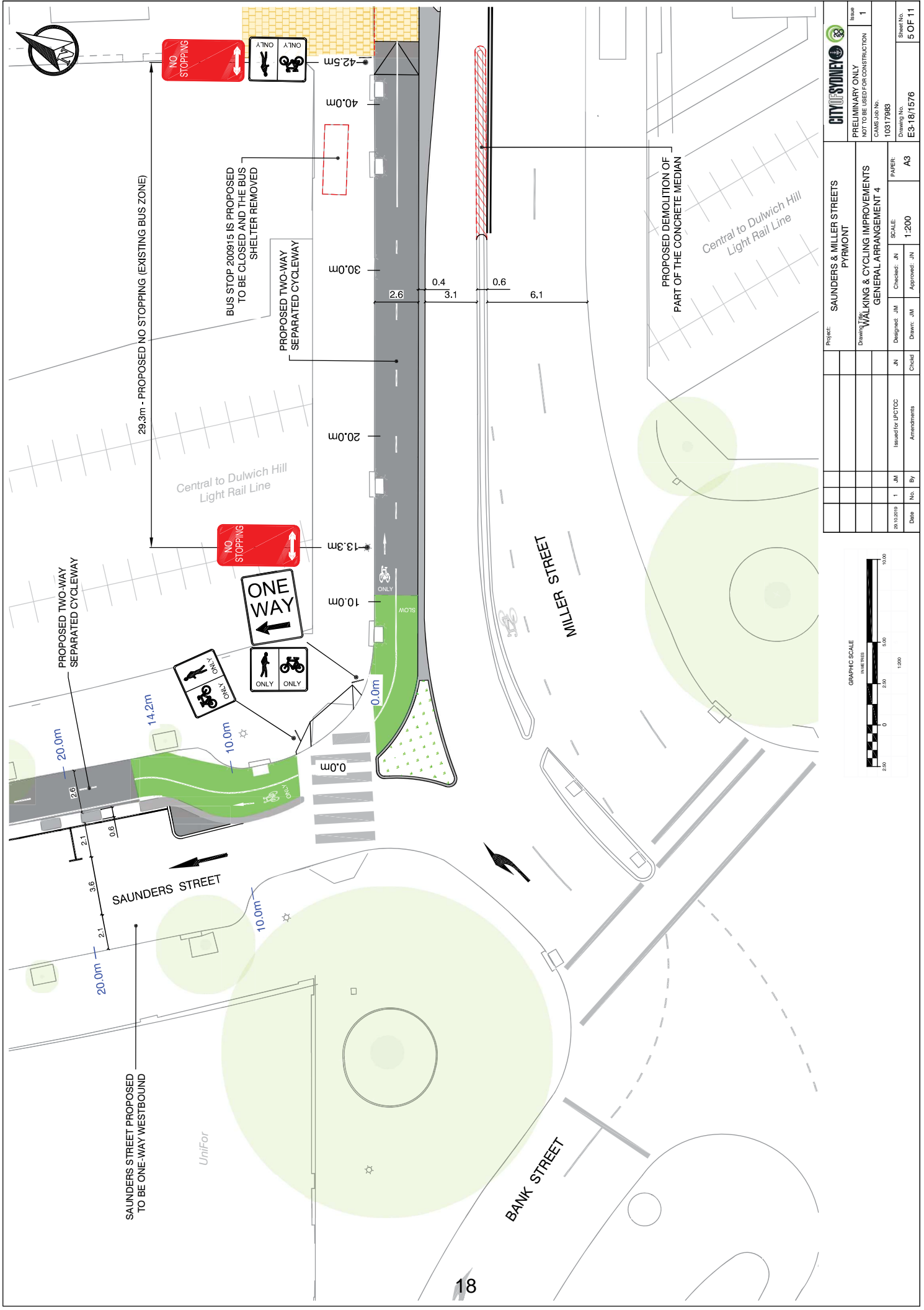
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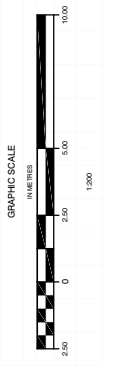
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Designed:	JM
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Approved:	JM
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Drawing No.:	EG-18/1576
Sheet No.:	4 OF 11

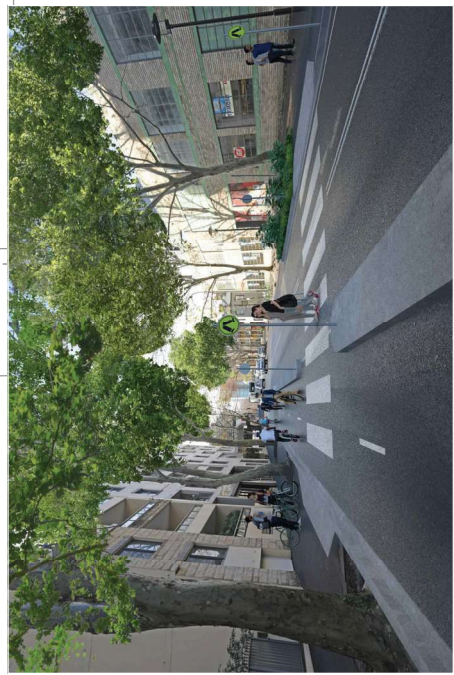
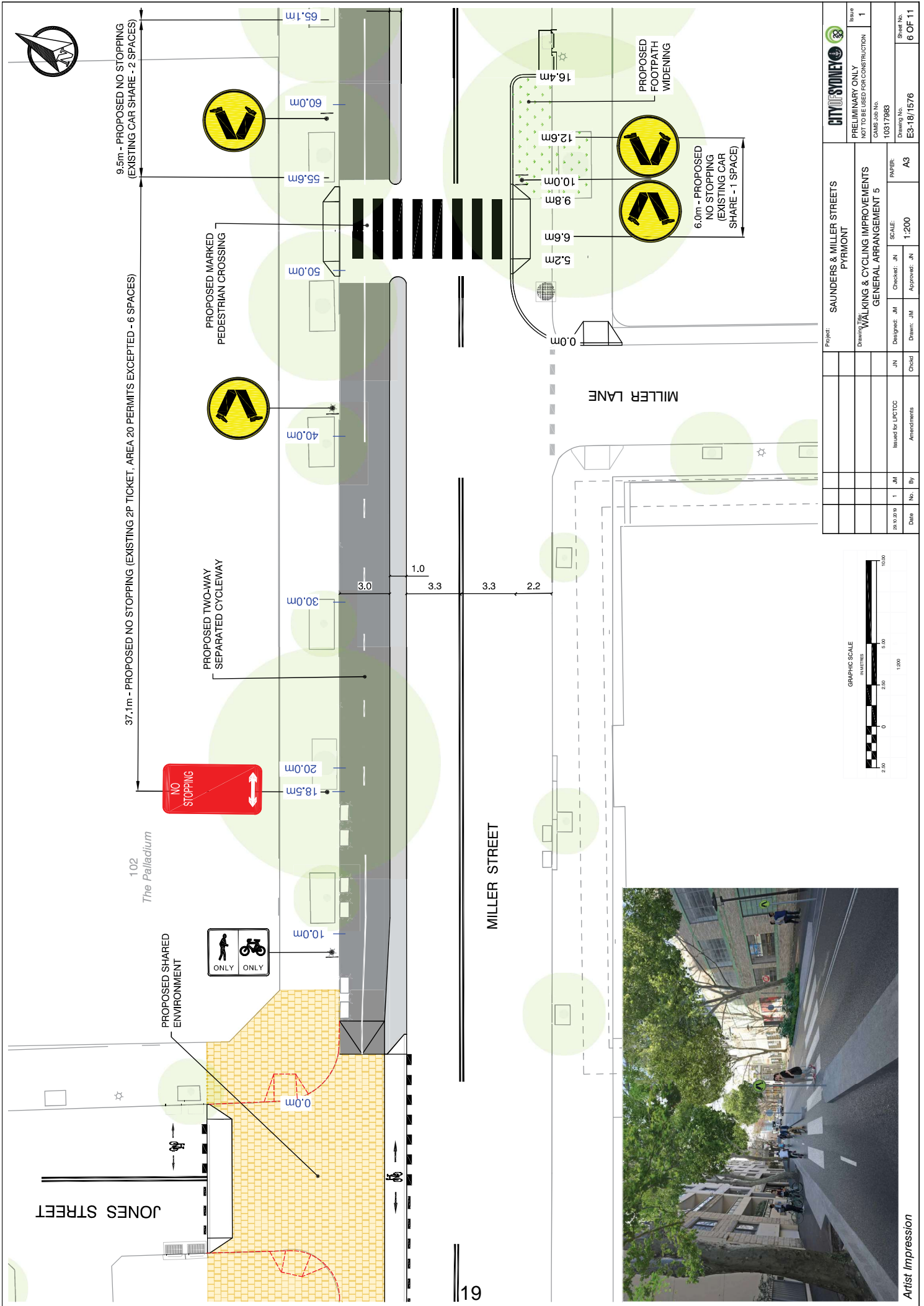




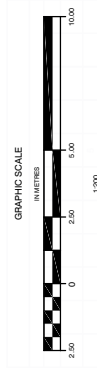
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Designed: JM	Checked: JM	SCALE: 1:200
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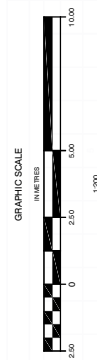


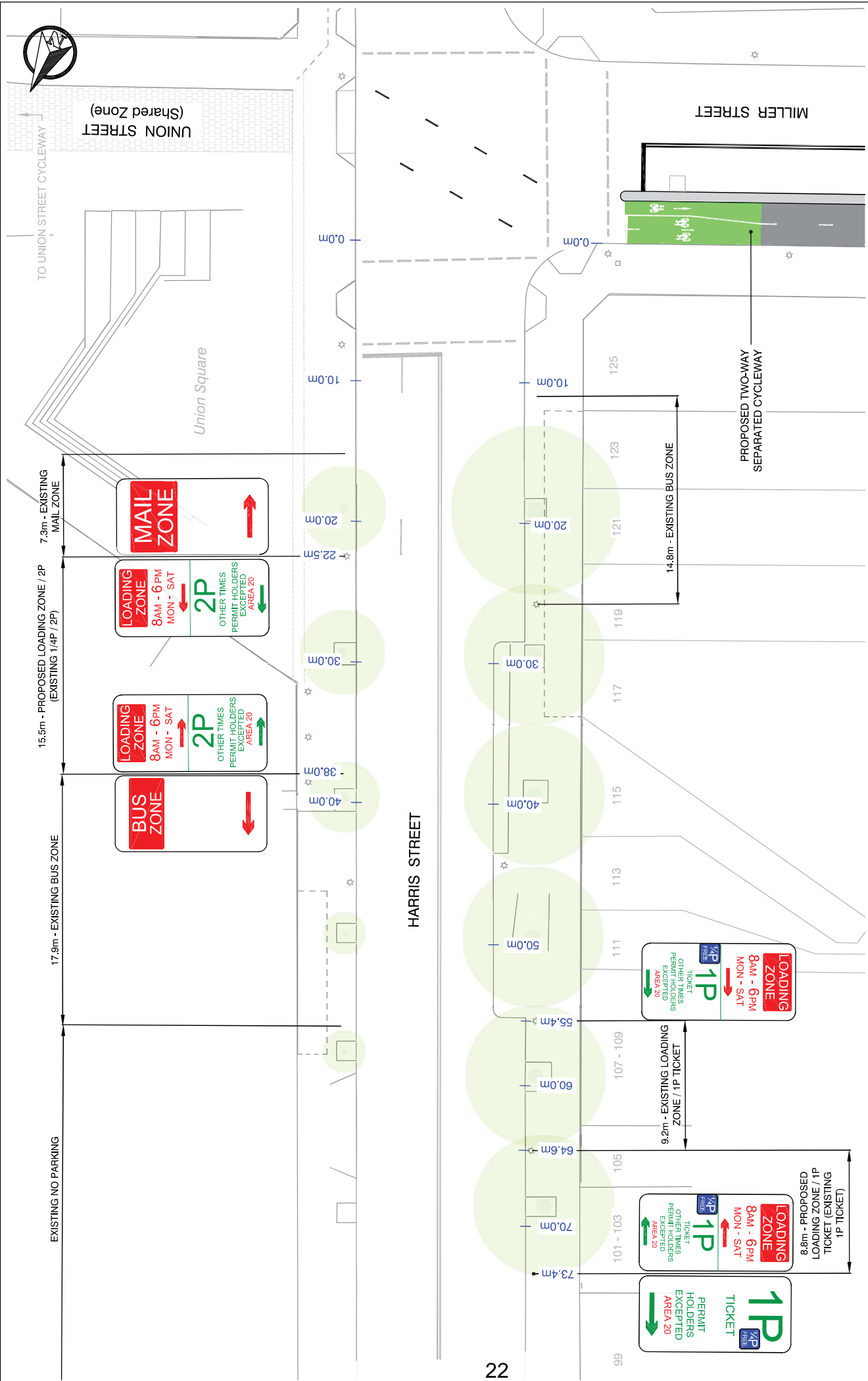
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Issue: 1	Drawn: JM	Checked: JM	Approved: JM
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PRELIMINARY ONLY NOT TO BE USED FOR CONSTRUCTION		Drawing No: E3-18/1576	



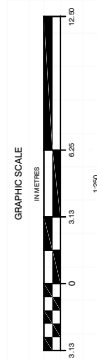


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City Use No.:	10017993
Drawing No.:	E3-18/1576
Sheet No.:	7 OF 11
Scale:	1:200
Checked:	JM
Approved:	JM
Drawn:	JM
Design:	JM
Issue/for:	LPC/DCC
Amendments:	
Date:	28/10/2019
By:	JM
Checked:	JM
Paper:	A3





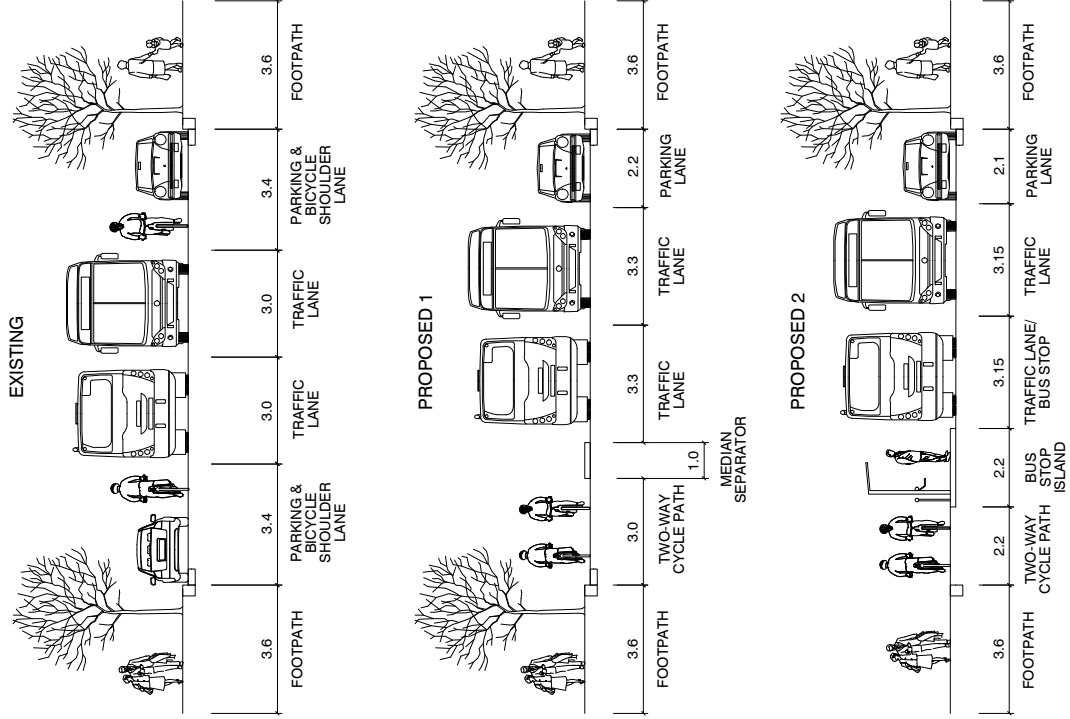
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Issued for LDC/DC	JN	JN	JN	JN	JN	Sheet No. 9 OF 11	
City of Sydney		City of Sydney		City of Sydney		City of Sydney	



TYPICAL CROSS SECTIONS

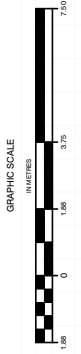
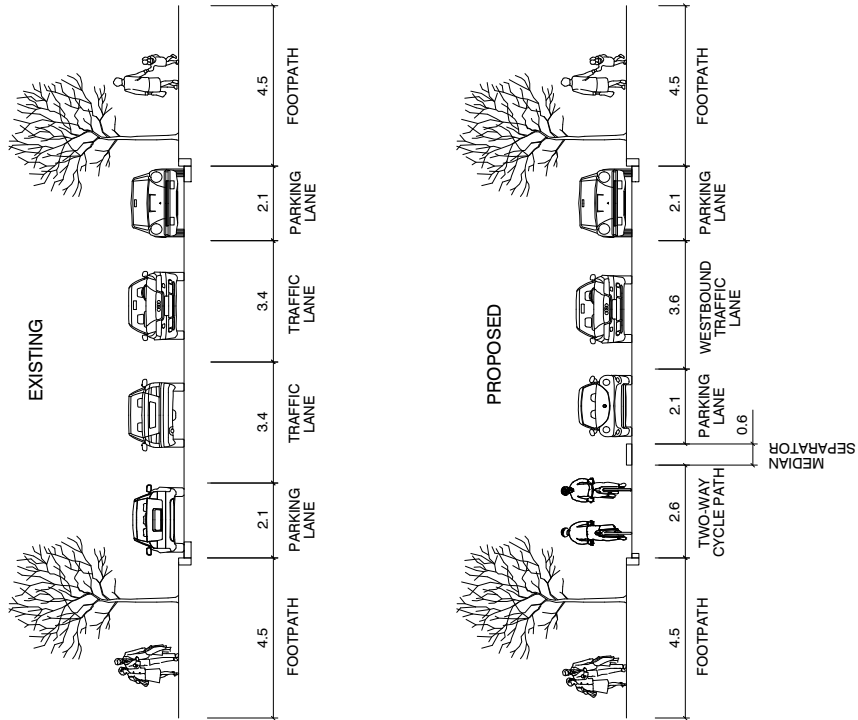
MILLER STREET

12.8 m WIDE KERB TO KERB
20.0 m WIDE ROAD RESERVE



SAUNDERS STREET

11.0 m WIDE KERB TO KERB
20.0 m WIDE ROAD RESERVE



DRAWN BY CADD
DO NOT AMEND MANUALLY

TCS 3230

25

NOTES

- The file is as per the plan.
- See the STOP sign details on pages 1, 2 and 9.
- Audio traffic sign buttons are provided on pages 2, 4, 6, 8, 9 and 14.
- For all construction details of see drawing No. ES-181576 prepared by City of Sydney.
- CCTV camera provided on Post 5.
- Trees on approaches to the intersection are to be regularly inspected and trimmed by Council to minimise pedestrian obstruction.

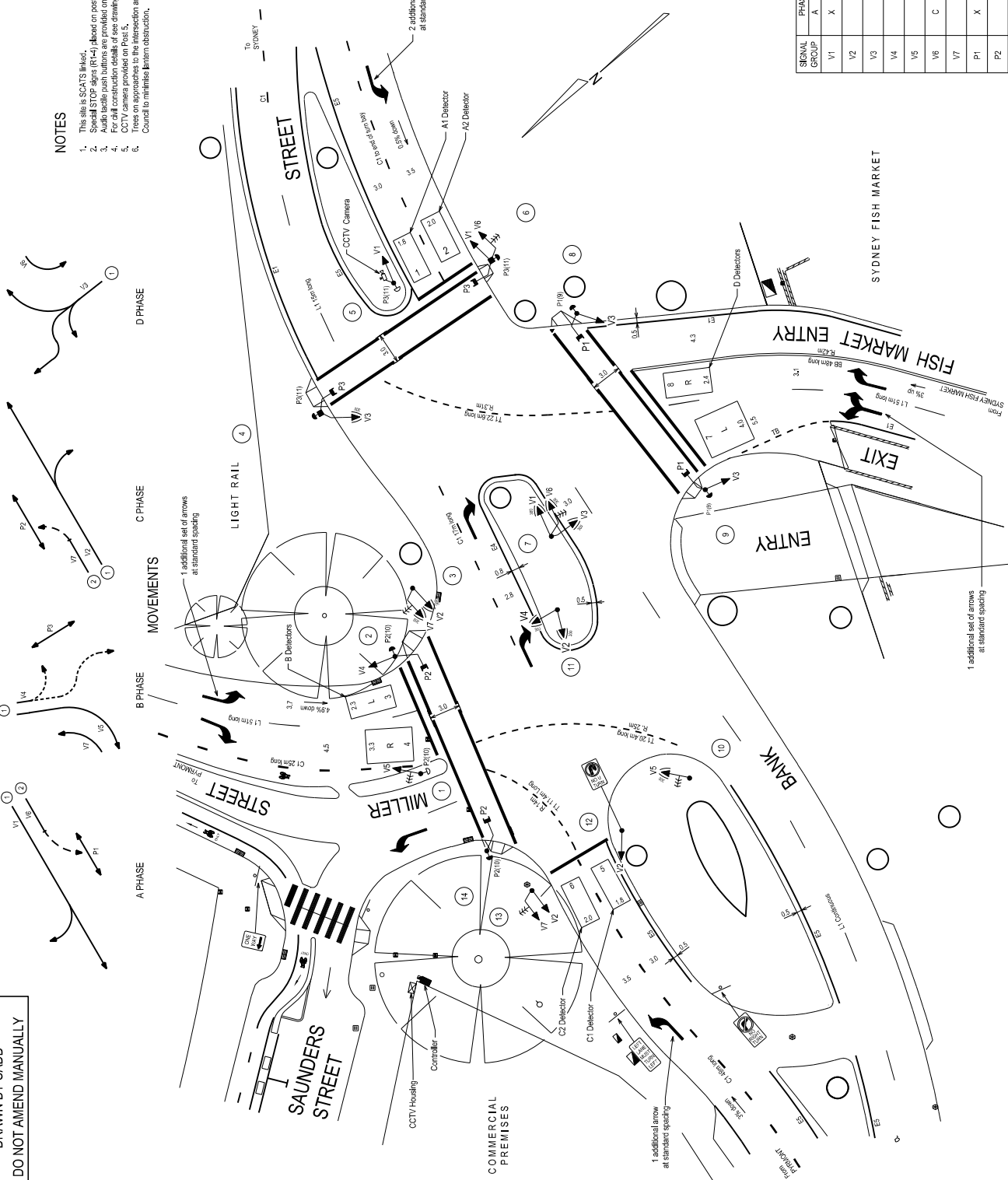
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5	2	4.1	0.8	Existing
6	6	4.1	1.5	Existing
7	2	4.1	1.0	Existing
8	2	4.1	1.0	Existing
9	2	4.1	1.3	Existing
10	2	4.1	1.9	Existing
11	2	4.1	1.8	Existing
12	2	4.1	1.2	Existing
13	2	4.1	1.9	Existing
14	2	4.1	1.0	Existing

DETECTOR SPECIFICATION

Detector	Specifications
A1	FN ALL (A/E1) SGPS A A DS - FN A(PRR) (A/E2) SGPS A A DS -
A2	FN B(L) (B/E1) SGPS B B DS -
B	FN C(L) (C/E1) SGPS C C DS -
C1	FN C(PRR) (C/E2) SGPS C C DS -
C2	FN D(L) (D/E1) SGPS D D DS -
D	FN A(PRB) (D/L) SGPS P(WALK) (A/P(WALK)) DS - B,C,D
P1	FN C(PB) (A/L) SGPS P2(WALK) (C/P2(WALK)) DS - S,A,B,D
P2	FN B(PRB) (A/L) SGPS P3(WALK) (B/P3(WALK)) DS - A,C,D
P3	

SIGNAL GROUP PHASE CHART

SIGNAL GROUP	PHASE DURING WHICH GREEN DISPLAYED				REMARKS
	A	B	C	D	
V1	X				
V2		X			
V3			X		
V4				X	Red for walk and part clearance (special timer) if P3 demanded.
V5					
V6					
V7					
V8					
P1					
P2					
P3					

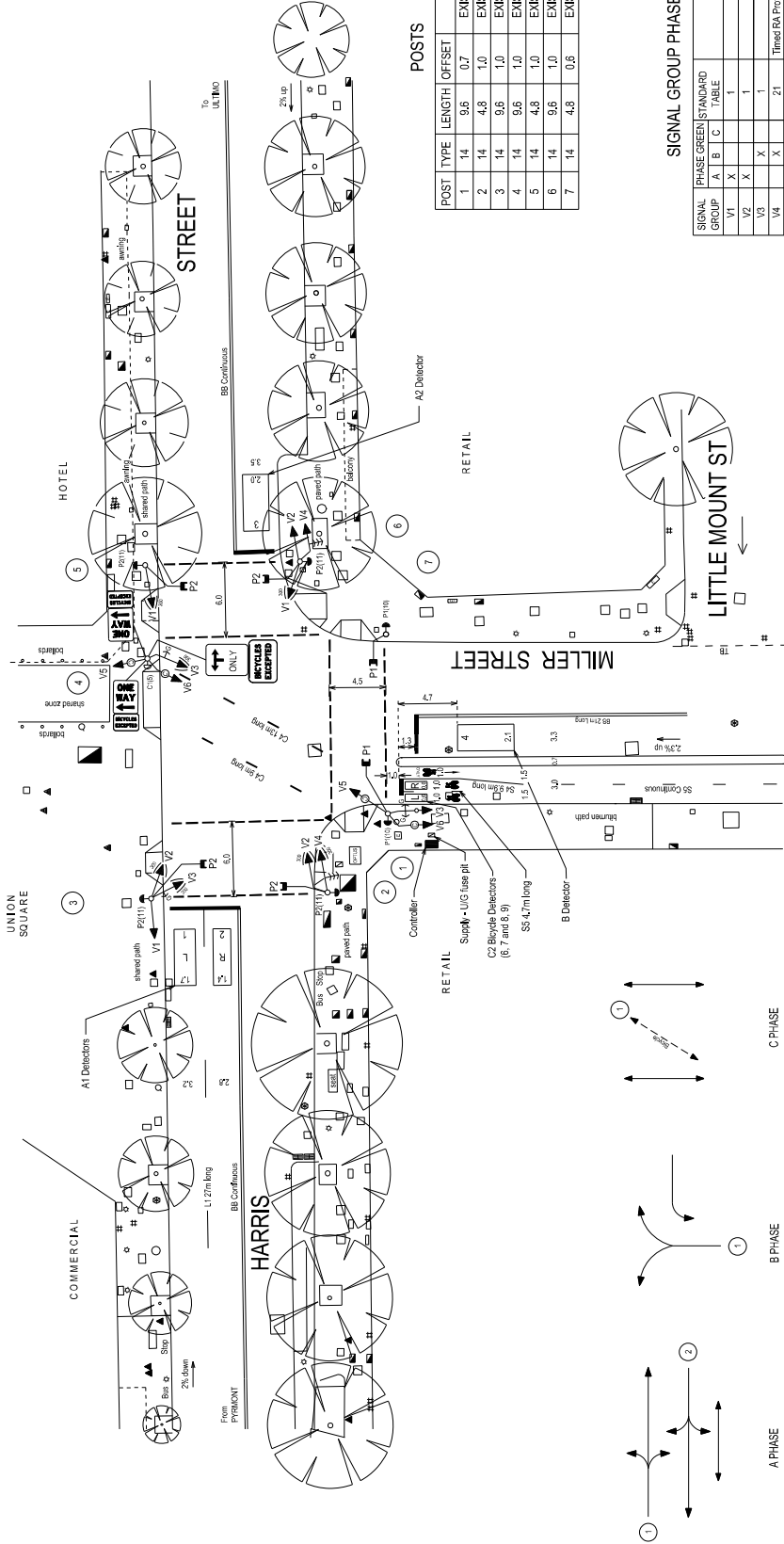


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<p>ROADS AND MARITIME SERVICES</p> <p>SYDNEY COUNCIL AREA</p> <p>TRAFFIC SIGNALS AT</p> <p>BANK STREET,</p> <p>MILLER STREET AND FISH MARKET ENTRY</p> <p>PYRMONT</p> <p>DESIGN LAYOUT</p>		
<p>DESIGN APPROVAL</p> <p>NAME: J. GIBSON</p> <p>DATE: 20/03/2014</p> <p>ROAD DELAY SOLUTIONS</p> <p>NAME: J. GIBSON</p> <p>DATE: 20/03/2014</p>	<p>ROAD DESIGN ENGINEERING</p> <p>NAME: J. GIBSON</p> <p>DATE: 20/03/2014</p> <p>NETWORK OPERATIONS</p> <p>NAME: J. GIBSON</p> <p>DATE: 20/03/2014</p>	<p>RMS ACCEPTANCE</p> <p>ACCEPTED</p> <p>NAME: J. GIBSON</p> <p>DATE: 20/03/2014</p>
<p>REVISIONS</p> <p>NO. DATE BY</p> <p>1 10/11/1996 CADD</p>	<p>RELATIONSHIP</p> <p>NO. DATE BY</p> <p>1 10/11/1996 CADD</p>	<p>REFERENCES</p> <p>NO. DATE BY</p> <p>1 10/11/1996 CADD</p>

DRAWN BY CADD
DO NOT AMEND MANUALLY

NOTES

- This site is SCATS linked.
- Signal timing is provided on sheets 1, 2, 3, 5, 6 and 7. Bicycle push button provided on Post 4.
- Signal and Stop Sign (R14A) placed on Post 1.
- Keft ramps are constructed in accordance with City of Sydney guidelines.
- Separated cycleway to be in accordance with CoS and RMS NSW Bicycle Guidelines.
- Bicycle detectors to be in accordance with RMS drawings VCO05-38A and VCO05-38A-1.
- Automatic introduction of C phase subject to presence of ASF 15 m in minimum.
- Trees on approach to the intersection are to be regularly inspected and trimmed by Council to minimise lantern effect.
- For details of civil construction see City of Sydney drawings E34/181576.

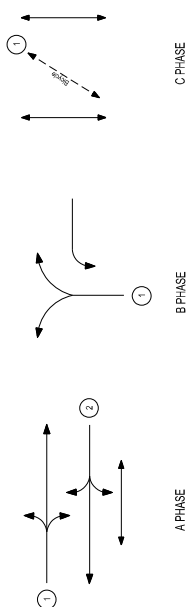


POSTS

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3	14	9.6	1.0	EXIST CoS Type S1B - 380kg
4	14	9.6	1.0	EXIST CoS Type S1B - 380kg
5	14	4.8	1.0	EXIST CoS Type S1B - 280kg
6	14	9.6	1.0	EXIST CoS Type S1B - 380kg
7	14	4.8	0.6	EXIST CoS Type S1B - 280kg

SIGNAL GROUP PHASE CHART

SIGNAL GROUP	PHASE GREEN STANDARD TABLE			REMARKS
	A	B	C	
V1	X	X	1	
V2	X	X	1	
V3	X	X	1	
V4	X	X	21	Timed RA Protection for P1 Ped
V5	X	X	1	
V6	X	X	1	
P1	X	X	2	Automatic introduction of P1 ped subject to presence of ASF1
P2	X	X	20	Automatic Introduction



ROADS AND MARITIME SERVICES

SYDNEY COUNCIL AREA
TRAFFIC SIGNALS AT
HARRIS STREET
AND MILLER STREET
PYRMONT

EXISTING PROPOSED

CADD FILE: V0122_18A.dgn

SCALE: 1:1250

FILE: SFD2013/168775

REG NO: DS2013/001746

TCS No: 0122

SHEET 18

ISSUE A

DATE: 21/05/1955

DESIGNER: G. WALEY

CHECKED: G. WALEY

DATE: 21/05/1955

APPROVED: G. WALEY

DATE: 21/05/1955

DESIGN APPROVAL: G. WALEY

DATE: 21/05/1955

RMS RECOMMENDATION: G. WALEY

DATE: 21/05/1955

RMS ACCEPTANCE: G. WALEY

DATE: 21/05/1955

DESIGN LAYOUT

A ORIGINAL ISSUE

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Item 5.

Knowledge Exchange Sponsorship - Developing a Risk Managed Approach to Incorporating Battery Storage and Electric Vehicles into Office Buildings

File No: X026299

Summary

An application has been received under the Knowledge Exchange sponsorship program from GPT RE Limited (GPT) to undertake a comprehensive review of the risk and safety requirements of installing large scale batteries and electric vehicle charging stations in office buildings.

It is expected that batteries will become an important part of the transition to renewable energy sources and a net zero future. However, the industry needs more understanding of the risks and mitigating solutions associated with the installation of large batteries in buildings.

GPT owns and manages a portfolio of retail, office and logistics property assets across Australia and has reduced its carbon emission intensity by 57 per cent from a 2005 baseline. As a member of the Better Buildings Partnership, GPT is committed to a Net Zero future and is exploring how to accelerate its transition to renewable energy.

GPT is planning to run a detailed risk assessment process to examine the risks of implementing batteries and electric vehicle charging within buildings. Whilst the risk assessment will have a strong focus on safety, fire and structural requirements, it will also consider costs, connection, regulation and broader building impacts.

As a recognised leader in the property sector, GPT will disseminate the knowledge acquired through this project to other building owners and stakeholders using the Better Buildings Partnership and other relevant industry forums. The knowledge will also have relevance to other sectors of the built environment, such as accommodation buildings and residential apartment buildings. The City will incorporate relevant insights into its broader engagement related to the uptake of batteries and electric vehicles.

The sponsorship will directly support the City's goal to create a green, global and connected City and aligns with the City's Environmental Action 2016-2021 Strategy and Action Plan, and Sydney's Sustainable Office Building Plan.

The request for sponsorship has been evaluated against the City's Knowledge Exchange Sponsorship program and it is recommended that the application be funded with \$25,000 cash (excluding GST).

Recommendation

It is resolved that:

- (A) Council approve a Knowledge Exchange cash sponsorship for \$25,000 (excluding GST) to GPT RE Limited for developing a risk managed approach to incorporating battery storage and electrical vehicle charging stations into office buildings; and
- (B) authority be delegated to the Chief Executive Officer to negotiate, execute and administer a sponsorship agreement with GPT RE Limited in accordance with the Grants and Sponsorship policy.

Attachments

Nil.

Background

1. GPT is one of Australia's largest diversified property groups and is consistently ranked as one of the best performing property and real estate companies in international sustainability benchmarks. With its demonstrated sustainability leadership and capability, GPT is well-positioned to both undertake and disseminate the findings from this innovative risk assessment project.
2. GPT's application for sponsorship included work on identifying how battery storage and electric vehicle charging stations would impact on the risk profile of an office building and a shopping centre. For the risk assessment GPT proposed to study in detail an office building within the local area and a NSW-based shopping centre.
3. The evaluation panel considered the office building assessment to be highly aligned with the City's environmental strategy and recommended that this element of the proposal be undertaken first. A study of the battery installation risks for a shopping centre could be considered as a separate application. Considering the reduced scope, the evaluation panel recommended the applicant be awarded \$25,000 cash rather than the \$38,500 requested. GPT estimates the total cost of project at \$77,000.
4. Installation of large scale batteries in office buildings have the potential to address some of the reliability challenges associated with a significant uptake of renewable energy in the national energy market. Batteries are seen as an enabler to the uptake of renewable energy by the office sector and could also increase resilience against extreme events.
5. The sponsorship of GPT will help fund a risk assessment to understand the risks associated with the installation of batteries in office buildings. The risk assessment will also look at ways to manage these risks so that the business case for investing in battery infrastructure is improved. Findings from this assessment will be shared by GPT through the Better Buildings Partnership and industry bodies such as the Property Council of Australia.

Strategic Alignment - Sustainable Sydney 2030

6. 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 sponsorship is aligned with the following strategic directions and objectives:
 - (a) Direction 1 - A Globally Competitive and Innovative City - the sponsorship supports innovation within the building office sector.
 - (b) Direction 2 provides a road map for the City to become A Leading Environmental Performer - the sponsorship empowers the community to uptake renewable energy and reduce greenhouse gas emissions. It also supports the office building sector in making sure that the city's buildings are resilient to the likely impacts of climate change.
 - (c) Direction 9 - Sustainable Development, Renewal and Design - the sponsorship has the potential to better inform the City's planning and design policies.
 - (d) Direction 10 - Implementation through Effective Governance and Partnerships - the sponsorship empowers the office building sector to deliver on the targets set out by Sustainable Sydney 2030.

Organisational Impact

7. The sponsorship complements and enhances programs delivered by the City, such as the Better Buildings Partnership.

Social / Cultural / Community

8. Successful installation and use of batteries will provide an additional mechanism for building owners to manage their electrical demand and reduce their peak demand on the electrical grid. This increases the resilience of office buildings and the broader community who are dependent on a reliable grid for their power, in the case of peak demand challenges and other shock events in the grid.

Environmental

9. To meet Sydney's Net Zero target building owners will need to rapidly transition from their procurement of coal fired power to 100 per cent renewable electricity. The successful installation of batteries is seen as an enabler to a thriving renewable energy market.
10. Findings from this report will help lower the risks associated with the installation of batteries in office buildings, facilitating the uptake of renewable energy by the sector and increasing the resilience of these buildings.

Economic

11. Findings from this project will facilitate the uptake of renewable energy and increase the resilience of the office building sector. This will lead to an improved Environmental, Social and Governance performance and can increase the attractiveness of these asset portfolios for sustainable investment.

Budget Implications

12. Funding for \$25,000 sponsorship (excluding GST) is available in the 2019/20 Knowledge Exchange Sponsorship budget.

Relevant Legislation

13. Section 356 of the Local Government Act 1993 provides that a council may, in accordance with a resolution of the council, contribute money or otherwise grant financial assistance to persons for the purpose of exercising its functions.
14. Section 356(3)(a) - (d) is satisfied for the purpose of providing grant funding to for profit organisations because:
 - (a) the funding is part of the Knowledge Exchange program;
 - (b) the details of the program have been included in Council's draft operation plan for financial year 2019-2020;
 - (c) the program's proposed budget does not exceed 5% of Council's proposed income from ordinary rates for financial year 2019-2020; and
 - (d) the program applies to a significant group of persons within the local government area.

Critical Dates / Time Frames

15. The project is planned to run from December 2019 to May 2020.

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Director City Life

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