

14 February 2022

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

Environment Committee

Agenda

- 1. Disclosures of Interest**
- 2. Project Scope – Oxford and Liverpool Street Cycleway**
- 3. Project Scope - King Street Cycleway - Pitt Street to Phillip Street**
- 4. Synthetic Sportfields Program**
- 5. Joint Use Project Deed Variation - Alexandria Park Community School - Synthetic Field and Park Road - Additional Funds Request**

Disclaimer, Terms and 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.

Webcast

In accordance with the *City of Sydney Code of Meeting Practice*, Committee meetings are recorded and webcast live on the City of Sydney website at www.cityofsydney.nsw.gov.au.

Members of the public attending a council or committee meeting may have their image, voice and personal information (including name and address) recorded, publicly broadcast and archived for up to 12 months.

Consent

By attending a council or committee meeting, members of the public consent to this use of their image, voice and personal information.

Disclaimer

Statements made by individuals at a council or committee meeting, and which may be contained in a live stream or recording of the meeting are those of the individuals making them, and not of the City. To be clear, unless set out in a resolution of council, the City does not endorse or support such statements.

The City does not accept any liability for statements made or actions taken by individuals during a Council or Committee meeting that may be contrary to law, including discriminatory, defamatory or offensive comments. Such statements or actions are not protected by privilege and may be the subject of legal proceedings and potential liability, for which the City takes no responsibility.

Guidelines

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 Secretariat on 9265 9310 or emailing secretariat@cityofsydney.nsw.gov.au before 10.00am 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.

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 City 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 available at www.cityofsydney.nsw.gov.au

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.

Item 2.

Project Scope – Oxford and Liverpool Street Cycleway

File No: X037203

Summary

This report describes the proposed new permanent cycleways on:

- Oxford Street between Flinders Street and College Street, and;
- Liverpool Street between College Street and Castlereagh Street.

The project will deliver a safe connection for people riding between the existing cycleways along Bourke Street and in the city centre on Liverpool and Castlereagh Streets.

The Oxford and Liverpool Street cycleway is part of the City's broader Cycling Strategy and Action Plan, the NSW Government's Principal Bicycle Network and a strategic cycleway network route in the NSW Government's Sydney City Centre Access Strategy. The proposal aligns with a well-used bike commuter route between the city centre and eastern suburbs. The majority of the proposed cycleway will be a separated cycleway, with the section at Taylor Square remaining as a shared path.

The project will provide a series of streetscape and footpath amenity improvements that will improve safety, connectivity and comfort for people walking and provide a more liveable, green street environment. The project would improve safety and amenity for people walking, sitting at cafés and restaurants, and visiting local business.

Community consultation for the project was undertaken in October and November 2021. One hundred and fifty-seven people made submissions. The majority were supportive of the cycleway works, with several suggestions made to improve the designs.

This report seeks Council's approval of the concept design.

Recommendation

It is resolved that Council:

- (A) approve the concept design for the Oxford and Liverpool Street cycleway as shown in Attachment B to the subject report for detailed documentation and construction tender; and
- (B) note the estimated project costs as detailed in Confidential Attachment D to the subject report.

Attachments

- Attachment A.** Sydney Bike Network Map
- Attachment B.** Community Consultation Drawings
- Attachment C.** Engagement Report
- Attachment D.** Financial Implications (Confidential)

Background

1. In November 2018, Council endorsed the Cycling Strategy and Action Plan 2018-2030, for incorporation into the City's community strategic plan Sustainable Sydney 2030. The Strategy includes an overall proposed Bike Network.
2. Priority 1 of the Strategy and Action Plan is to connect the bike network, as there is strong evidence that safe connected cycling infrastructure is essential to making bike riding a viable transport option for the majority of the population.
3. The Strategy and Action Plan target is to complete 80 per cent of the regional route network by 2024 and 100 per cent by 2030.
4. Direction 4 in the City's Community Strategic Plan is to make Sydney a city for walking and cycling. Its targets include a minimum of 10 per cent of City trips will be made by bicycle and 50 per cent by pedestrian movement by 2030.
5. Oxford and Liverpool Streets are important connections in Sydney's Bike Network, identified in Council's Strategy and Action Plan. These links are aligned with the NSW Government's Co-designed Bicycle Network (Principal Bike Network) for Inner Sydney.
6. The project aligns with a well-used bike commuter route between the city centre and eastern suburbs. It will connect existing cycleways along Bourke Street and in the city centre on Liverpool and Castlereagh Streets. It will also connect with the College Street cycleway to be completed in 2022.
7. Transport for NSW research has found that 70 per cent of Greater Sydney residents would ride, or ride more, if there were safe cycleways, separated from traffic. Recent surveys of residents in the City of Sydney and neighbouring council areas have consistently found over 70 per cent support for building a bike network and separated cycleways.
8. When the City builds new separated cycleways, it is common for the number of bike trips to double within one or two years. This growth is higher in the city centre or where the cycleway is well connected into the network.
9. There are over 2,000 daily bike trips on Oxford Street. Oxford Street has the highest number of reported bike crashes in the Local Government Area. The most common causes of reported bicycle crashes over the last ten years on Oxford Street are opening car doors, poor surface conditions, left turns and left side swipes. A dedicated cycleway would be expected to eliminate these crash causes.
10. In November 2020 the City consulted on a previous version of a plan for Oxford Street, for a centre running pop-up design. After community feedback and support from Transport for NSW for a permanent cycleway, the City developed new concept plans for a permanent, higher quality two-way cycleway on the north side of Oxford and Liverpool streets. Due to the significant design modification the City undertook a new month-long community consultation on the revised design in November 2021 (the subject of this council report).
11. The design approach is consistent with the NSW Government's Road User Space Allocation Policy and its hierarchy of road users which prioritises people walking, and with our commitment to build the network faster with less construction disruption by minimising kerb adjustments. The City collaborated closely with NSW Government agencies on the reallocation of one westbound traffic lane.

Concept Design and Scope of Works

Oxford Street cycleway

12. Oxford Street is a significant and important village high street. It is home to many local businesses, residents and important community services and destinations.
13. The proposal comprises a separated bi-directional cycleway along the northern kerb of Oxford Street between Flinders Street and College Street.
14. The northern kerbside lane on Oxford Street is proposed to be re-allocated to create a separated bi-directional cycleway between Flinders and College Streets. The cycleway along the northern side would reduce the number of westbound traffic lanes from three to two.
15. Access for people driving to destinations on or off Oxford Street and into and out of the city would be maintained. The reduction in the number of traffic lanes could impact the amount of through-traffic using Oxford Street during some periods of the day. People driving from the eastern suburbs along Oxford Street to a destination in the city or beyond (i.e. through traffic) have alternative routes such as Moore Park Road, the Eastern Distributor and the Cross-City Tunnel.
16. No changes are proposed to parking and loading on Oxford Street. Transport for NSW will monitor the performance of the southern (westbound) kerbside lane and use of off-peak parking and loading spaces for six months after the cycleway opens, to identify and consider potential improvements. This will include evaluating bus reliability and potentially changing off-peak parking and loading hours, in consultation with City of Sydney.
17. To improve road safety (especially for people walking) and better integrate the project into the traffic environment, the following traffic changes were developed in line with requests from Transport of NSW and are proposed as part of the project:
 - (a) a left-turn ban from Oxford Street (eastbound) north into Palmer Street; and
 - (b) the closure of Liverpool Street (east) to vehicles at Oxford Street. This addresses an existing safety issue of vehicles crossing a busy footpath as well as an existing impact on bus operations caused by vehicles waiting to turn into Liverpool Street (east) impeding eastbound bus flows

Liverpool Street cycleway

18. The proposal is for a separated bi-directional cycleway on Liverpool Street between College Street and Castlereagh Street in the northern kerbside lane.
19. The cycleway along the northern side would reduce the number of westbound traffic lanes from three to two.
20. Kerbside parking is to be removed along on the both the north and south side of the Liverpool Street.

21. To better integrate the project into the transport system and traffic environment, the existing bus stops on the northern side of Liverpool are to be relocated to Elizabeth Street and Wentworth Avenue. These changes were possible due to the South East Bus Plan that Transport for NSW recently implemented to support light rail. It removed some bus routes from City Centre, freeing up capacity to consolidate bus stops on Elizabeth Street, making it easier to understand for bus customers.
22. To improve road safety (especially for people walking) and better integrate the project into the traffic environment, the following traffic changes were developed in line with requests from Transport of NSW and are proposed as part of the project:
 - (a) a left-turn ban from Liverpool Street eastbound into College Street (heading north);
 - (b) a right-turn ban from Liverpool Street eastbound into Wentworth Avenue (heading south); and
 - (c) a right-turn ban - from Elizabeth Street northbound into Liverpool Street (heading east). Transport for NSW will reroute northbound / eastbound bus routes (routes 311 and 440) from Elizabeth Street to Oxford Street via Wentworth Avenue.
 - (d) A right-turn ban from Elizabeth Street southbound into Liverpool Street (heading west).

Key Implications

Strategic Alignment - Sustainable Sydney 2030

23. Sustainable Sydney 2030 is a vision for the sustainable development of the City to 2030 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress. This report is aligned with the following strategic directions and objectives:
 - (a) Direction 3 - Integrated Transport for a Connected City -
 - (i) The separated cycleways will provide a key missing link in the City's bike network.
 - (ii) The project supports behaviour change in the city and its villages and encourage a shift to sustainable travel modes.
 - (b) Direction 4 - A City for Walking and Cycling
 - (i) Objectives under this Direction include developing a network of safe, linked pedestrian and cycle paths integrated with green spaces throughout both the city and inner Sydney; giving greater priority to cycle and pedestrian movements and amenity in the City Centre; and promoting green travel for major workplaces and venues in the city.
 - (ii) As a key part of the cycle network, the cycleway proposed in this project will complete missing links in the bike network, which will provide a viable sustainable transport alternative that will contribute to lower carbon emissions and reduced pollution.

Organisational Impact

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

Risks

25. Risks associated with the proposal have been considered through the concept design and consultation phases. These include safety for pedestrians, cyclists and motorists, environmental and economic impacts, and community concerns.
26. Road Safety Audits will be carried out on the developed designs and at the completion of construction to further identify any risks associated with the proposals and develop mitigation measures. These will build on the road safety assessments undertaken during concept design phase.

Social / Cultural / Community

27. 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 bike network, this project will contribute to better connected neighbourhoods, increased transport choice and a more socially connected, active and healthier community.
28. Reduced traffic capacity along Oxford Street (westbound) will discourage through traffic using this route. This will reduce traffic volumes and calm traffic while maintaining vehicle access to Oxford Street and surrounding areas.
29. By expanding the bike network, these cycleways will provide a viable travel choice for people to ride between the City and Eastern Suburbs and free up capacity on public transport and roads for people who need them.

Environmental

30. The project aligns with the City's Sustainable Sydney 2030 goals which aim to provide a better environment for people walking and riding bikes, resulting in lower carbon emissions and reduced pollution.
31. Cycling and walking are integral to our transport future because they are the most accessible, equitable, sustainable and reliable forms of transport.
32. Most construction waste will be diverted from landfill. Materials adopted will be in line with standard City of Sydney approved products, which are selected from responsible manufacturers and sourced within Australia.

Economic

33. The Cycleway will support the City's Economic Recovery plan and promote economic activity (including dining) along Oxford Street. Amenity along Oxford Street will improve due to lower traffic volumes and calming of traffic. Bus stop platforms will help declutter the northern side of Oxford Street and the cycleway will provide a quiet "buffer" between motor vehicles and the footpath.

Financial Implications

34. The proposed cycleways are to be partly funded by Transport for NSW.
35. The total forecast project construction costs are based on the concept plans. A summary of the financial implications is included in confidential Attachment D.
36. The project includes the upgrade of assets owned by third parties, such as traffic signals owned by Transport for NSW. These works will need to be recognised as expenditure within the City's operating budget for the relevant financial year in which they occur.
37. Two parking meters located along Liverpool Street, between College Street and Elizabeth Street will need to be removed. The anticipated loss in revenue is approximately \$123,000 per annum.
38. One parking meter located along Wentworth Avenue, between Lyons Lane and Commonwealth Street, will need to be removed. The anticipated loss in revenue is approximately \$3,000 per annum.
39. There are currently sufficient funds in the 2021/22 Capital Works budget and future year forward estimates to deliver the project. The project team will continue to review the costs of the project in consultation with an independent Quantity Surveyor and track against current market rates response.

Relevant Legislation

40. Local Government Act 1993 - Section 10A provides that a council may close to the public so much of its meeting as comprises the discussion of information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business.
41. Attachment D contains confidential information which, if disclosed, would confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.
42. 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.
43. Roads Act 1993 for road related approvals.
44. Local Government Act 1993 for construction procurement.
45. Environmental Planning and Assessment Act 1979 (EP&A) (Part 5) - The scope of works will be reviewed by a planner to assess consent requirements for the project under the EP&A Act. A Review of Environmental Factors will be completed.
46. Environmental Planning and Assessment (General) Regulation 2000.
47. State Environmental Planning Policy (Infrastructure) 2007.

Critical Dates / Time Frames

48. Key dates for the project are:

Milestone	Target dates
Design Development	February - September 2022
Local Pedestrian, Cycling and Traffic Calming Committee Approval	May 2022
Contractor engagement	January 2023
Construction commences	March 2023
Construction completion	February 2024

Options

49. Not building the cycleway would not achieve the City of Sydney's strategic objectives and its positive impacts and outcomes. This option is therefore not recommended.

Public Consultation

50. The City exhibited the concept design for the cycleways on Oxford and Liverpool Streets (refer Attachment B) and consulted with the community over four weeks between 28 October and 25 November 2021. One hundred and fifty-seven people made submissions.

51. The City consulted with the following stakeholders to inform the development of the concept design:

- (a) Transport for NSW;
- (b) Anzac Memorial;
- (c) Sydney Gay and Lesbian Mardi Gras;
- (d) Community and business leaders;
- (e) Woollahra Municipal Council; and
- (f) Office of Member for Sydney, Alex Greenwich.

52. Consultation activities included:
- (a) Key stakeholders and the broader community were consulted on the updated plans from 28 October to 25 November 2021.
 - (b) Two information sessions were held online, being a lunch time session on 10 November 2021 and an afternoon session on 11 November 2021.
 - (c) Three in-person drop-in sessions were held at Taylor Square on 16, 17 and 18 November 2021.
 - (d) The Sydney Your Say page was visited 1,012 times during the consultation period. The plan was downloaded 213 times.
 - (e) A notification letter was sent to 12,500 properties.
 - (f) One hundred and twenty-six people dropped 193 pins on the Social PinPoint map-based survey.
 - (g) Thirty-one emailed submissions were submitted during the public exhibition period.
53. The majority of the submissions were supportive of the cycleway works, with several suggestions made to improve the designs.
54. The main themes in comments received during consultation were as follows:
- (a) Safe riding connections should be continued to Centennial Park, Flinders Street, St Vincents Hospital and Kings Cross.
 - (b) Ensure that access to the bus stops over the cycleway is safe, clearly marked and shelters have clear slight lines.
 - (c) Ensure traffic signal phasing prioritises people walking and riding.
 - (d) Ensure that the design prioritises safety and access for people walking.
 - (e) Support the closure of Liverpool Street east at Oxford St to improve safety .
55. The key issues raised by the community and the City's responses are summarised in the attached consultation summary report (Attachment C).

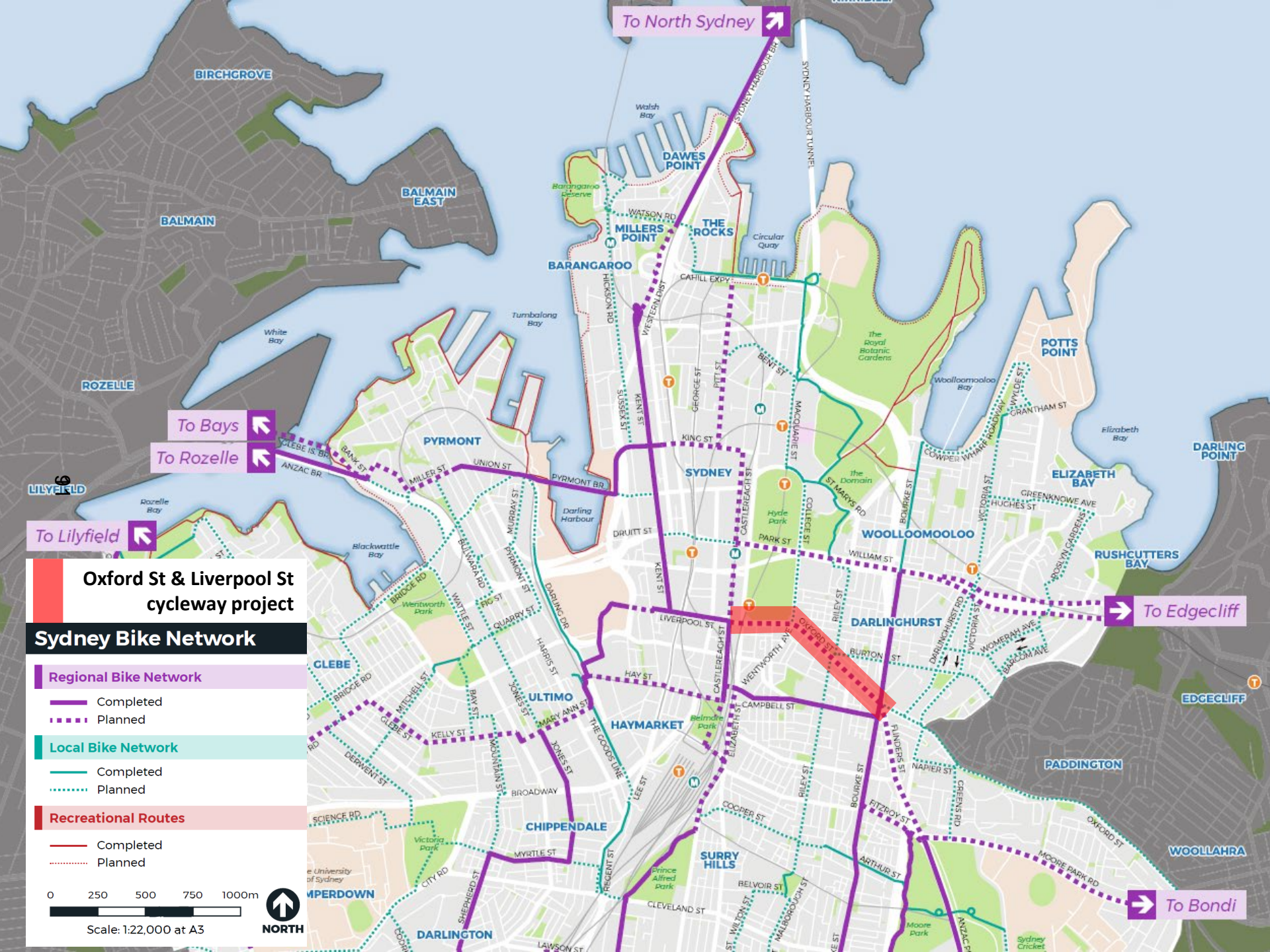
AMIT CHANAN

Director City Projects and Planning

Stephen Smith, Design Manager

Attachment A

Sydney Bike Network Map



Oxford St & Liverpool St cycleway project

Sydney Bike Network

- Regional Bike Network**
 - Completed
 - Planned
- Local Bike Network**
 - Completed
 - Planned
- Recreational Routes**
 - Completed
 - Planned

0 250 500 750 1000m

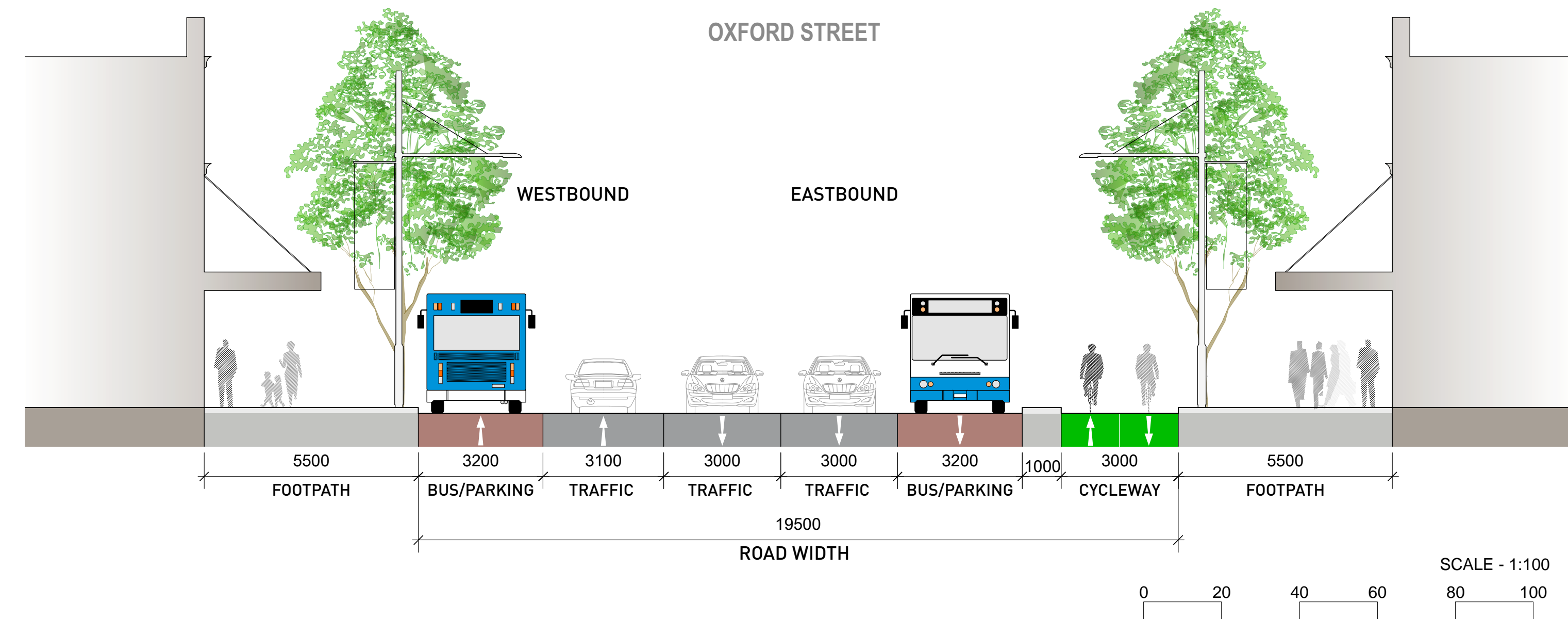
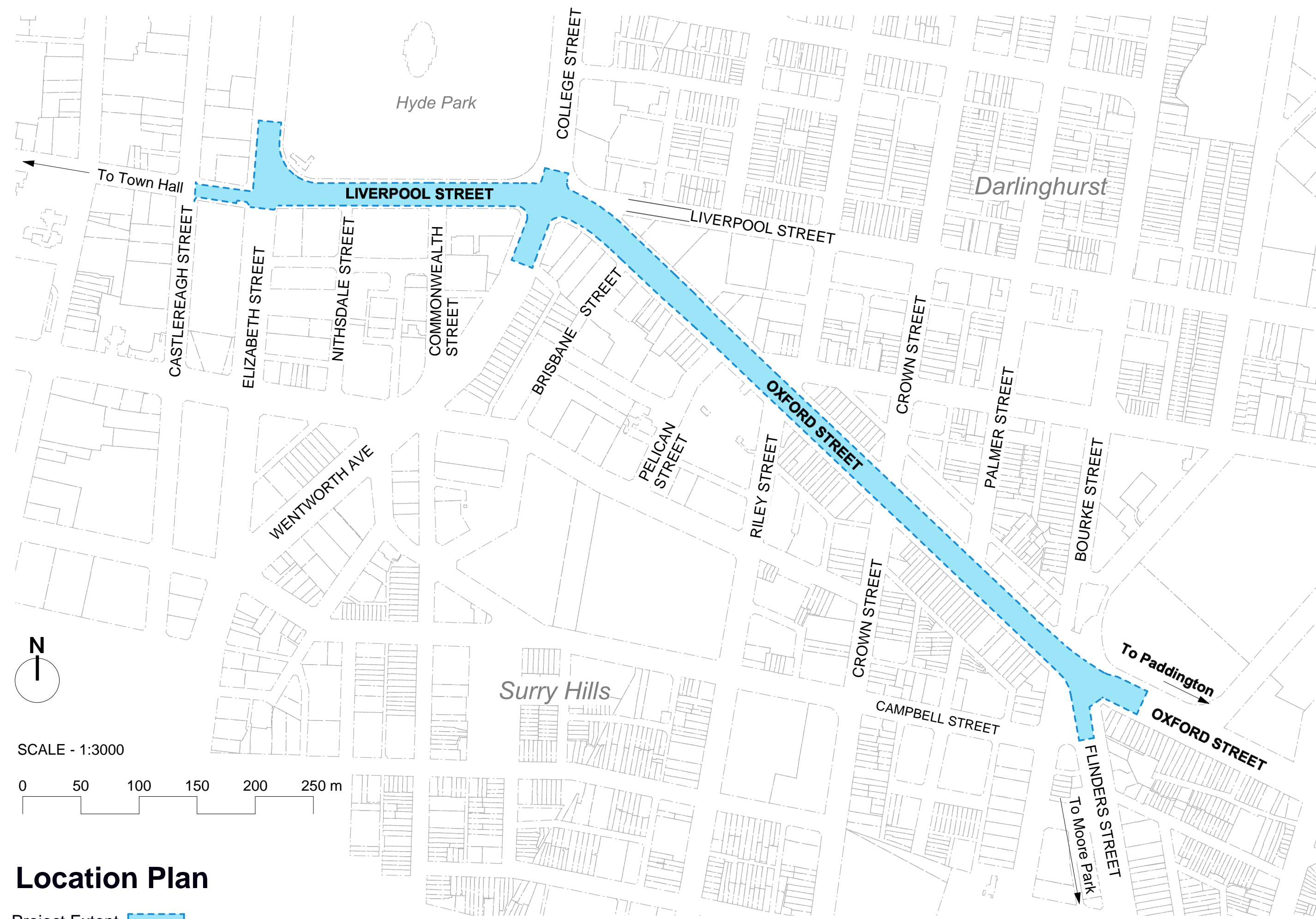
Scale: 1:22,000 at A3

NORTH

Attachment B

Community Consultation Drawings

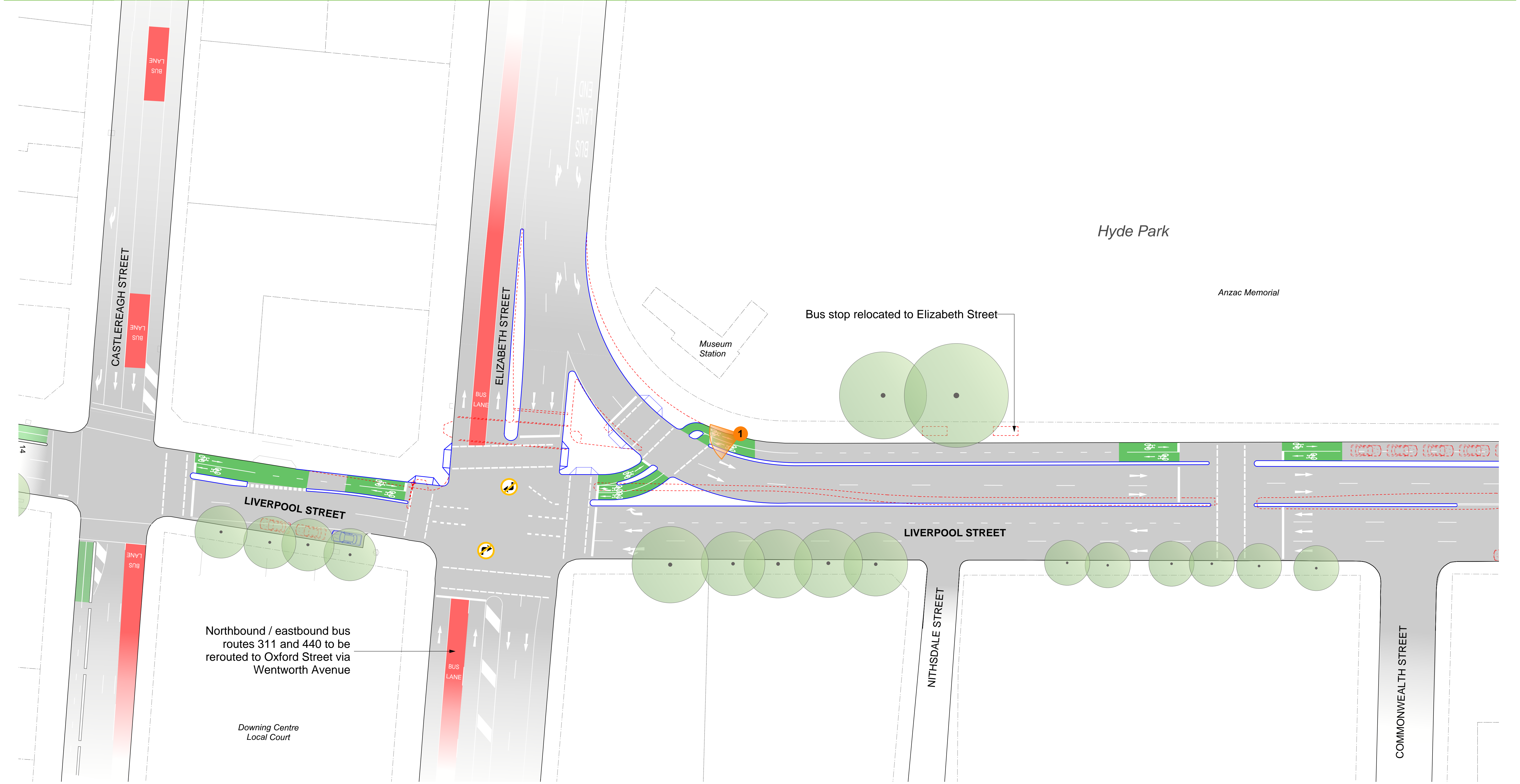
Oxford Street Walking and Cycling Improvements Castlereagh Street to Taylor Square



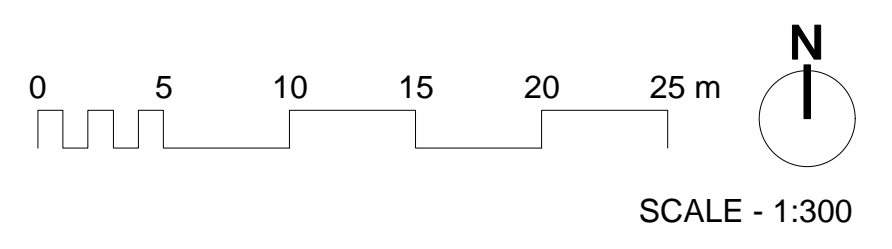
Typical Street Cross Section A-A

Oxford Street Walking and Cycling Improvements

Castlereagh Street to Taylor Square

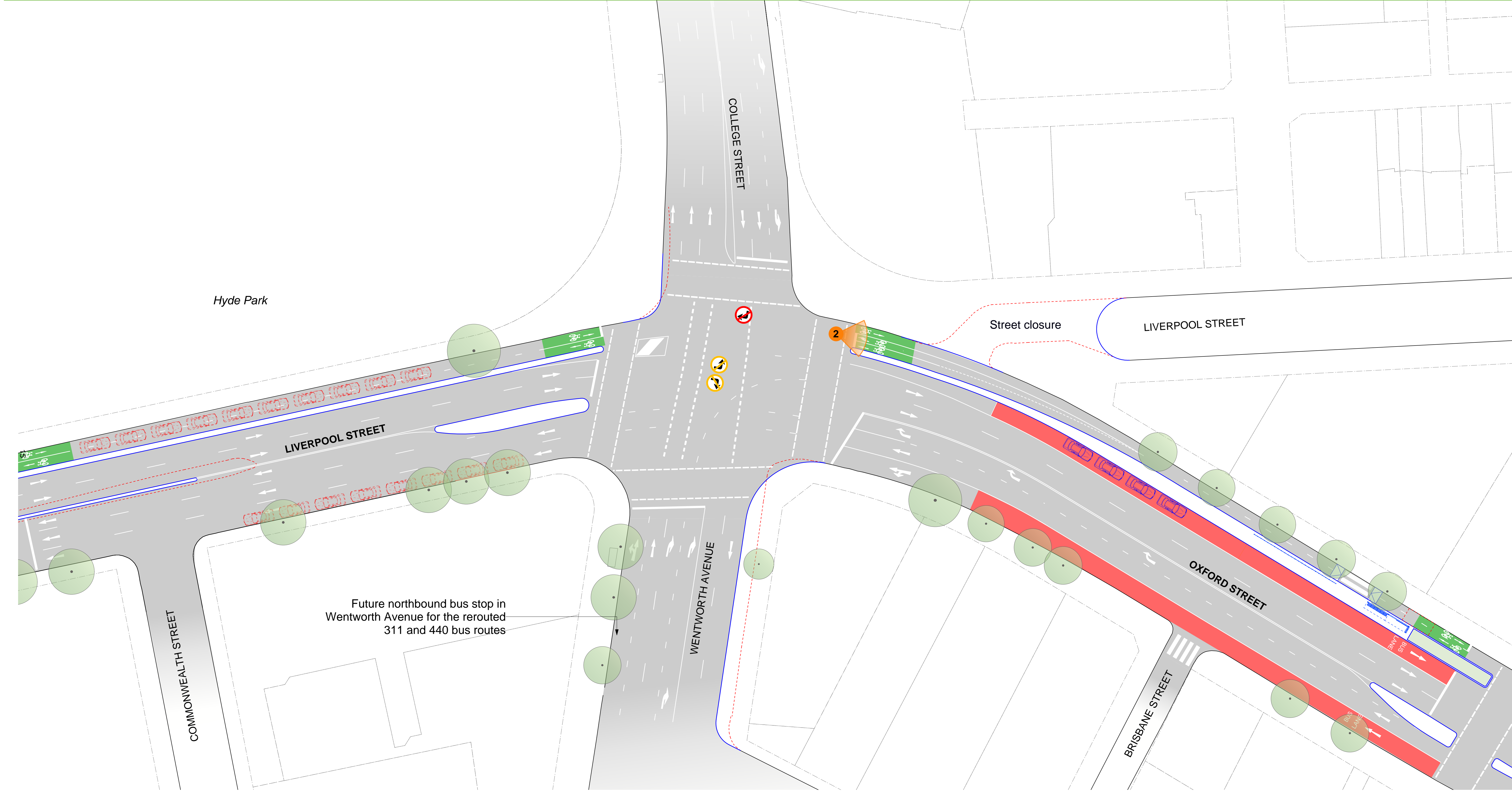


- KEY**
- Existing Kerb
 - Existing Trees
 - New Kerb
 - New Cycleway
 - - - Existing - to be removed
 - ⊘ Existing Turning Restriction
 - ⊘ New Turning Restriction
 - Garden Bed
 - 📍 Photomontage location
 - 🚗 Parking / loading removed
 - 🚗 Parking / loading retained
 - Bus lane (peak periods)



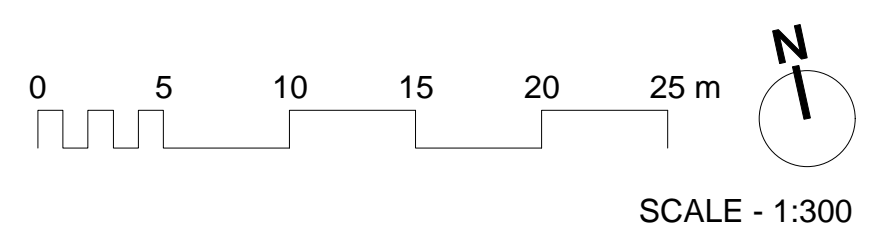
Oxford Street Walking and Cycling Improvements

Castlereagh Street to Taylor Square



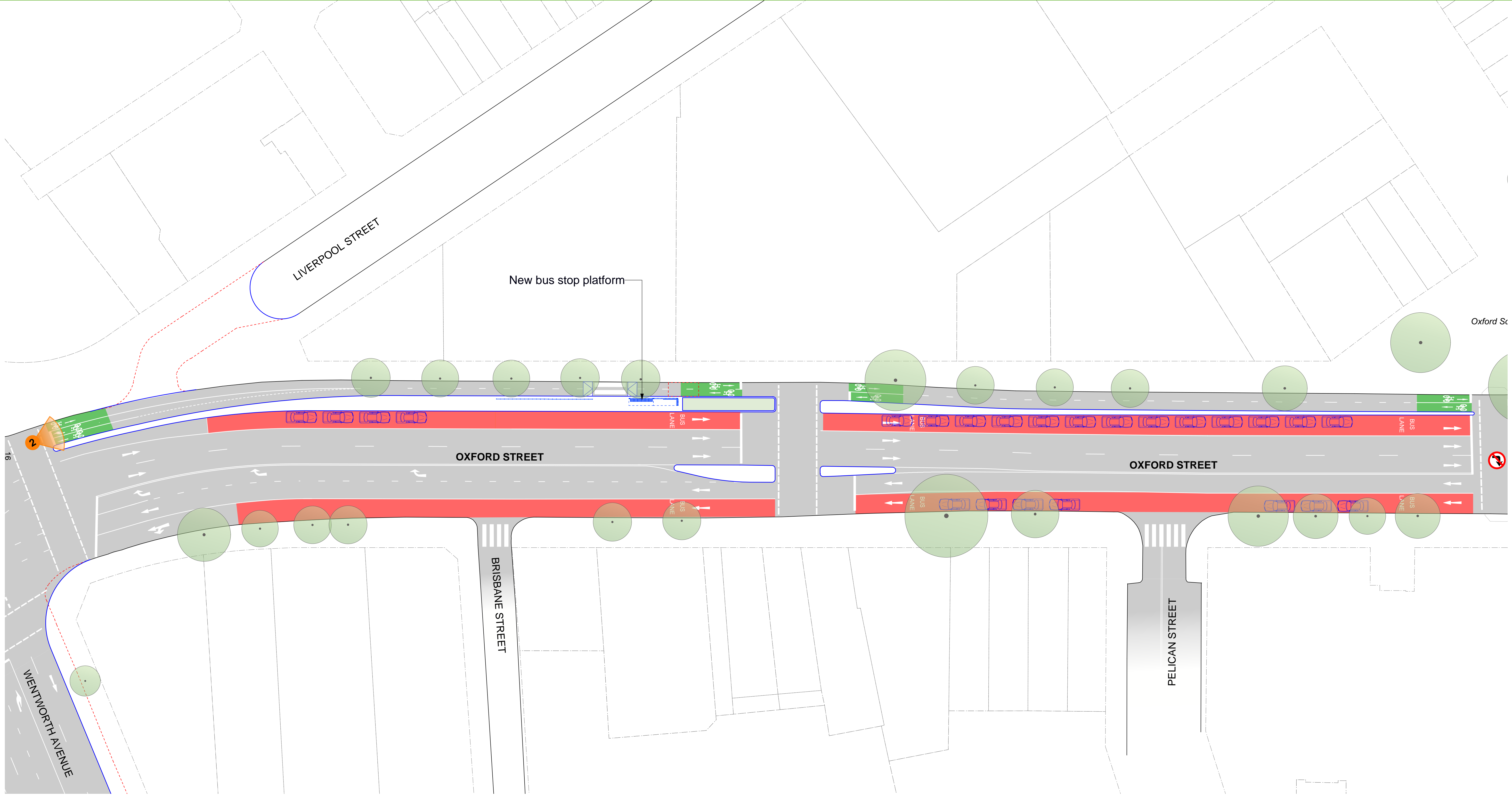
Plan 2 of 5

- KEY**
- Existing Kerb
 - Existing Trees
 - New Kerb
 - New Cycleway
 - Existing - to be removed
 - Existing Turning Restriction
 - New Turning Restriction
 - Garden Bed
 - Photomontage location
 - Parking / loading removed
 - Parking / loading retained
 - Bus lane (peak periods)



Oxford Street Walking and Cycling Improvements

Castlereagh Street to Taylor Square



KEY

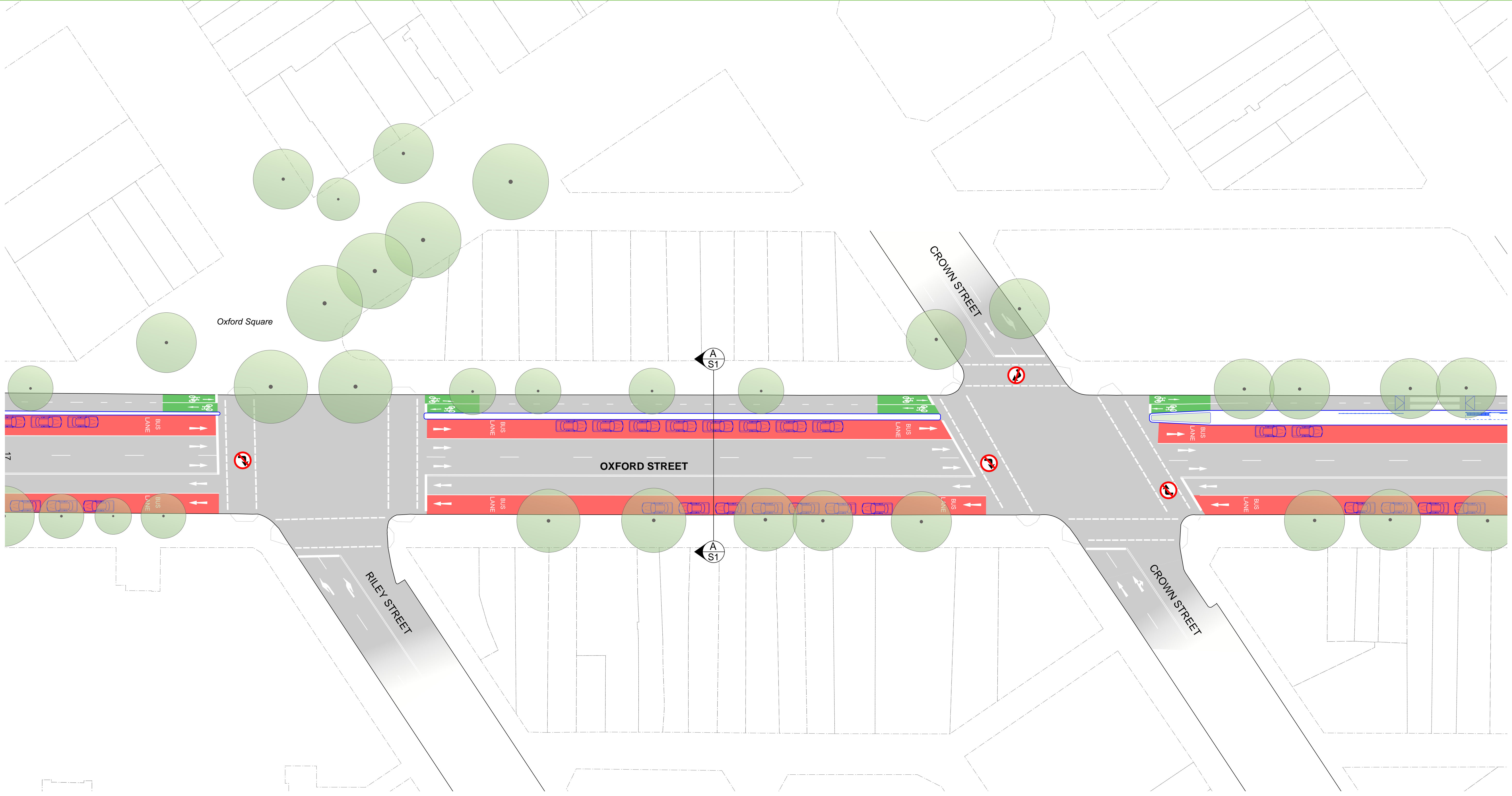
- Existing Kerb
- Existing Trees
- New Kerb
- New Cycleway
- Existing - to be removed
- Existing Turning Restriction
- New Turning Restriction
- Garden Bed
- Photomontage location
- Parking / loading removed
- Parking / loading retained
- Bus lane (peak periods)

Plan 3 of 5

0 5 10 15 20 25 m
SCALE - 1:300

Oxford Street Walking and Cycling Improvements

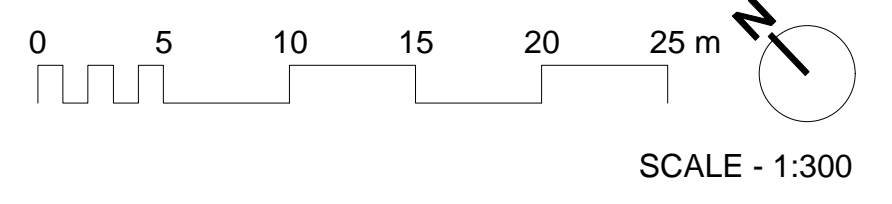
Castlereagh Street to Taylor Square



Plan 4 of 5

KEY

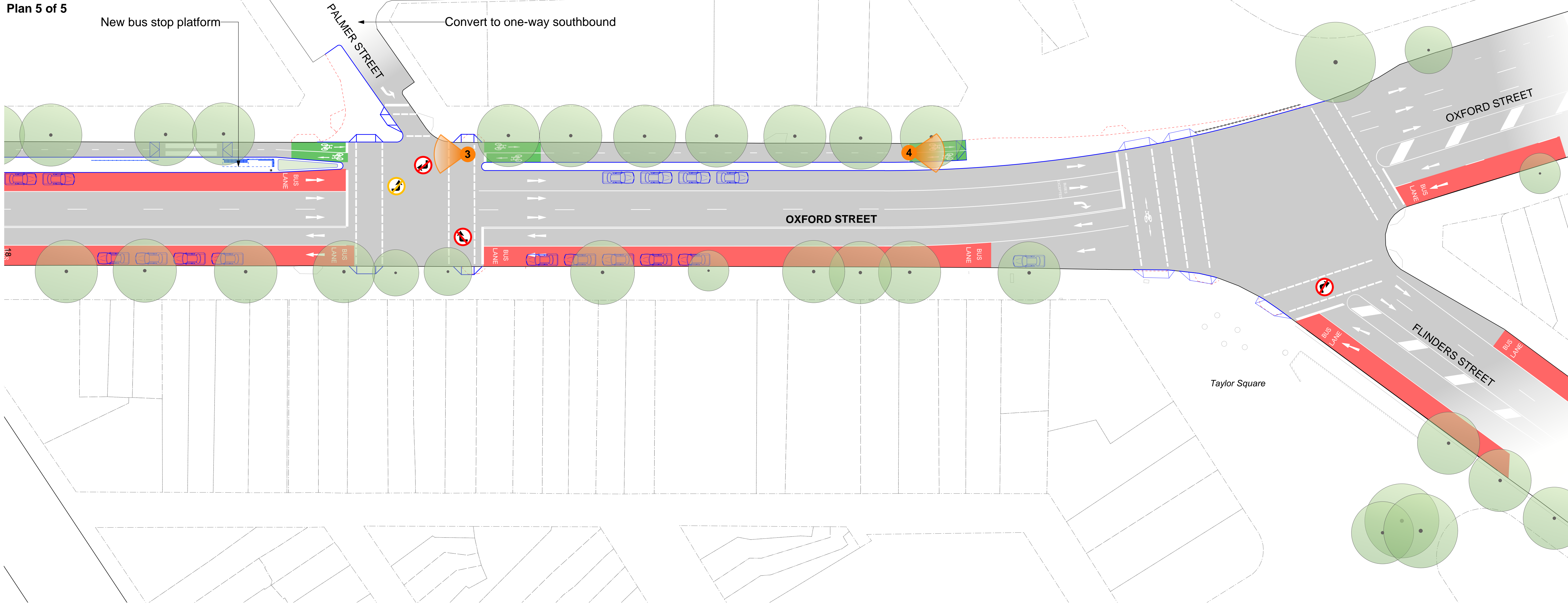
- Existing Kerb
- Existing Trees
- New Kerb
- New Cycleway
- Existing - to be removed
- Existing Turning Restriction
- New Turning Restriction
- Garden Bed
- Photomontage location
- Parking / loading removed
- Parking / loading retained
- Bus lane (peak periods)



Oxford Street Walking and Cycling Improvements

Castlereagh Street to Taylor Square

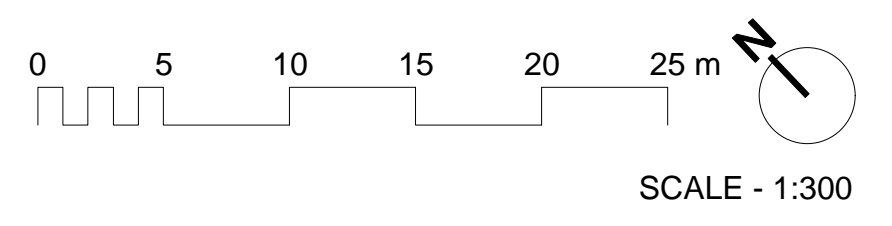
Plan 5 of 5



Plan 5 of 5

KEY

- Existing Kerb
- Existing Trees
- New Kerb
- New Cycleway
- - - Existing - to be removed
- 🚫 Existing Turning Restriction
- 🚫 New Turning Restriction
- Garden Bed
- 📍 Photomontage location
- 🚗 Parking / loading removed
- 🚗 Parking / loading retained
- 🚌 Bus lane (peak periods)



Attachment C

<h2>Engagement Report</h2>

Engagement report



Contents

Background	3
Engagement summary and activities	5
Early engagement	5
Community engagement	5
Snapshot of feedback received	6
Engagement summary – ideas and issues	6
Appendices	11
Appendix A: Sydney Your Say webpage (including online survey)	11

Context

In the City's community strategic plan, Sustainable Sydney 2030, Direction Four is to make Sydney a city for walking and cycling. It includes targets that at least 10 per cent of City trips will be made by bicycle and 50 per cent by pedestrian movement by 2030.

Transport for NSW customer research shows 70% of residents of Greater Sydney would ride or ride more if there were safe cycleways, separated from traffic. Multiple surveys of residents of the City of Sydney and neighbouring council areas over recent years have consistently found over 70% support for building a bike network and separated cycleways.

Council adopted the Cycling Strategy and Action Plan 2018-2030 in November 2018. In the Strategy, Priority 1 is connecting the bike network, as there is strong evidence showing safe connected cycling infrastructure is essential to making bike riding a viable transport option for the majority of the population. Our benchmark is a bike network that is safe enough for a 12-year-old to ride alone. Page 17 of the Strategy shows the adopted planned bike network. The Strategy target is to complete 80% of the regional route network by 2024 and 100% by 2030.

The cycleway along Oxford and Liverpool Streets (between Taylor Square and Castlereagh Street) is a very important regional bike route connection in the planned bike network. It is also part of the NSW Government's Principal Bicycle Network and a strategic cycleway network route in the NSW Government's Sydney City Centre Access Strategy. It connects existing cycleways along Bourke Street and in the city centre on Liverpool and Castlereagh Streets, and is located on a well-used bike commuter route between the city centre and eastern suburbs.

There are over 2,000 bike trips on Oxford Street per day, but with no dedicated facilities for people to ride, Oxford Street is also the street in our council area with the highest number of reported bike crashes. Commonly, when we build new separated cycleways, the number of bike trips doubles within a year or two, with even higher growth in the city centre or where the cycleway is well connected into the network.

The City's Community Recovery Plan gives direction to how we'll work in partnership with our communities, businesses, the state government, and other local governments. The plan supports economic and social recovery in the local area over the next 18 months. It includes building new cycleways to make bike riding a transport priority in response to the pandemic. This will help communities to return to work and local businesses safely, supporting NSW's economic recovery.

We have been working with Transport for NSW on transport changes in response to the Covid-19 pandemic, including construction of more cycleways. Social distancing requirements may persist, and public transport is one of the facets of Sydney life that will be the last to return to 'normal'. The project is part funded by the NSW Government.

Oxford Street is a significant and important village high street. It is home to many local businesses, residents and important community services and destinations. This cycleway would remove one through traffic lane. This would preserve local access and on street parking and help enhance the street through calming the traffic, reducing noise and pollution impacts and provide a space to ride on the road instead of the footpath.

Through the reduced traffic, the project would improve safety and amenity for people walking, sitting at cafés and restaurants and visiting local business.

Access for buses, taxis and to on-street parking and loading will largely remain the same on Oxford Street. Local access to the area is being prioritised. It is proposed to maintain current arrangements for bus stops and taxi, parking and loading spaces. Parking spaces will be removed from Liverpool Street.

Transport for NSW will monitor the performance of the westbound kerbside lane and use of off-peak parking and loading spaces for six months after the cycleway opens, to identify and consider

potential improvements. This will include evaluating bus reliability and potentially changing off-peak parking and loading hours, in consultation with City of Sydney.

The most common causes of reported bicycle crashes over the last ten years on Oxford Street are opening car doors, poor surface conditions, left turns and left side swipes. The cycleway is expected to eliminate these crash causes.

Access for people driving to Oxford Street and into and out of the city would be maintained. The reduction in the number of traffic lanes could impact through traffic during some periods of the day. People driving from the Eastern suburbs along Oxford St to a destination in the City or beyond have numerous alternative routes such as Moore Park Road, the Eastern Distributor and the Cross City Tunnel or might opt for public transport.

Background

In March 2020 Sydney began to adapt to changes in response to the global pandemic, Covid-19. One of the adaptations was the creation of new cycling infrastructure that would help manage capacity of public transport by providing a safe way to get around by bike.

The City in partnership with Transport for NSW (TfNSW) quickly designed and implemented six cycleways across the City of Sydney. The connections are well used and so other routes were identified including Oxford and Liverpool streets between Taylor Square and Castlereagh Street and College Street.

The original plan included a centre running cycleway on Oxford and Liverpool streets and reinstating the cycleway on College Street removed during light rail construction. The cycleway was to be made using easy to install and remove materials so that the project could be built quickly and help manage impacts of the pandemic.

The community was consulted in November 2020 and the proposal was well received. They told us they a safe connection for this route is needed and that if built would encourage people to ride more. There were some reservations about the centre running alignment and how the connection would be accessed.

Previous engagement report

Following this feedback, the connection was redesigned and workshopped with TfNSW in order to get in principle approval to reconsult the community. The best option for Oxford and Liverpool streets is to have the cycleway on the north side. The College Street cycleway is proceeding with the same plan consulted on in November 2020 and so was not re-exhibited.

The purpose of the engagement was to make plans available for comments that will inform a report to Council who will make a determination on the project. Engagement outcomes will also inform reports to Local Pedestrian, Cycling and Traffic Calming Committee.

The majority of feedback received during this round of community engagement is supportive and includes input on the design using Social PinPoint, a map based survey platform that prompts feedback in five categories:

- Bike network connections
- Traffic flow
- Access to properties
- Ideas and suggestions
- Make a comment

In addition to comments supporting (78) and opposing (15) the project, the main feedback topics were:

1. Continue safe riding connections to Centennial Park, Flinders Street, St Vincents Hospital and Kings Cross (23)
2. Ensure that access to the bus stops over the cycleway is safe, clearly marked and shelters are not covered in advertising (13)
3. Ensure light phasing prioritises people walking and riding (12)
4. Ensure that the design prioritises safety and access for people walking (10)
5. Support the closure of Liverpool Street (9)

Email submissions were also received from community, stakeholders and bike user groups.

Engagement summary and activities

Early engagement

City project staff met with key stakeholders prior to community engagement to present plans, discuss access, public space use and any perceived impacts. The meetings were held with:

- Anzac Memorial
- Sydney Gay and Lesbian Mardi Gras
- Community and business leaders
- Woollahra Municipal Council
- Member for Sydney, Alex Greenwich's office

The updated plans were well received. The project team will make changes to the plans wherever possible to provide the best outcome for the community.

Community engagement activities

Key stakeholders and the broader community were consulted on the updated plans from 28 October 25 November 2021.

Two information sessions were held online – a lunch time session on Wednesday 10 November and an afternoon session on Thursday 11 November.

Three in person drop in sessions were held at Taylor Square on Tuesday 16, Wednesday 17 and Thursday 18 November.

The Sydney Your Say page was visited 1012 times during the consultation period. The plan was downloaded 213 times.

A notification letter was sent to 12,500 properties.

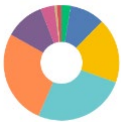
126 people dropped 193 pins on the Social PinPoint map based survey

We received a total of 31 emails submissions during the public exhibition period.

Snapshot of feedback received



157 people had their say
1012 visited the sydneyyoursay.com.au page
126 used the Social Pinpoint map survey



78 comments were made supporting the project
15 comments were made opposing the project
127 submissions provided qualified responses and suggestions

Engagement summary – ideas and issues

	Bike network connections	Traffic flow	Access to properties	Ideas and Suggestions	Make a comment	All pin categories	Email submissions	Total	CoS response
Support the project	3	1			55	59	19	78	Noted
Continue safe riding connections to Centennial Park, Flinders Street, St Vincent's Hospital and Kings Cross	5			2	15	22	1	23	The City's Cycling Strategy and Action Plan 2018-2030 shows planned cycleways, including connections to these locations. We (or TfNSW, for state roads) plan to deliver these in the coming years.
Oppose the project	2				7	9	6	15	Noted
Ensure that access to the bus stops over the cycleway is safe, clearly marked and shelters are not covered in advertising				2	10	12	1	13	Sightlines will be carefully considered in the detail design.
Ensure light phasing prioritises people walking and riding	1	1		2	5	9	3	12	The city is working closely with TfNSW to provide priority for people walking and cycling.
Ensure that the design prioritises safety and access for people walking	1			2	7	10		10	The safety of people walking is a key consideration of the design

Engagement report

	Bike network connections	Traffic flow	Access to properties	Ideas and Suggestions	Make a comment	All pin categories	Email submissions	Total	CoS response
Support the closure of Liverpool Street		1			5	6	3	9	Noted
Support the part-closure of Palmer Street		1		3		4	2	6	Noted
Use new medians and closures for planting (natives preferred)					2	2	3	5	Planting will be incorporated where possible while balancing the needs of space for people walking
Create bike boxes (storage) at intersections	2	1		1		4	1	5	Bike boxes will be incorporated where appropriate.
Continue green line marking along entire length of cycleway especially at bus stops and intersections	1			3		4	1	5	We will design for consistency with the Transport for NSW Cycleway Design Toolbox, which stipulates where green should be used to highlight conflict points.
Install safe entry and exit sections of the cycleway so that people riding can join traffic to access side streets - signalise where needed		1		1	1	3	1	4	Bike riders will be able to enter/exit the cycleway at every intersection. A dedicated signal phase for turning movements will be incorporated where possible.
Install clear signage and enforce requirement that people don't ride on the footpath					2	2		2	Any "no cycling" sign would prevent legitimate footpath riding (for example by children, people with disabilities and posties) when they may need to. Police are responsible for enforcement.
Does not support the closure of Liverpool Street					2	2		2	Noted
Paint the cycleway rainbow					1	1	1	2	Unfortunately, this is not practical
Provide turn bike signals for people riding in to side streets					1	1	1	2	Bike turn signals don't exist in Australia and the road rules yet, but we're working on it.

Engagement report

	Bike network connections	Traffic flow	Access to properties	Ideas and Suggestions	Make a comment	All pin categories	Email submissions	Total	CoS response
Make the transition over Elizabeth Street straight not a 'dog-leg'					1	1	1	2	The geometry of this transition will be further developed during the detailed design.
Make the cycleway conventional running - one way on each side of the road in the same direction as traffic					1	1	1	2	This option was investigated but found not to be feasible. Due to the interface with bus stops on both sides of the street and additional space required for a conventional running cycleway.
Slip lane from Elizabeth on to Liverpool Street is unsafe	1			1		2		2	The proposal provides additional space for people walking as well as an extended crossing time for people walking and riding.
Create a north-south connection from Liverpool Street to Pitt Street	1			1		2		2	The future cycleways on College Street and King Street will create a connection to Pitt Street cycleway.
Make entries into the cycleway wider				1		1	1	2	The design maximises the amount of road space that can be allocated for the cycleway.
Support relocation of bus stop from Liverpool Street to Elizabeth Street						0	2	2	Noted
Prioritise light phasing for vehicle lanes					1	1		1	The Transport for NSW Road User Space Allocation Policy sets a customer hierarchy that guides the allocation of time and space for different street users.
Make sure the cycleway is wide enough the bus stop islands					1	1		1	The cycleway will narrow slightly behind bus stops to discourage overtaking where bus passengers may be crossing.

Engagement report

	Bike network connections	Traffic flow	Access to properties	Ideas and Suggestions	Make a comment	All pin categories	Email submissions	Total	CoS response
Make parking free on weekends to compensate for loss of parking					1	1		1	The intention is to retain all parking and loading on Oxford Street unless it impacts on bus travel time.
Don't remove parking and loading on the south side of Liverpool Street					1	1		1	There is insufficient road width to retain the parking on the south side of Liverpool Street.
Does not support the half-closure of Palmer Street					1	1		1	Noted
Use space in closed off section of Palmer Street to create motorbike/scooter parking					1	1		1	The design of the half closure including parking allocations will be further refined during the detailed design of the project.
Create shared zones on Yurong Lane and similar - like Premier Lane	1					1		1	This suggestion is outside the scope of this project.
Signalised crossing not required mid block of Liverpool Street	1					1		1	The existing signal crossing provides direct access to The Hyde Park War Memorial.
Create a safe bike connection on Wentworth Avenue between Belmore Park and Oxford Street	1					1		1	There will be a safe bike connection between Belmore Park and Oxford Street using the cycleways on Castlereagh and Liverpool Streets.
Reduce area speed limit to 30km/h				1		1		1	30km/h is not yet an option in the NSW Speed Zoning Guidelines.
Open up the front of the court to the public - connect into Taylor Square				1		1		1	This is not within the scope of this project.
Resurface the road/cycleway				1		1		1	The cycleway will be fully resurfaced. The road will be resurfaced where required based on its current condition.

Engagement report

	Bike network connections	Traffic flow	Access to properties	Ideas and Suggestions	Make a comment	All pin categories	Email submissions	Total	CoS response
Make the use of the cycleway mandatory for people riding - do not allow for people to ride on the road				1		1		1	The Australian Road Rules allow bicycle riders to either use the road or separated cycleway.
Ensure there are adequate lanes for people continuing straight and turning at intersection - eg Kent and King		1				1		1	A dedicated right turn lane will be provided on the cycleway on Oxford St into College St.
Provide bike access north into Palmer Street			1			1		1	This will be investigated during the detailed design stage of the project.
Retain loading and parking for hospitality and entertainment venues		1				1		1	The intention is to retain all parking and loading on Oxford Street unless it impacts on bus travel time.
Narrow lanes on Liverpool Street to manage traffic speeds						0	1	1	The speed limit within the CBD is 40km per hour. The lanes widths are designed to the minimum required.
Remove right hand turn bans at Riley and Crown						0	1	1	The project will not change existing turn restrictions, as they exist for safety reasons.
Create a left hand turn ban at Crown and Oxford						0	1	1	This left turn is needed for car traffic access to the neighbourhood.
Provide more bike parking along the route						0	1	1	Noted. Bike racks can be requested via the City's website.
Prioritise separated cycleways over shared spaces						0	1	1	We do wherever possible.
Ensure bike access into Liverpool is retained						0	1	1	Access for people riding bicycles will be retained at the proposed street closure
When the cycleway is open, restrict access to Hyde Park						0	1	1	We expect the cycleways on Oxford, Liverpool, and College will reduce people riding through the park.

Appendices

Appendix A: Sydney Your Say webpage (including online survey)

Proposed works & maintenance

Oxford Street cycleway: Your feedback on updated designs

The cycleway on Oxford and Liverpool streets will create an important link in the bike network, connecting the city centre to the east.

Under review

Contributions to this consultation are closed for evaluation and review. The project team will report back on key outcomes.

PUBLIC CONSULTATION PERIOD
28 October 2021 to 25 November 2021

Why we're doing this

In November and December 2020, we consulted on a [plan for a centre running pop-up cycleway on Oxford Street](#). The community let us know a safe connection for people riding is well supported and provided feedback about operation and access of the centre running cycleway.

Following community feedback, we have reconsidered the design and now propose a permanent, higher quality bi-directional cycleway on the northern side of Oxford and Liverpool streets.

What we're doing

Oxford Street is one of the city's busiest bike routes. This project is part of our program to make Sydney a safer place for people to walk and ride and provide more options for people to travel around the city.

The updated design will maintain loading and bus operations on Oxford Street. Transport for NSW will monitor the performance of the westbound kerbside lane and use of off-peak parking and loading spaces for 6 months after the cycleway opens, to identify and consider potential improvements. This will include evaluating bus reliability and potentially changing off-peak parking and loading hours, in consultation with the City of Sydney.

Parking and loading will be removed on Liverpool Street between Elizabeth and College streets and the bus stop on Liverpool Street will be relocated to Elizabeth Street.

This project is jointly funded by the City of Sydney and the NSW Government.

Craig Ryan
SENIOR COMMUNITY ENGAGEMENT
COORDINATOR

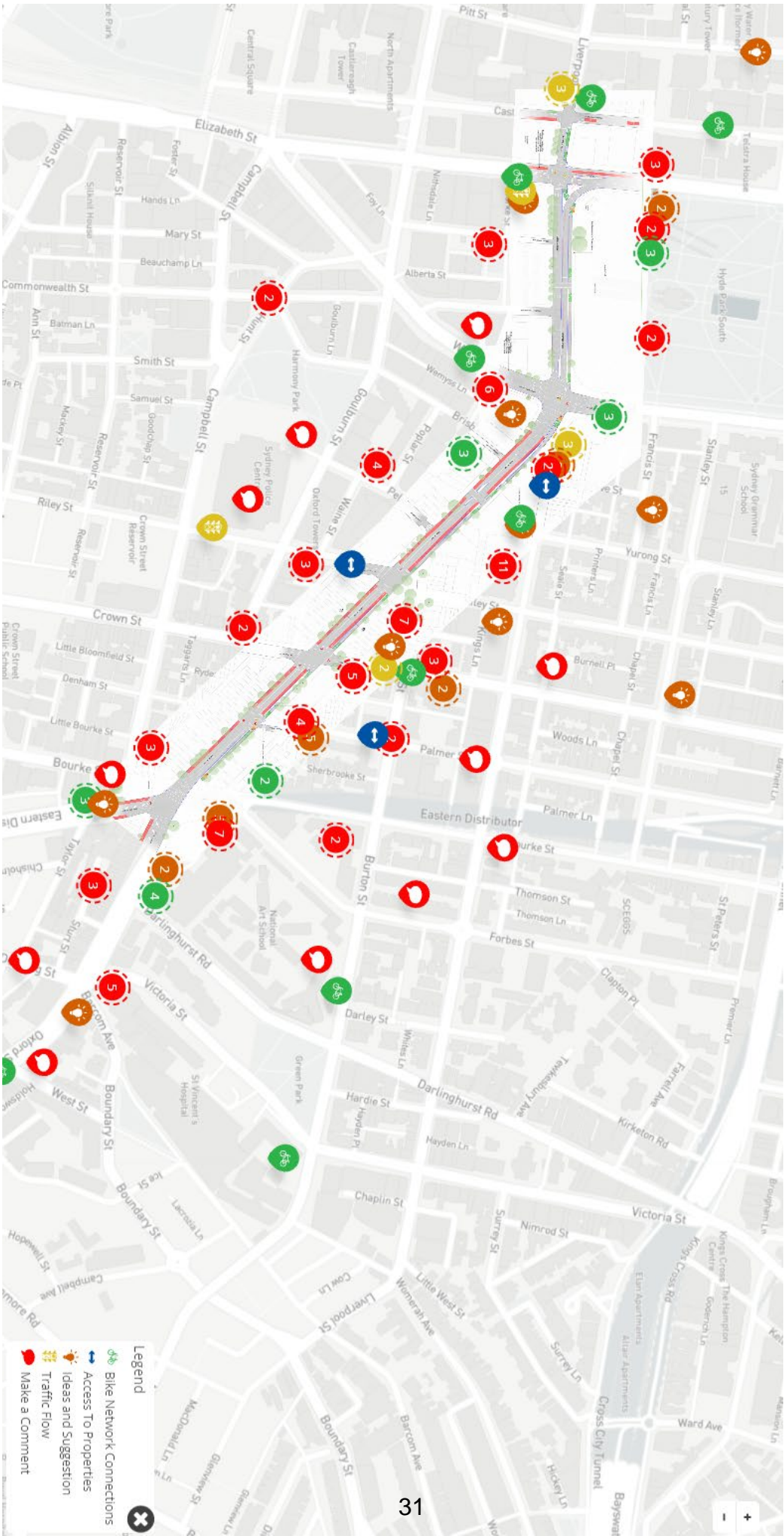
📞 [02 9265 9333](tel:0292659333)

✉ sydneycycleways@cityofsydn...
COPY EMAIL ADDRESS

Speak up. Sign up.
Get our regular newsletter to have your say.

[Subscribe](#)

Engagement report





Document is Restricted

Item 3.

Project Scope - King Street Cycleway - Pitt Street to Phillip Street

File No: S084591

Summary

This report describes the proposed bike network connection on King Street (City), between Pitt Street and Phillip Street, which will form part of the Bike Network identified in the City's Cycling Strategy and Action Plan 2018-2030.

The proposed separated cycleway will provide an important east / west connection between the Pitt Street Cycleway and College Street, and will serve as an important link with future planned routes.

Concept plans were presented to the community between 27 September and 25 October 2021 and exhibited on the City's website.

Community feedback showed strong support for of the proposal.

This project is being jointly funded by the Federal Government and NSW Government as part of the Federal Road Safety Stimulus Program.

Following community consultation in September and October 2021, and approval at the November 2021 Local Pedestrian, Cycling and Traffic Calming Committee meeting, this report seeks Council approval of the proposal for the new separated cycleway on King Street.

Recommendation

It is resolved that Council:

- (A) approve the concept design for the King Street Cycleway, between Pitt Street and Phillip Street, as shown in Attachment B to the subject report, for progression to final design and construction;
- (B) note the estimated project costs as detailed in confidential Attachment D 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 Federal Road Safety Stimulus Program for the design and construction of the project, conditional on the works being completed in the 2021/22 financial year.

Attachments

- Attachment A.** Sydney Bike Network Map
- Attachment B.** Community Consultation Drawings
- Attachment C.** Engagement Report
- Attachment D.** Financial Implications (Confidential)

Background

1. In November 2018, Council endorsed the Cycling Strategy and Action Plan 2018-2030, for incorporation into the City's Community Strategic Plan Sustainable Sydney 2030. The Cycling Strategy and Action Plan includes an overall proposed Bike Network.
2. Priority 1 of the Strategy and Action Plan is to connect the bike network, as there is strong evidence that safe connected cycling infrastructure is essential to making bike riding a viable transport option for the majority of the population.
3. The Strategy and Action Plan target is to complete 80 per cent of the regional route network by 2024 and 100 per cent by 2030.
4. Direction 4 in the City's Community Strategic Plan, is to make Sydney a city for walking and cycling. Its targets include that a minimum of 10 per cent of City trips will be made by bicycle and 50 per cent by pedestrian movement by 2030.
5. Transport for NSW research has found that 70 per cent of Greater Sydney residents would ride, or ride more, if there were safe cycleways, separated from traffic. Recent surveys of residents in the City of Sydney and neighbouring council areas have consistently found over 70 per cent support for building a bike network and separated cycleways.
6. The cycleway on King Street, between Pitt Street and Phillip Street, is an important connection in the planned bike network. It is also part of the NSW Government's Principal Bicycle Network and a strategic cycleway network route in the NSW Government's Sydney City Centre Access Strategy. It connects the Pitt Street cycleway with the forthcoming cycleways on College and Oxford Streets, creating a connection between Circular Quay and the eastern suburbs.
7. The City and Transport for NSW are working on a resolution for the challenging section between Clarence and Pitt Streets.
8. Before the Covid-19 pandemic, there were between 1,500 and 2,000 bike trips on weekdays at the western, existing section of King Street. The former College Street cycleway had nearly 2,000 trips per day. The current, not-yet-connected pop-up cycleway on Pitt Street has up to 1,000 trips per day, which is a 500% increase from the number of bike trips in the first week after pop-up cycleway was constructed.
9. The City's Community Recovery Plan supports economic and social recovery in the local area over the next 18 months. It includes building new cycleways to make bike riding a transport priority in response to the pandemic. This will help communities to safely return to work and to local businesses.
10. The City has worked with Transport for NSW on transport changes in response to the Covid-19 pandemic, including the construction of more cycleways. Social distancing requirements may persist which affects public transport capacity.
11. The design approach is consistent with the NSW Government's Road User Space Allocation Policy and its hierarchy of road users which prioritises people walking, and with our commitment to build the network faster with less construction disruption by minimising kerb adjustments.

Concept Design and Scope of Works

Separated two-way cycleway

12. A separated two-way cycleway is proposed for the northern side of King Street between Pitt Street and Phillip Street. This alignment matches the northern alignment of the existing cycleway along King Street between Sussex Street and Clarence Street. Ultimately, a cycleway along the full length of King Street, consistent with NSW Government and City plans, will connect east and west, providing a safe connection between Anzac Bridge and Oxford Street.
13. The proposed cycleway will connect the existing Pitt Street cycleway safely into the rest of the bike network.

Street configuration and traffic flow

14. A separated bi-directional cycleway would be created along the northern kerbside lane on King Street between Pitt Street and Phillip Street by reallocating a traffic lane.
15. The eastern extent of King Street (between Elizabeth Street and Phillip Street) and the southern extent of Phillip Street (south of the Supreme Court driveway) would be converted to one way for motor vehicles (eastbound and northbound, respectively).
16. A combined bike and pedestrian (zebra) crossing would replace the existing pedestrian (zebra) crossing at the corner of King Street and Phillip Street.
17. A new garden bed in King Street east of Elizabeth Street would provide the opportunity for future street tree planting pending finalisation of underground services investigations.
18. Vehicle access would be maintained to all existing properties and driveways.

Intersections and Traffic signals

19. The intersection of King Street and Elizabeth Street (and the traffic signals that control it) would be modified. This would increase green time for people walking and riding and improve the safety of this intersection by removing vehicle turning movements and simplifying traffic signal operations at this intersection.
20. There would be minor modifications to intersections and traffic signals where King Street intersects Pitt Street, Castlereagh Street, and Elizabeth Street. These predominantly relate to installing bicycle lanterns.
21. All proposed changes to intersections and traffic signals have been developed in consultation with Transport for NSW, which controls (and must sign off on) the design of intersections and operation of signals.

Kerbside usage changes

22. The City developed proposed kerbside usage changes in collaboration with Transport for New South Wales. One kerbside space would be removed in the proposed one-way section of King Street and Phillip Street. It is currently allocated as 4P / Loading Zone.

Key Implications

Strategic Alignment - Sustainable Sydney 2030

23. Sustainable Sydney 2030 is a vision for the sustainable development of the City to 2030 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress. This report is aligned with the following strategic directions and objectives:
- (a) Direction 3 - Integrated Transport for a Connected City -
 - (i) The separated cycleway will provide a key missing link in the City's bike network
 - (ii) The project supports behaviour change in the city and its villages and encourage a shift to sustainable travel modes.
 - (b) Direction 4 - A City for Walking and Cycling -
 - (i) Objectives under this Direction include developing a network of safe, linked pedestrian and cycle paths integrated with green spaces throughout both the city and inner Sydney; giving greater priority to cycle and pedestrian movements and amenity in the City Centre; and promoting green travel for major workplaces and venues in the city.
 - (ii) As a key part of the cycle network, the cycleway proposed in this project will complete missing links in the bike network, which will provide a viable sustainable transport alternative that will contribute to lower carbon emissions and reduced pollution

Organisational Impact

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

Risks

25. Risks associated with the proposal have been considered through the concept design and consultation phases. These include safety for pedestrians, cyclists and motorists, environmental and economic impacts, and community concerns.
26. A Road Safety Audit has been carried out on the developed design to identify any risks associated with the proposal, and the design amended to improve on road safety aspects. A further Road Safety Audit will be carried out at the completion of construction to identify any risks associated with the completed project and develop mitigation measures.

Social / Cultural / Community

27. 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 bike network, this project will contribute to better connected neighbourhoods, increased transport choice and a more socially connected, active and healthier community.

28. This cycleway will supplement public transport, reduce vehicle mode of travel, and reduce pressure on parking. It will create a safe option for travelling between workplaces and the city centre. The cycleway will allow people to travel while maintaining physical distance. It will play an important role in allowing people to safely return to work and local businesses, helping support economic recovery.
29. The City is committed to making bicycle transport easier and safer, so it is an attractive and feasible option for more people.

Environmental

30. This project aligns with the City of Sydney's environment performance objectives and targets. Key initiatives include:
 - (a) Transport – Street parking has been de-prioritised in favour of active transport modes. As part of the bike network, the cycleways will provide a viable transport alternative, which will contribute to lower carbon emissions and reduced pollution.
 - (b) Construction Waste - most construction waste will be diverted from landfill.
 - (c) Materials - materials adopted for this project are in line with standard City of Sydney approved products, which are selected from responsible manufacturers and sourced within Australia.

Financial Implications

31. The project is being jointly funded by the Federal Government and State Government as part of the Federal Road Safety Stimulus Program.
32. 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 D.
33. One parking meter located along the northern kerb of King Street, between Elizabeth Street and Phillip Street will need to be removed. The anticipated loss in revenue is approximately \$15,000 per annum.
34. The project may include the upgrade of assets owned by third parties, such as traffic signals owned by Transport for NSW. These works will need to be recognised as expenditure within the City's operating budget for the relevant financial year in which they occur.
35. There are sufficient funds in the 2021/22 Capital Works budget and future year forward estimates to deliver this project

Relevant Legislation

36. NSW Roads Act 1993 for road related approvals
37. Local Government Act 1993 for construction procurement

38. Environment Planning and Assessment Act 1979 (EP&A) (Part 5). The Scope of Works has been reviewed by a planner to assess consent requirements for the project under the EP&A Act. A Review of Environmental Factors has been completed.
39. The Local Government Act 1993 Section 10A provides that a council may close to the public so much of its meeting as comprises the discussion of information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business.
40. Local Government Act 1993 - Section 10A provides that a council may close to the public so much of its meeting as comprises the discussion of information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business.
41. Attachment D contains confidential information which, if disclosed, would confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.
42. 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.

Critical Dates / Time Frames

43. Key dates for the project are:

Milestone	Target dates
Construction commences	March 2022
Construction complete	June 2022

Options

44. Not building the proposed cycleway would not achieve the City of Sydney's strategic objectives and its positive impacts and outcomes. The consequence of not building this important cycleway link will result in a delay to safe access for riders on King Street, and will decrease the rider uptake on the new Pitt Street Cycleway and proposed College Street Cycleway.
45. Not building or delaying the proposed cycleway may impact the availability of State and Federal funding for the project.

Public Consultation

46. The City consulted residents and businesses in the area with 2,200 letters and 420 emails sent out requesting feedback on the proposal.
47. The design and details of the proposal were available on the Sydney Your Say website which was open for feedback between 27 September and 25 October 2021 via an online form and survey.
48. The City received a total of 193 comments from 117 stakeholders on the map-based engagement platform Social Pinpoint. All responses either supported the proposal or provided design suggestions and feedback on connections. A total of 19 written submissions were received with eight submissions supporting the project, three neutral submissions and eight submissions opposing. The eight opposing submissions cited concerns about increased traffic congestion, perceived favouring of riders over other road users, and perceptions of existing cycleways being underutilised.
49. A submission was received from Bicycle NSW. It supported the project and advocated for an extension of King Street cycleway westwards to provide a connection between Pitt Street and the existing cycleway at Clarence Street. The City is working with Transport for NSW to develop this connection.
50. A submission was received from BIKEast supporting the project and recommending that wayfinding signage be provided to guide less confident riders. Wayfinding signage will be provided as part of the project.
51. A submission was received from the Church of St James King Street requesting that on-street parking be retained on the southern side of King Street, between Elizabeth Street and Phillip Street. The proposal retains these parking spaces without changes to the existing restrictions.

52. The below table summarises the most common themes of the comments received via Social pinpoint and email submissions:

Response	Frequency	City of Sydney Response
Support	69	Noted
A connection between Clarence and Pitt streets is needed	59	The City will work with Transport for NSW to develop plans for an extension to the proposed King Street cycleway. This future facility would provide a connection between the existing cycleways on Pitt Street and King Street, West of Clarence Street.
Ensure clear site lines, line marking, and signage at intersections and driveways	19	Green surfacing is proposed in the cycleway at driveways to increase driver and rider awareness of these locations. Signage and pavement markings will be provided at driveways to increase driver awareness and encourage people riding to travel slowly.
Provide a connection from this cycleway to College Street cycleway	7	The City will work with Transport for NSW to develop options for improvements for people walking and riding between the proposed cycleways on College Street and King Street.

AMIT CHANAN

Director City Projects and Planning

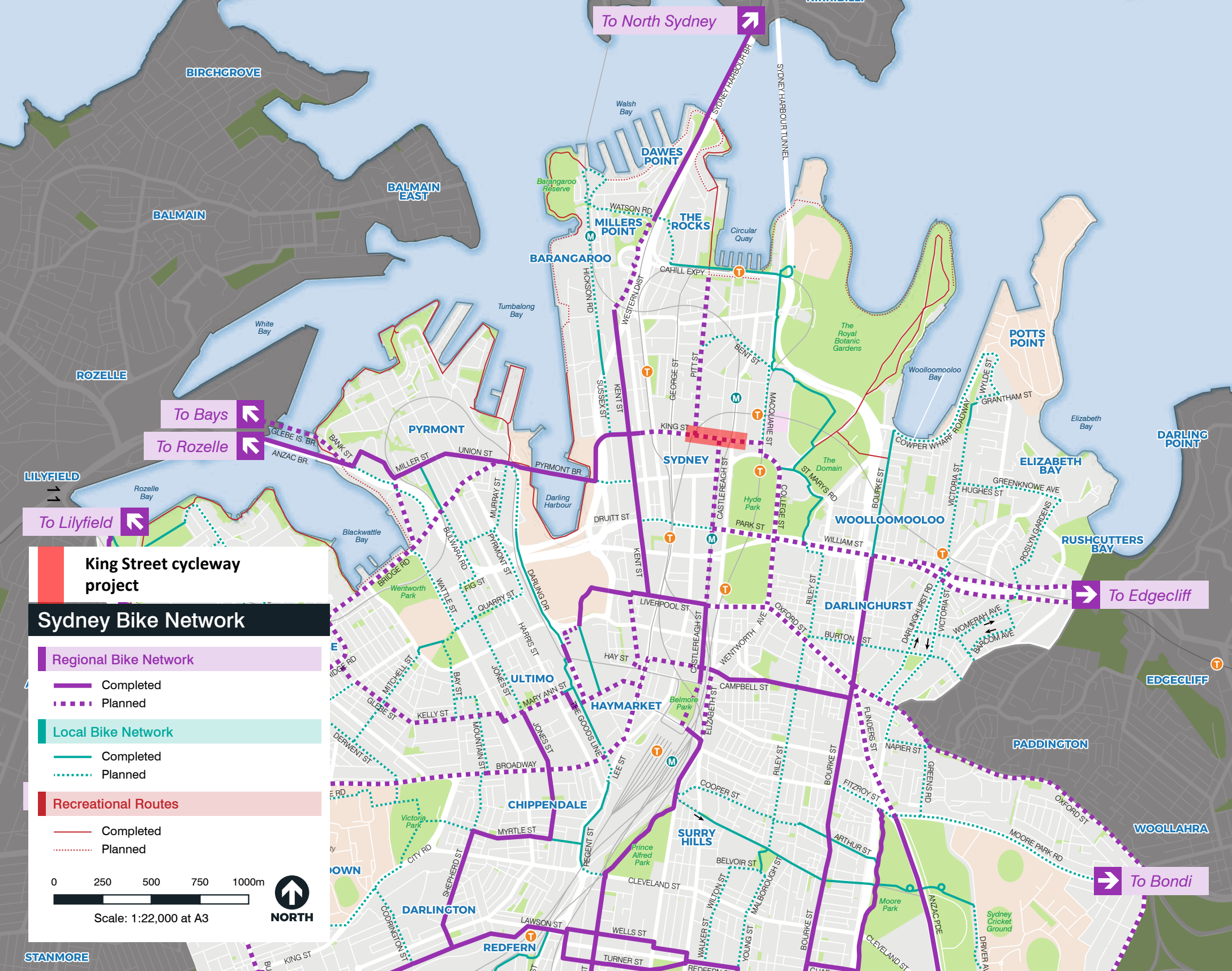
Brendon Hunter, Project Manager

Justin Murphy, Senior Designer - Cycling

Anton Leddin, Delivery Manager

Attachment A

Sydney Bike Network Map



King Street cycleway project

Sydney Bike Network

Regional Bike Network

- Completed
- Planned

Local Bike Network

- Completed
- Planned

Recreational Routes

- Completed
- Planned

0 250 500 750 1000m

Scale: 1:22,000 at A3

NORTH

To Bays

To Rozelle

To Lilyfield

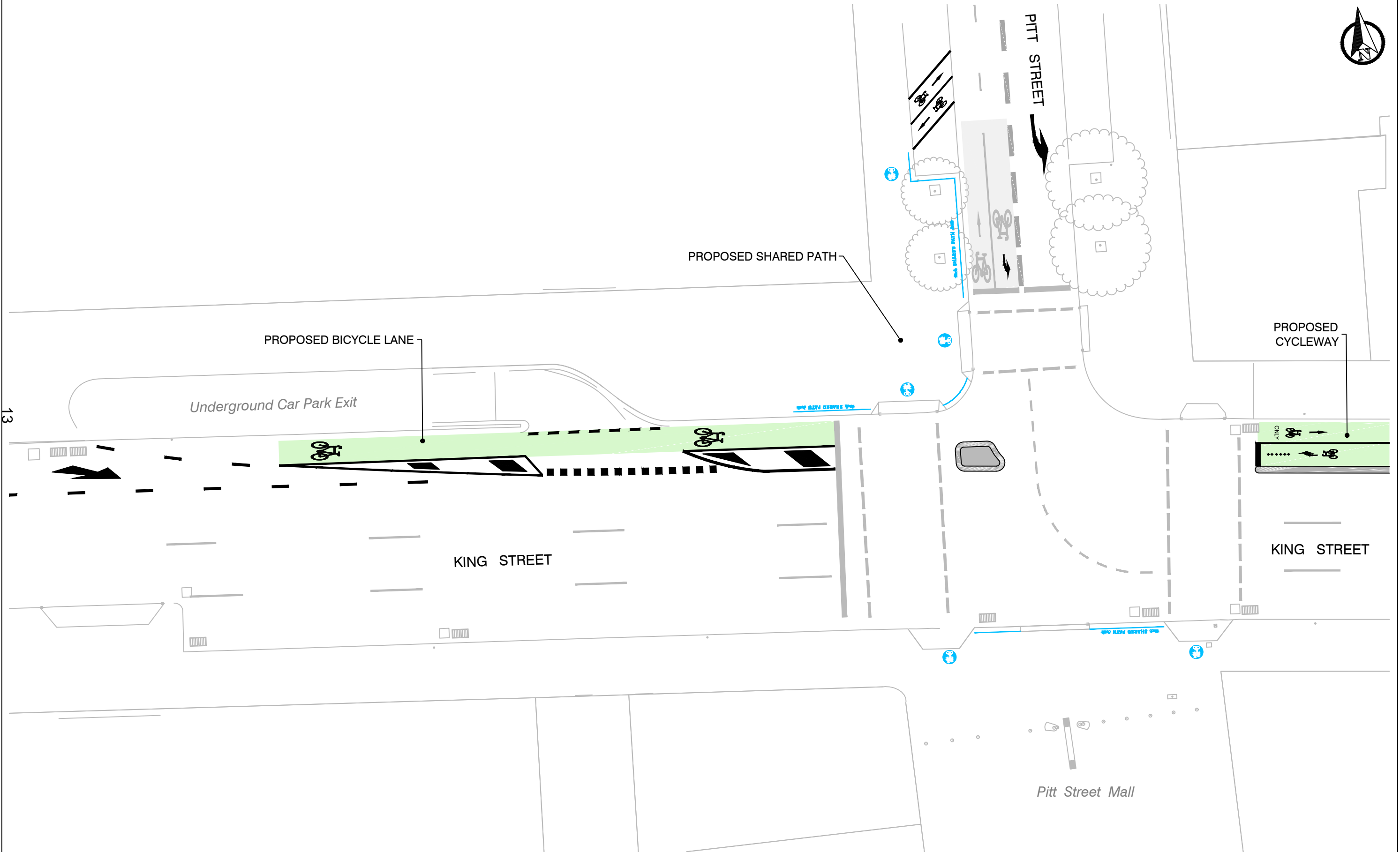
To North Sydney

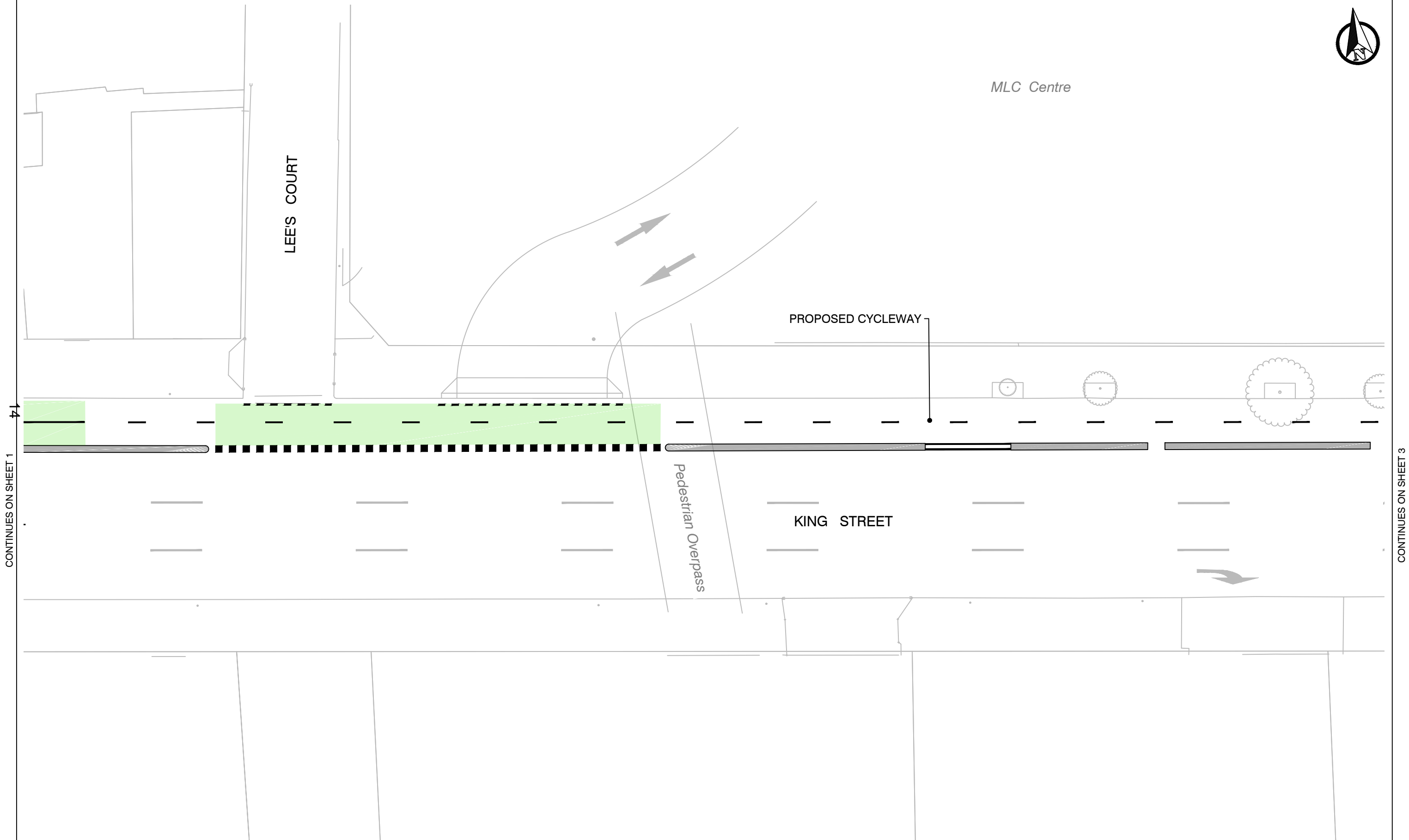
To Edgecliff

To Bondi

Attachment B

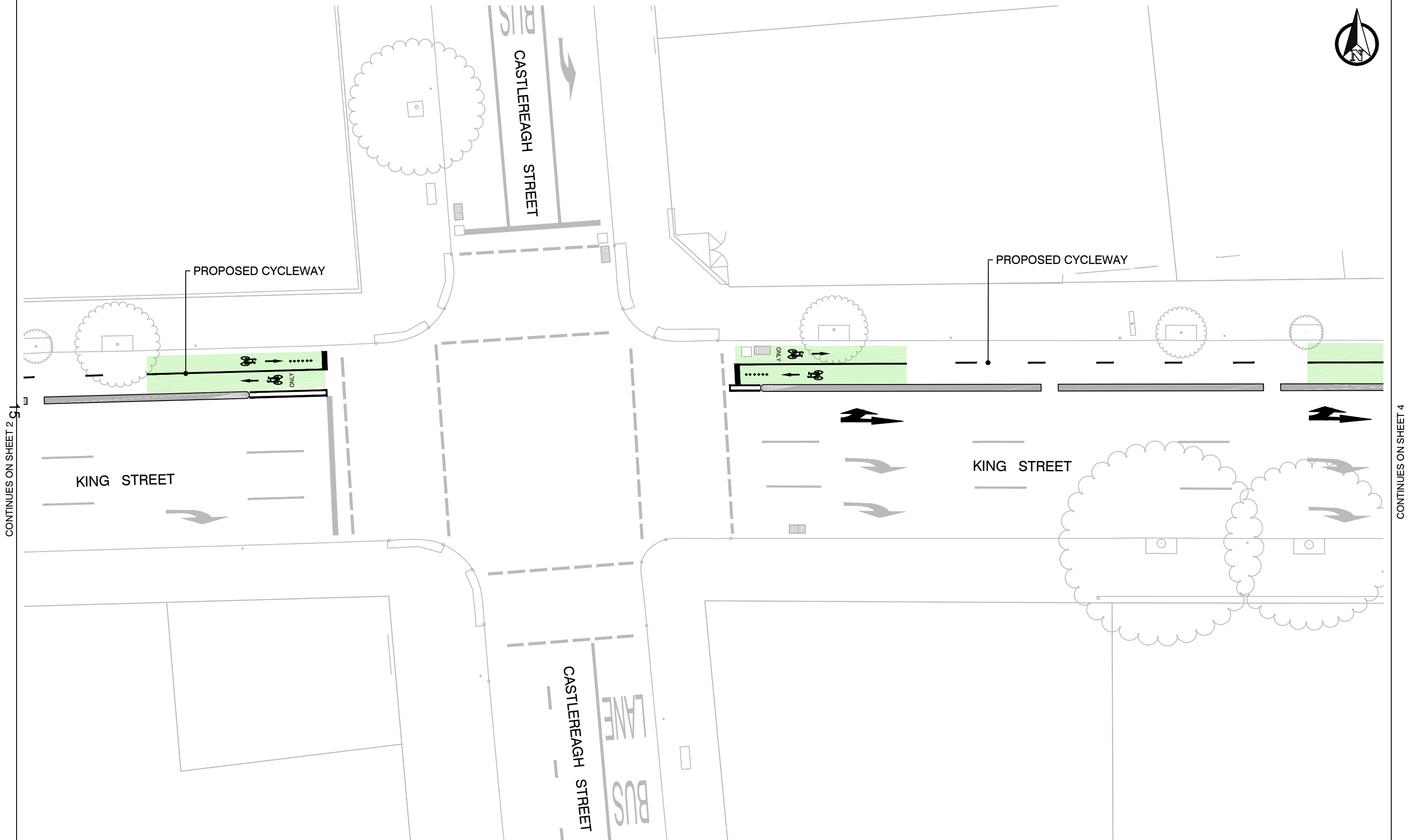
Community Consultation Drawings





CONTINUES ON SHEET 1

CONTINUES ON SHEET 3



CONTINUES ON SHEET 2

CONTINUES ON SHEET 4

Attachment C

<h2>Engagement Report</h2>

Engagement report



Contents

Context	3
Background	3
Engagement summary and activities	4
Community engagement activities	4
Snapshot of feedback received	4
Engagement summary – ideas and issues	5
Appendices	8
Appendix A: Sydney Your Say webpage (including online survey)	8

Context

In the City's community strategic plan, Sustainable Sydney 2030, Direction Four is to make Sydney a city for walking and cycling. It includes targets that at least 10 per cent of City trips will be made by bicycle and 50 per cent by pedestrian movement by 2030.

Transport for NSW customer research shows 70% of residents of Greater Sydney would ride or ride more if there were safe cycleways, separated from traffic. Multiple surveys of residents of the City of Sydney and neighbouring council areas over recent years have consistently found over 70% support for building a bike network and separated cycleways.

Council adopted the Cycling Strategy and Action Plan 2018-2030 in November 2018. In the Strategy, Priority 1 is connecting the bike network, as there is strong evidence showing safe connected cycling infrastructure is essential to making bike riding a viable transport option for the majority of the population. Our benchmark is a bike network that is safe enough for a 12-year-old to ride alone. Page 17 of the Strategy shows the adopted planned bike network. The Strategy target is to complete 80% of the regional route network by 2024 and 100% by 2030.

The cycleway on King Street, between Pitt Street and Queens Square, is a very important regional bike route connection in the planned bike network. It is also part of the NSW Government's Principal Bicycle Network and a strategic cycleway network route in the NSW Government's Sydney City Centre Access Strategy. It connects the Pitt Street cycleway with the forthcoming cycleways on College and Oxford Streets, creating a connection between Circular Quay and the eastern suburbs. The first section of cycleway on King Street, between Pyrmont Bridge and Clarence Street, was built by the city in 2009. We are still working on trying to find a satisfactory resolution with Transport for NSW for the challenging section between Clarence and Pitt Streets.

Before COVID, there were between 1500 and 2000 bike trips on weekdays at the western, existing section of King Street. The former College Street cycleway had nearly 2000 trips per day. The current, not-yet-connected pop-up cycleway on Pitt Street has up to 1000 trips per day, which is a 500% increase from the number of bike trips in the first week the pop-up was there.

The City's Community Recovery Plan gives direction to how we'll work in partnership with our communities, businesses, the state government, and other local governments. The plan supports economic and social recovery in the local area over the next 18 months. It includes building new cycleways to make bike riding a transport priority in response to the pandemic. This will help communities to return to work and local businesses safely, supporting NSW's economic recovery.

We have been working with Transport for NSW on transport changes in response to the Covid-19 pandemic, including construction of more cycleways. Social distancing requirements may persist, and public transport is one of the facets of Sydney life that will be the last to return to 'normal'. The project is part funded by the NSW Government.

Background

The City in partnership with Transport for NSW (TfNSW) have developed a concept design for a cycleway and traffic improvements on King Street.

The cycleway will run between Pitt Street and Queen's Square. The project also includes making King Street, between Elizabeth and Phillip streets one way east.

The cycleway will provide a connection between two recently approved cycleways on Pitt and College streets.

Engagement report

The purpose of the engagement was to make plans available for comments that will inform a report to Council who will make a determination on the project. Engagement outcomes will also inform reports to Local Pedestrian, Cycling and Traffic Calming Committee.

The majority of feedback received during community engagement is supportive and includes input on the design using Social PinPoint, a map based survey platform that prompts feedback in five categories:

- Bike network connections
- Traffic flow
- Access to properties
- Ideas and suggestions
- Make a comment

In addition to comments supporting (69) and opposing (8) the project, the main feedback topics were:

1. The cycleway on King Street needs to extend westwards to Clarence Street (59)
2. Ensure clear sight lines, line marking and signage at intersections and driveways (19)
3. Provide a connection from this cycleway to College Street cycleway (7)

Email submissions were also received from community, stakeholders and bike user groups.

Engagement summary and activities

Community engagement activities

Key stakeholders and the broader community were consulted on the updated plans from 27 September and 25 October 2021.

The Sydney Your Say page was visited 1032 times during the consultation period. The plan was downloaded 412 times.

A notification letter was sent to 2195 properties.

An email was sent to over 400 property owners and business occupiers.

117 people dropped 183 pins on the Social PinPoint map based survey.

We received a total of 19 emails submissions during the public exhibition period.

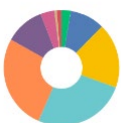
Snapshot of feedback received



136 people had their say

1032 visited the sydneyyoursay.com.au page

117 used the Social Pinpoint map survey



69 comments were made supporting the project

8 comments were made opposing the project

70 submissions provided qualified responses and suggestions

Engagement summary – ideas and issues

Feedback received	Total	CoS response
Support the project	69	Noted
Does not support the project	8	Noted
A connection between Clarence and Pitt streets is needed	59	The City will work with Transport for NSW to develop plans for an extension to the proposed King Street cycleway. This future facility would provide a connection between the existing cycleways on Pitt Street and King Street, West of Clarence Street.
Ensure clear sight lines, line marking and signage at intersections and driveways	19	Green surfacing is proposed in the cycleway at driveways to increase driver and rider awareness of these locations. Signage and pavement markings will be provided at driveways to increase driver awareness and encourage people riding to travel slowly.
Likes the garden beds	2	Noted
Access and special vehicle parking near St James Church needs to be retained	3	Noted. Special vehicle parking near St James Church will be retained in its current location.
Bike lantern 'green time' needs to be automatically triggered and time maximised	6	Transport for NSW will allocate a reasonable green time for the cycleway, and the bike lanterns will be automatic (daytimes) or triggered by induction loops (overnight).
Widen the southern footpath on King Street by removing an additional vehicle lane	1	Transport for NSW have approved the proposed re-allocation of road space to accommodate the cycleway, but do not support a further reduction in the number of vehicle lanes.
Change the cycleway to the south side of the road, between Elizabeth and Phillip streets to simplify entry into Queen's Square	2	A diagonal intersection crossing at Elizabeth and King Street would result in reduced green time for People riding. People riding will have a priority crossing at Phillip Street into Queens Square.
Create a right turning cycle lane for entering Castlereagh Street from King Street	2	To turn south into Castlereagh Street from King Street you will need to use a hook turn (pulling over on the northern side) due to the signal phasing.
Do not use continuous footpaths that can create confusion about right of way	1	This project does not include any Shared Environment Intersections (which create a four-way give way, as required under the road rules).
Increase the size of bike 'storage' space	1	We have maximised the width of the cycleway based on the available road space.
Improve access for people riding south on Phillip Street into Queen's Square	1	We have created a separate bike ramp into Queens Square, set back from the pedestrian desire line, to give everyone more space.

Engagement report

Feedback received	Total	CoS response
Reduce speed on Phillip Street to 30km/h to create shared zone - possibly pedestrianize the area	1	This is outside the scope for the current project.
Create a connection to the existing Castlereagh Street cycleway	4	The City is developing plans to connect the existing Castlereagh Street Cycleway to the proposed King Street Cycleway
Provide a safe connection from this cycleway to College Street cycleway	7	The City will work with Transport for NSW to develop plans for improving the connection between the proposed cycleways on College Street and King Street
Include a turning box/'storage' for people riding north on Elizabeth Street to turn right on to King Street	2	It is legal to make a hook turn at any intersection (unless otherwise signed). We feel formalising it with a hook turn box is not needed here as we expect College Street cycleway and a future Castlereagh Street cycleway will carry the majority of bike trips.
Include a turning box/'storage' for people riding east on King Street to turn right on to Elizabeth Street	1	It is legal to make a hook turn at any intersection (unless otherwise signed). We feel formalising it with a hook turn box is not needed here as we expect College Street cycleway and a future Castlereagh Street cycleway will carry the majority of bike trips.
Remove existing hazards in Queen Square and formalise the shared space	1	Noted. The City will work with Transport for NSW to develop plans for improving the connection between the proposed cycleways on College Street and King Street
Allow for access in to Pitt Street Mall - don't make the south bound lane on Pitt Street a left turn only lane.	2	Access is provided into Pitt Street mall by way of shared path and shared crossing with people walking. A dedicated through movement for people riding from Pitt Street into Pitt Street mall cannot be safely accommodated
A cycleway for King Street Newtown is needed	1	Noted.
Make it easier to get in and out of cycleways midblock	1	The design of the proposed King Street Cycleway maintains separation between people riding, vehicle traffic, and people walking where possible, to provide a safe facility for all users
The proposed shared path at Pitt and King streets would be too busy at peak hour for people riding and walking to share the space	2	The shared path caters for people who want to ride towards Pitt Street Mall from Pitt Street. During busy periods, people riding may need to walk their bike
The shared path at Queen's Square would be too busy at busy times for people riding and walking to share the space. Make sure that the project includes making it safe for people walking and riding in Queen's Square	2	People riding need to give way to people walking on shared paths. During busy periods, people riding may need to walk their bike. The City will work with Transport for NSW to develop plans for improving the connection through Queen's Square.

Engagement report

Feedback received	Total	CoS response
Install more bike parking in Pitt Street Mall	1	As Pitt Street Mall is a busy pedestrian area, it has limited bike parking within the mall, but extra bike parking located at the Market Street end.
Create a bike turn signal for people riding from King Street and turning on to Elizabeth Street	1	To make this movement you will need to use a hook turn, though we expect College Street cycleway and a future Castlereagh Street cycleway will carry the majority of bike trips, rather than Elizabeth Street.
Use conventional running cycleways instead of bidirectional	1	There is insufficient space on King Street for conventional running cycleways.
Include a bike repair station	1	We will separately consider city centre bike repair stations in future.
Make the cycleways wide enough for families to safely ride together	1	We have maximised the width of the cycleway based on the available road space.

Appendices

Appendix A: Sydney Your Say webpage (including online survey)

Proposed works & maintenance

Your feedback on a cycleway and traffic improvements on King Street, Sydney

We invite your comments on the concept design for a separated cycleway on King Street between Pitt Street and Queens Square and traffic improvements at King and Elizabeth streets, Sydney.

Under review

Contributions to this consultation are closed for evaluation and review. The project team will report back on key outcomes.

PUBLIC CONSULTATION PERIOD
27 September 2021 to 25 October 2021

Why we're doing this

This project is part of our program to make Sydney a safer place for people to walk and ride and provide more options for people to travel around the city.

It is jointly funded by the Australian Government, through the \$400 million road safety program, and the NSW Government.

What we're doing

A proposed cycleway will run along the north side of King Street. It will cross Castlereagh, Elizabeth and Phillip streets with a parallel pedestrian and bike crossing next to the NSW Supreme Court. This will create a safe, 2-way cycling connection between the Pitt Street cycleway and East Sydney.

The new cycling connection includes the proposal to simplify traffic movements at King and Elizabeth streets. This includes making King Street, east of Elizabeth, and a short section of Phillip Street, 1-way.

Under this proposal, traffic on Phillip Street and King Street (east of Elizabeth Street) wanting to access Elizabeth Street will need to travel north to Hunter Street. This will reduce delays and improve safety for people walking. A review of traffic movement and traffic light phasing shows this will create a detour of between 1 and 2 minutes. Vehicle access to all properties will remain.

Sydney Cycleways

📞 [02 9265 9333](tel:0292659333)

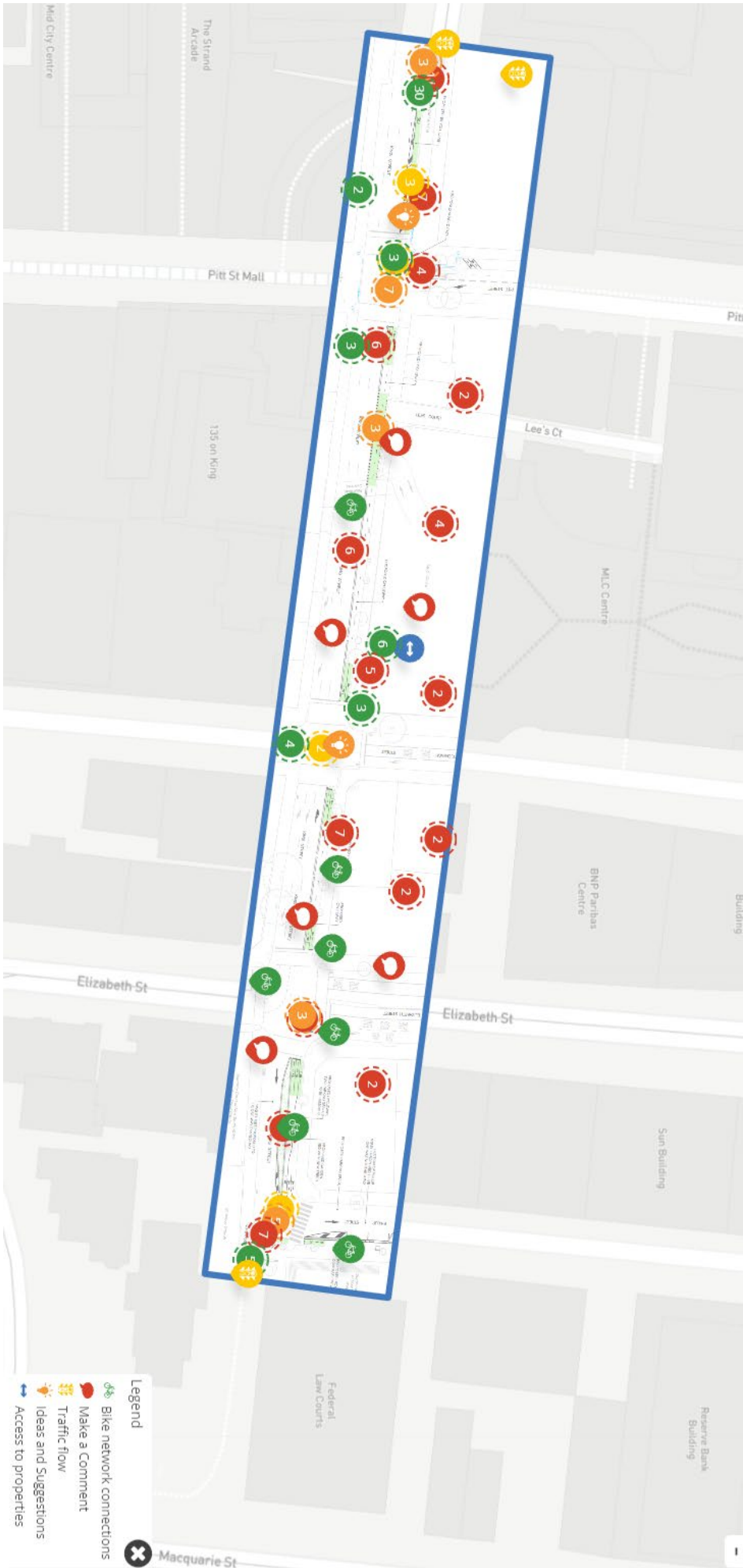
✉️ [sydneycycleways@cityofsydn...](mailto:sydneycycleways@cityofsydney.nsw.gov.au)
COPY EMAIL ADDRESS

Speak up. Sign up.

Get our regular newsletter to have your say.

Subscribe 

Engagement report





Document is Restricted

Item 4.

Synthetic Sportfields Program

File No: X006324

Summary

The Open Space, Sports and Recreation Needs Study 2016 forecast a need for an additional 16,000 playable hours by 2030. In response, Council resolved to adopt the Sports field Development Program in 2019 that included the creation of six synthetic sportsfields to deliver the required additional hours. Subsequent to this program being endorsed the City acquired additional land at Mandible Street, Alexandria.

To date the synthetic sportsfield at Gunyama Park has been completed and a sportsfield at Alexandra Park Community School is under construction. Construction of synthetic sportsfields will be completed at The Crescent Park and Perry Park in 2023 and 2024 respectively.

Designs for Turruwul Park and Waterloo Oval are at concept phase. Concept plans for a synthetic surface at Turruwul Park were presented to the community for comment in April and May 2021.

Community feedback, however, was strongly opposed to the Turruwul Park proposal and this report therefore recommends to Council that that synthetic surfaces are only provided on new sportsfields where appropriate, and that existing natural turf fields are not converted to synthetic surfaces.

This report recommends synthetic sportsfields not be installed at the existing natural turf fields of Turruwul Park and Waterloo Oval. The additional 2030 playable hours target can now be achieved through the development of synthetic sportsfields on the recently acquired properties in Mandible Street, Alexandria, when the current property leasebacks expire in 2027.

Accordingly, it is also proposed to redistribute funds that were allocated to the development of Turruwul Park and Waterloo Oval synthetic sportsfields to related projects, including the Synthetic Sportsfields Development Program.

Recommendation

It is resolved that Council:

- (A) note the progress of the Synthetic Sportsfields Program; and
- (B) does not proceed with the proposal for synthetic sportsfields at Turruwul Park or at Waterloo Oval;
- (C) approve the transfer of funds to related projects, including the Sportsfield Development Program as set out in Confidential Attachment B to the subject report; and
- (D) approve the development of concept designs for multi-purpose synthetic sportsfields at Mandible Street, Alexandria.

Attachments

- Attachment A.** Engagement Report – Proposed Synthetic Sports Surface at Turruwul Park, Rosebery
- Attachment B.** Financial Implications (Confidential)

Background

1. There are 32 sporting fields in the City of Sydney local government area. Of these, 13 are directly managed by the City. This portfolio provides a range of field sizes and surfaces which relate to the type of sports that can be accommodated (e.g. compact soccer, FIFA soccer, cricket, rugby etc.).
2. The Open Space, Sports and Recreation Needs Study 2016, forecast a need for an additional 16,000 playable hours by 2030.
3. In response, Council resolved to approve the Sportsfield Development Program to achieve the additional playable hours target.
4. The Program identified three locations to build new synthetic sportsfields; namely Gunyama Park (Zetland), Alexandria Community High School, and Perry Park (Alexandria). The program also identified three existing parks - Crescent Park (Annandale), Turruwul Park (Rosebery) and Waterloo Oval (Waterloo) - that could be converted to synthetic sportsfields.
5. Natural turf surfaces are subject to significant impacts from the level of use and weather conditions. These factors constrain the level of use compared to surfaces such as synthetics. Typically, natural turf fields have approximately one third the playing capacity of a synthetic sportsfield and require frequent renovation and returfing leading to field closures.
6. To date, a synthetic sportsfield at Gunyama Park has been completed and a sportsfield at Alexandra Community High School is under construction. Synthetic sportsfields at both The Crescent and Perry Park have Council scope approval and are currently being designed. Construction completion is expected in mid-2023 for The Crescent and mid 2024 for Perry Park.
7. A concept design for a synthetic sportsfield at Turruwul Park has been completed, and preliminary designs for a synthetic sportsfield at Waterloo Oval have been developed.
8. The concept plans for Turruwul Park were presented to the community for comment in April and May 2021.
9. While support was received from football clubs, 89 per cent of respondents did not support the Turruwul Park proposal. Feedback included concerns that a synthetic surface would change the park's character from that of local park to a dedicated sportsfield, and that community use for dog walking, playing with children, picnics, would be restricted in favour of organised sports. Feedback also included concern for heat generation making the field more hazardous to play on, negative potential impacts on biodiversity and concerns that micro-plastics may enter waterways.
10. The feedback confirms the community is less likely to accept the conversion of an existing turf field to a synthetic playing surface.
11. In response to the largely negative community feedback received on Turruwul Park, a review of the synthetic sportsfield program was undertaken. It is proposed that synthetic surfaces are only provided on new fields where appropriate, and that existing natural turf fields are not converted to synthetic surfaces. This would align with anticipated community expectations while allowing the City to reach its 2030 playable hours targets.

12. Accordingly, it is also proposed that Waterloo Oval as an existing natural turf field is not converted to a synthetic surface.
13. In 2020 Council purchased property adjacent an existing owned site at 41 Mandible Street, Alexandria. These sites now provide an opportunity to develop a Recreational Precinct which will enable Council to achieve its 2030 target of 16,000 playable hours without converting Turruwul Park and Waterloo Oval to synthetic surfaces, as shown in the table below.

Location	Additional Playable Hours (pa)	Completion
Gunyama Park	2,920	Complete
Alexandra Community High School	2,500	2022
The Crescent, Annandale	2,920	2023
Perry Park, Alexandria	2,920	2024
Waterloo Oval	n/a	n/a
Turruwul Park, Roseberry	n/a	n/a
Mandible Street, Green Square	5,420 (two fields)	No earlier than 2028
Total playable hours (per annum):	16,680	

Key Implications

Strategic Alignment - Sustainable Sydney 2030

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 strategic directions and objectives:
- Direction 1 - A Globally Competitive and Innovative City - the new sportsfields will support the needs of the growing community through good amenity and design excellence.
 - Direction 6 - Vibrant Local Communities and Economies - this project will provide an improved open space infrastructure which meets the needs of a wide variety of user groups and provides a hub for gathering, socialising and recreation activities.

- (c) Direction 9 - Sustainable Development, Renewal and Design - parks are fundamental in maintaining and growing Sydney's global city status and relies on the commensurate provision of quality infrastructure and services. Additional open space for active recreational uses is provided where the opportunity arises.

Organisational Impact

- 15. Not proceeding with synthetic playing surfaces at Turruwul Park and Waterloo Oval will maintain the status quo for the Organisation.

Risks

- 16. Key risks include:
 - (a) Community Expectation and Demands - Not implementing synthetic sportsfields at Turruwul park and Waterloo Oval could result in failure to meet the anticipated demand for sporting facilities, as identified in the City's Sports Facilities Demand Study. However, this can be mitigated by the development of two synthetic sportsfields at the proposed Mandible Street Recreational Precinct. In the interim the existing turf fields will be maintained to ensure ongoing utility.
 - (b) Demand on Other City Facilities - Not implementing synthetic sportsfields at Turruwul Park and Waterloo Oval could result in increased wear on other sporting facilities adjacent to meet demand, resulting in deterioration of field performance and increased maintenance and renovation costs.

Social / Cultural / Community

- 17. Waterloo Oval and Turruwul Park are both important open space for local residents. The sites provide a place for people to meet, exercise, walk their dogs, eat their lunch, play with their children or a game of sport. Alternative solutions can be sought to make-up the additional playable hours forgone by retaining the natural turf amenity in response to community concerns.

Economic

- 18. Not proceeding with the synthetic playing surfaces at Turruwul Park and Waterloo Oval will allow for the funds to be allocated to other projects within the Sports Field Development Program to increase playing hours across the City in order to meet the growing demands of the community by 2030.

Financial implications

- 19. The financial implications of the programme are outlined in Confidential Attachment B.
- 20. It is proposed to redistribute funds that were allocated to the development of Turruwul Park and Waterloo Oval synthetic sportsfields to related projects, including the Synthetic Development Program as set out in Confidential Attachment B.

Relevant Legislation

21. Local Government Act 1993 - Section 10A provides that a council may close to the public so much of its meeting as comprises the discussion of information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business.
22. Attachment B to the subject report contains confidential commercial information which, if disclosed, would:
 - (a) confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business; and
 - (b) prejudice the commercial position of the person who supplied it.
23. 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.
24. Local Government Act 1993 (NSW) - under the Act, a council's charter is to provide adequate, equitable and appropriate services and facilities for the community and to ensure that those services and facilities are managed efficiently and effectively.
25. Environmental Planning and Assessment Act 1979.
26. State Environmental Planning Policy Infrastructure 2007.
27. Sydney Local Environmental Plan 2012.

Critical Dates / Time Frames

28. Current program dates are shown in the table in the Background section above.

Options

29. The City has the option of proceeding with the synthetic surfaces at Turruwul Park and Waterloo Oval as originally proposed, however this is not recommended based on the results of the public consultation at Turruwul Park.

Public Consultation

30. For a detailed description of the public consultation process and findings, refer to Attachment A.
31. The concept design for Turruwul Park was on public exhibition from 20 April to 14 May 2021. Over 380 pieces of feedback were received during consultation. 89% of respondents did not support the proposal for a synthetic playing surface at the park.

32. The public consultation / exhibition involved:
- (a) A stakeholder email sent to 46 key stakeholders (listed individually in the attached engagement report), inviting them to give feedback on the proposal.
 - (b) A stakeholder meeting held with the Redfern Raiders Soccer Club during the consultation period.
 - (c) A Sydney Your Say webpage was created. The page included an electronic copy of the concept design, survey and other key information about the consultation. The webpage was viewed 719 times during the consultation period.
 - (d) The community and stakeholders were able to give feedback using an online feedback form. A link to the feedback form was provided on the Sydney Your Say website.
 - (e) The consultation was included in the Sydney Your Say May 2020 e-newsletter (4,070 subscribers).
 - (f) A Consultation letter was posted to residents, inviting them to give feedback on the proposal. 5,700 letters were distributed.
 - (g) On Saturday 1 May between 9:00 am and 11:30 am, the project team were available to discuss the project on-site. Approximately 40 people attended the session.
 - (h) Four 'Have your Say' Consultation Panels were installed at Turruwul Oval, notifying park users of the proposed works, providing contact details of the Project Manager and a web address to the Sydney Your Say webpage.
33. Feedback received included 359 surveys, 29 email submissions, approximately 40 people attending the pop-up in the park, and a petition was received, signed by 87 people, requesting that the park not have a synthetic surface installed.
34. 88 respondents said that the installation of a synthetic sportsfield would change the character of the park from that of a local park to a dedicated sporting field, which would impact the way the community use the site. There was concern that a large proportion of the park would become unavailable for dog walking, playing with children, picnics etc, and that this impact would be more keenly felt with the population increases in the area.
35. 126 respondents referred to environmental concerns. Concerns included synthetic turf would create more heat than natural turf and this could lead to a 'heat island' effect in the local area; heat being hazardous for children and players to play on; negative biodiversity impacts in the surrounding area; and the potential for micro plastics to enter waterways.
36. Submissions were also received from the Redfern Raiders United Soccer Club, Dunbar Rovers Football Club, and Lokomotiv Cove Football Club.

37. In response to the community consultation feedback regarding the Turruwul Park proposal, it is proposed that synthetic surfaces not be installed at either Turruwul Park or Waterloo Oval.
38. Community support is stronger for the installation of synthetic playing surfaces at new sportsfields rather than existing parks.

AMIT CHANAN

Director, City Projects and Property

Anton Leddin, Delivery Manager

Scott Young, Development Manager

Attachment A

Engagement Report – Proposed Synthetic Sports Surface at Turruwul Park, Rosebery

Engagement report – Proposed synthetic sports surface at Turruwul Park, Rosebery



Contents

Background	3
Engagement summary	4
Snapshot	5
Key findings	6
Subjects/issues raised in submissions	7
Engagement activities	8
Appendix	10

Background

The City of Sydney is increasing recreation and sporting opportunities across our city to meet the need of our growing communities. This includes increasing the play at our sports fields by 16,000 hours by 2030.

Our current population is more than 250,000 people, which has increased by 39.1% since 2009. By 2031 we'll need the equivalent of 20 more sports fields to meet the sport and recreation needs of our residents.

Our study of open spaces, recreation and sport needs showed us how people playing sport and using sports fields are changing. It also showed we need to increase the capacity of existing sports fields and build new ones to meet growing demand in our local area.

We're planning to construct new synthetic sports fields and upgrade some existing fields to synthetic to help us reach this goal. Fields include:

- Gunyama Park, Zetland (new field, completed)
- Perry Park, Alexandria (new field, in detailed design)
- Alexandria Park (partnership with Department of Education)
- The Crescent, Annandale (new field, reviewing feedback from community consultation)
- **Turruwul Park, Rosebery (upgraded field, this report captures feedback from community consultation)**

These synthetic fields will complement the existing natural turf fields we manage in our local area.

Engagement summary

From 20 April 2021 to 14 May 2021, we asked the community for feedback on a concept plan for a new synthetic surface at Turruwul Park, Rosebery.

Consultation on the plan provided an opportunity for stakeholders and the community to review and comment on the design.

Consultation activities included online engagement, a pop-up stall in the park, a letter to residents and project signage at the park.

This report outlines the community engagement activities that took place to support the consultation and summarises the key findings from the consultation.

Purpose of the engagement

The purpose of the engagement was to:

- gather feedback from stakeholders and the community about the proposal
 - determine the level of satisfaction with the concept design
 - inform the development of the concept design to detailed design.
-

Outcomes from the engagement

Over 388 pieces of feedback were received during the consultation. Below is a break-down of the feedback received:

- 359 surveys
- 29 email submissions were received
- 40 people (approx.) attended a pop-up in the park
- A petition was also received, signed by 87 people, requesting the park not have a synthetic field installed

Submissions received from organisations

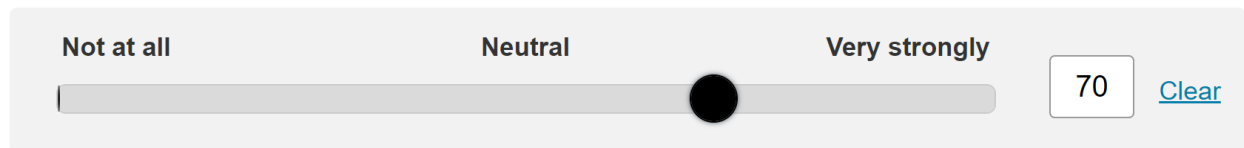
- Redfern Raiders United Soccer Club
- Dunbar Rovers FC
- Lokomotiv Cove Football Club

Snapshot

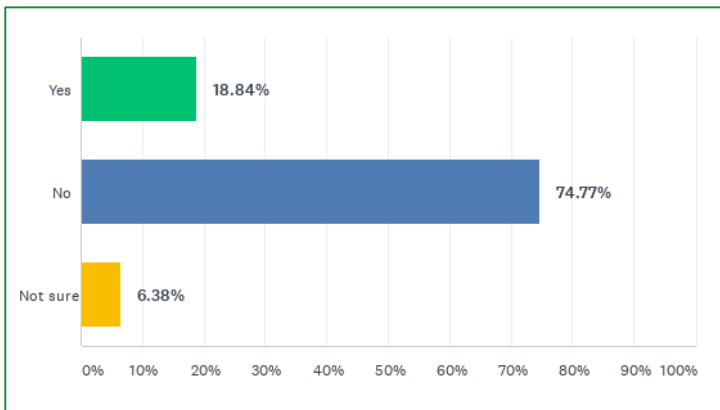
The following graphs give a snapshot of support for the City’s overall approach to increasing playable hours and level of support for a synthetic surface at Turruwul Park.

4. How strongly do you believe in the following statement?

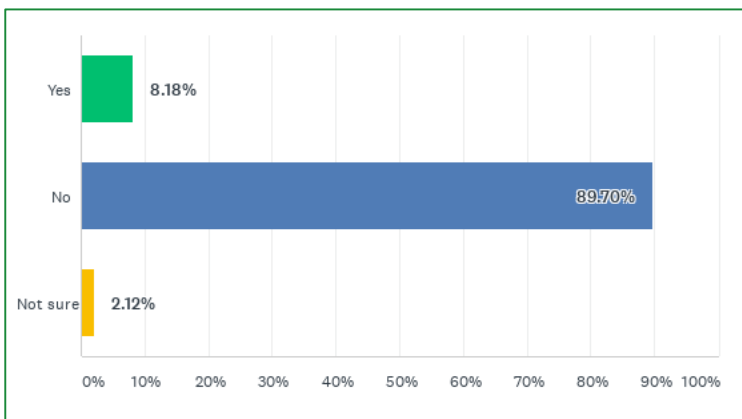
The City should provide enough sporting fields for our local communities to be active and participate in recreation activities.



Using a sliding scale where 0= ‘Not at all’ and 100 = ‘Very strongly’, when asking how strongly people believed in the statement above, **the average score was 70**, indicating a strong belief in the City’s responsibility to provide enough sporting facilities for our community.



Q: Do you support the City’s approach to provide a mix of synthetic and natural turf surfaces to increase playable hours for our local community?



Q: Do you support a synthetic sports field at Turruwul Park?

Key findings

Overall

The results of the consultation show strong opposition to the installation of a synthetic field at Turruwul Park, with 89% of respondents of the survey not supporting the proposal.

Design

Strong feedback (88 respondents) was received from the community that the installation of a synthetic field would dramatically change the character of the park.

The community is concerned the synthetic field will change the use of the park, from a local park to a dedicated sporting field. This would in turn severely impact the way the community use the site (dog walking, playing with children, picnics etc.). There is worry that a large portion of the park would become unavailable for these activities if the new field is installed.

Respondents highlighted in their submissions that the area has changed dramatically over the past several years. With more apartments going up in the area it is important to have large, green open spaces areas for people to access and enjoy and the installation of a synthetic field would take away from this.

Environmental

Concern was raised about the environmental impacts of installing a synthetic field in the area. The issues of concern for respondents was that synthetic fields create more heat than natural turf and this could lead to a 'heat island' effect in the local area, as well as making it hazardous for children and players to play on.

There were also concerns about the negative impact on biodiversity in the surrounding area as well as the potential for micro plastics to get into the waterways through storm water drains.

The environmental concerns were by far the reason for the strongest opposition, with it being referenced in 126 submissions.

Subjects/issues raised in submissions

Subjects/topics raised in submissions

Several subjects/topics were raised in the feedback received. These were presented as concerns, suggestions and/or requests and are summarised below.

Design	Total	City of Sydney Response
Line markings should be included in the design	2	
The size of the soccer field is disproportionate to the scale of the park	3	
A fence should be placed around the field	1	
Spectator seating should be at least four tiers	1	
Install a safety net behind the goals	1	
Change rooms should be included in the design	2	
More trees should be planted in the park	7	
More bike parking should be installed at the park	1	
Add an extra cricket net	1	
Parking and traffic	Total	City of Sydney Response
The field will bring more congestion to the area	2	
Environmental and character	Total	City of Sydney Response
Synthetic turf is bad for the environment (micro plastics, creates a heat island, toxic etc.)	135	
Field should remain as turf	77	
Synthetic field will change the character of the park and reduce the usability for the community	88	
Other comments	Total	City of Sydney Response
Should be a local park and not used for organised sport	8	
Synthetic fields cause more injuries when played on	13	
There is no need for a new synthetic field when Gunyama Park is so close	25	

Engagement activities

Sydney Your Say webpage and survey

A [Sydney Your Say webpage](#) was created. The page included an artist impression of the proposed field, concept design and online survey.

Consultation letter

A letter was posted to residents, inviting them to give feedback on the proposal. 5,700 letters were distributed. A copy of the letter is available in Appendix B.

Notification email

An email was sent to the following stakeholders with information about the consultation and inviting feedback:

- Gardeners Road Public School
- Rosebery Residents Action Group
- Zetland 2017
- Friends of Victoria Park
- Glebe District Hockey Clubs
- Glebe Hockey Club
- Glebe Junior AFL
- Rogue Ultimate Flying Disk
- Urban Rec Sports
- Sydney Oztag
- Glebe Wanderers FC
- Anderson Events
- Lunchtime Legends
- Sydney Uni Quidditch
- Redfern Raiders Soccer Club
- Hockey NSW
- Rugby Australia
- Touch Football NSW
- Oztag NSW
- Football NSW
- Eastern Suburbs Football Association
- AFL NSW
- UTS, UNSW & USYD Sports Unions
- Grid Iron Teams in Sydney/NSW.
- Cricket NSW
- City & Suburban Cricket Association
- Alexandria Rovers RLFC
- South Sydney RLFC
- South Sydney Juniors RLFC
- Redfern All Blacks
- Dunbar Rovers Soccer Club
- Lokomotiv Cove Football Club
- Balmain Sydney Tigers CC
- Sydney University Touch Association
- IGSSA Competition
- Michael Cusacks Gaelic Football
- Kings Old Boys Rugby Union
- Sydney University Football
- University of Notre Dame
- Glebe Gorillas Football Club
- Balmain & District Football Club
- Team CBD Football Club
- Dobroyd FC
- Waverly Old Boys FC
- Sponsorworx

Stakeholder meetings

A stakeholder meeting was held with the Redfern Raiders Soccer Club during the consultation period.

On site signage

Four notice boards were installed, inviting people to give feedback on the proposal. An example is available in Appendix C.

Pop-up information stall on-site

On Saturday 1 May between 9.30 and 11.30am, the project team were available to discuss the project on-site. Approximately 40 people attended the session. Feedback from this session is captured in the submissions table above. Information boards from the pop-up are available in Appendix A.

Appendix

Appendix A: concept design, artist impression and ideas board




 **Feedback and ideas** 

Proposed synthetic sports surface at Turruwul Park, Rosebery
cityofsydney.nsw.gov.au/consultations

CITY OF SYDNEY 

Engagement report –
Proposed synthetic sports surface at Turruwul Park, Rosebery
Appendix B: letter to community

CITY OF SYDNEY 

City of Sydney
Town Hall House
456 Kent Street
Sydney NSW 2000

+61 2 9265 9333
council@cityofsydney.nsw.gov.au
GPO Box 1591 Sydney NSW 2001
cityofsydney.nsw.gov.au

20 April 2021

Your feedback on a new sports surface at Turruwul Park, Rosebery

The City of Sydney is planning to upgrade the sports field surface to a synthetic surface at Turruwul Park in Rosebery and invites your feedback on the proposed design.

The proposal for Turruwul Park includes:

- a new synthetic sports field surface
- a range of new seating opportunities
- new turf and trees.

We aim to retain all the existing park trees and will plant 5 additional trees as part of the sports field surface upgrade. The proposed design is on the back of this letter.

In the coming weeks we will be undertaking some site investigation works. You will see people with machinery drilling a series of small holes to better understand the conditions underground.

New and upgraded active sports fields in the local area

We are building new and upgraded active sports fields across our local area to meet the needs of our communities.

Our current population is more than 250,000 people and has increased by 39.1% since 2009. This means that by 2031 we will need the equivalent of 20 more sports fields to meet our residents sport and recreation needs.

We plan to upgrade the sports field surface at Turruwul Park to synthetic and construct new synthetic sports fields at The Crescent and Perry Park. We have recently opened a synthetic sports field at Gunyama Park Aquatic and Recreation Centre. We are also partnering with the Department of Education to provide the community use of the new synthetic sports-field at Alexandria Park Community School. These synthetic fields will complement the existing natural turf fields the City manages in our local area.

Synthetic fields provide greater levels of utilization (available hours per week) than natural turf fields. Natural turf fields only provide 20 to 25 hours of use per week before they deteriorate with bare patches, uneven and hard playing surfaces. Annual re-turfing leads to an increase in water use and closure of the fields which impacts sports and recreation needs.

We are also using design and management strategies to reduce the probability of micro-plastics finding their way into the surrounding natural environment and waterways from a synthetic field.

How to give feedback on the design

You can view the plans and give feedback on this proposal at cityofsydney.nsw.gov.au/consultations by 5pm on Sunday 16 May 2021.

Talk to us


We invite you to a pop-up stall in the park on **Saturday 1 May** from **9.30am to 11.30am**. This is an opportunity to speak to our staff about the design and ask questions.

Next steps

We will report all feedback and any resulting design changes to Council. If Council resolves to proceed with the upgrade, we will continue to detailed design. We will keep you updated on the progress of this project.

For more information about the project, please contact Adam Lander, Senior Community Engagement Coordinator or Roxana Vlack, Project Manager at sydneyyoursay@cityofsydney.nsw.gov.au or on 02 9265 9333.

Yours sincerely,



Anton Leddin
Delivery Manager

Appendix C: on-site signage



Have your say on a new sports surface at Turruwul Park

We plan to upgrade the sports field surface to a synthetic surface at Turruwul Park in Rosebery and invite your feedback on the proposed design.

One of the City's priorities is creating high quality parks and recreation spaces wherever we can. Since 2008, open space has increased in our area by 24 hectares.

As our local population continues to grow there is increased demand from our communities for more sporting fields and open spaces.

You can find out more, view the proposed design and give feedback:

cityofsydney.nsw.gov.au/consultations

Come to the park on Saturday 1 May from 9.30am to 11.30am to talk to staff about the plans.

Consultation closes at:
5pm Sunday 16 May 2021.

For more information, please contact Roxana Vlack, Project Manager or Adam Lander, Community Engagement on: **02 9265 9333**
sydneyyoursay@cityofsydney.nsw.gov.au

CITY OF SYDNEY 

cityofsydney.nsw.gov.au

Engagement report –
Proposed synthetic sports surface at Turruwul Park, Rosebery

Document is Restricted

Item 5.

Joint Use Project Deed Variation - Alexandria Park Community School - Synthetic Field and Park Road - Additional Funds Request

File No: X017664

Summary

In April 2019, the Council of the City of Sydney (City) signed a Joint Use Project Deed with the Department of Education to deliver indoor and outdoor sports facilities, and a Federation International Football association (FIFA) synthetic sports field at Alexandria Park Community School.

The Joint Use Project will provide the City's residents and sporting groups use of the synthetic sports field, two outdoor sports courts and two multipurpose indoor courts and amenities, outside of school hours.

In May 2021, the Council of the City of Sydney approved an amendment to the Joint Use Project Deed to include the design and construction of the Park Road integration works adjacent to the synthetic sport field.

This report refers to the two distinct packages that are being delivered under the Joint Use Project Deed - the synthetic sports field works and the Park Road integration works.

During the course of the construction of the synthetic sports field works a number of latent conditions and unforeseen delays were encountered impacting the project contingency and program. Under the Joint Use Project Deed any additional sports field and remediation costs are shared by the City and the Department of Education.

Subsequent to the completed detailed design of Park Road integration works, the costs to design and build are more than estimated and additional contingency is required to complete the works. Under the Joint Use Project Deed, any additional costs relating to design improvements to Park Road are borne solely by the City.

It is proposed in this report to increase the City's capital funds and project contingency under the Joint Use Deed to incorporate the scope of works and accommodate costs associated with the project delays.

The increased total cost of the project still provides exceptional value to the City in providing community access to a FIFA standard synthetic sports field, two outdoor sports courts and two multipurpose indoor courts and amenities, during times of highest demand for active recreation. The alternative of the City purchasing land and building similar facilities would cost many times more.

Recommendation

It is resolved that:

- (A) Council approve an increase in capital funds and contingency to accommodate for the design and construction of the Park Road public domain works as outlined in Confidential Attachment B to the subject report;
- (B) Council approve an increased in capital funds and contingency to accommodate for additional site remediation and project delays as outlined in Confidential Attachment B to the subject report; and
- (C) authority be delegated to the Chief Executive Officer to negotiate, execute, and administer a variation to the Joint Use Project Deed in line with the above resolutions.

Attachments

Attachment A. Joint Use Deed Location Plan

Attachment B. Financial Implications (Confidential)

Background

1. The Open Space, Sports and Recreation Needs Study 2016 (the Study) forecast the need to increase the City of Sydney's sporting field capacity by the equivalent of 20 turf fields (16,000 playable hours) by 2030.
2. In 2017, the City approved a sports field upgrade program in its 10-year capital works plan to meet this growing need. A key strategy is to introduce multi-purpose synthetic fields as they provide a far higher usage capacity than traditional grass fields, typically 60 hours per week compared with 25 hours per week.
3. On 2 April 2019, the City executed a Joint Use Project Deed with the State of New South Wales - Department of Education to jointly fund, develop and use a Federation International Football Association (FIFA) level synthetic sports field and basketball courts at the Alexandria Park Community School.
4. The joint use Project Deed will provide community access to the school sports facilities (synthetic field, two multipurpose courts, sports storage, and change rooms) outside of school hours; 6-10pm Monday-Friday, weekends, and school holidays. The new synthetic sports field will provide an additional 2,000+ playable hours per year for community sporting groups.
5. In May 2021, the City approved the concept design and the construction of Park Road was added to the Joint Use project scope.
6. The endorsed project scope includes the following works:
 - (a) new open and clear entries to Alexandria Park and the new shared-use sports field;
 - (b) a new wide and barrier free shared path, connecting Buckland Street to the remaining Park Road and integrating with Alexandria Park's existing path network;
 - (c) a range of seating opportunities, including bench seats with backs and armrests;
 - (d) seven replacement trees planted along the boundary of the shared use sports field;
 - (e) new turf to the existing park verge to extend the park landscaping to the new shared path;
 - (f) new planting adjacent to the sports field;
 - (g) retaining and protecting the existing heritage park piers;
 - (h) new drainage and Water Sensitive Urban Design (WSUD) opportunities;
 - (i) new park lighting along the shared path to reflect the City of Sydney Lights Code and requirements for park lighting; and
 - (j) review of undergrounding of power opportunities along Park Street where the public domain works will occur.

7. Regarding the synthetic sports works, the remediation of the school and the sport field site was included in the project scope. The extent of the remediation works and Auditor services resulted in additional costs that exceeded the project's contingency. A detailed report of additional costs is outlined in Attachment A.
8. During 2021, the synthetic sports works also encountered two major delays which have impacted construction timeframe and costs:
 - (a) The NSW Government mandated a Covid-19 building shut down during 31 July 2021 - 9 August 2021 that stopped all construction work on the site for three weeks. At the end of building shut down, work was permitted to recommence however, site progress was significantly impacted due to the lockdown of local government areas in Sydney where staff resided. Site progress was significantly delayed, and the project program impacted;
 - (b) Ausgrid outage delays due to industrial action have impacted the sport field construction. This has delayed the relocation of their high voltage power line and all adjacent works associated with the sport field area.
9. A detailed report of additional costs relating to the delays is outlined in Attachment B.
10. Regarding the Park Road integration works, upon completion of the detailed design and documentation for Park Road, the construction cost is more than reported and additional funding is required to complete the works as designed. A detailed report is outlined in Attachment A.
11. The completed design now allows for the following design improvements not covered under the original scope:
 - (a) An additional 4 tree planting opportunities in line the City's Urban Tree Canopy objectives;
 - (b) A comprehensive electrical upgrade with review of undergrounding of power opportunities and installation of new park pedestrian lighting;
 - (c) Refinement of the new recycled water system and its storage capacity;
 - (d) Installation of new mid-stair connection and more seating;
 - (e) Installation of new bicycle entry of Buckland Street; and
 - (f) Refinement of the plaza/path way paving design and drainage finish.
12. The increased total cost of the project still provides exceptional value to the City in providing community access to a FIFA standard synthetic sports field, two outdoor sports courts and two multipurpose indoor courts and amenities, during times of highest demand for active recreation. The alternative of the City purchasing land and building similar facilities would cost many times more.

Key Implications

Strategic Alignment - Sustainable Sydney 2030

13. Sustainable Sydney 2030 is a vision for the sustainable development of the City to 2030 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress. This report is aligned with the following strategic directions and objectives:
- (a) Direction 1 - A Globally Competitive and Innovative City - the new sportsfield and public domain will support the needs of the growing community through good amenity and design excellence.
 - (b) Direction 4 - A City for Walking and Cycling - the new sportsfield and public domain will provide facilities to encourage walking and cycling to the park as a local destination. The new sport field adjoins cycleways and creates a new shared path.
 - (c) Direction 6 - Vibrant Local Communities and Economies - this project will provide an improved open space infrastructure which meets the needs of a wide variety of user groups and provides a hub for gathering, socialising and recreation activities.
 - (d) Direction 9 - Sustainable Development, Renewal and Design - this project will demonstrate design excellence and aims to address the increasing demand on the capacity of the City's sporting facilities...

Organisational Impact

14. The City's park maintenance team will be responsible for the regular maintenance of park trees, planting, turf, park furniture, the sportsfield and associated fixtures such as lighting and fencing as well as the booking of the sportsfield. The City will provide ongoing, planned, and reactive maintenance.

Risks

- (a) Community Expectation and Demands - risks of not implementing this scope of works will result in a failure to meet community expectations and demands with site access around a completed sport field. Park Road will become a busy public domain area once the sports field is complete.
- (b) Contamination - contamination risks have been identified on the site and will be managed via appropriate environmental management processes.

Social / Cultural / Community

15. The sport field and public domain of Park road site will become an important active hub given its proximity to Alexandria Park Community School, Alexandria Park and Redfern Station. Improving and diversifying the amenity and function of the open space represents an important investment in this community, providing opportunities and increased playable hours for a multitude of sporting types and for people of different ages and abilities to use the field and the new Park Road public domain alongside another.

Environmental

16. Enhancement of tree canopy in the Park Road public domain is consistent with the Urban Ecology Strategic Action Plan and Urban Tree Canopy objectives.
17. Energy - the new sportsfield lighting will minimise energy usage through the use of dimmable LED fixtures and control system lighting. The proposed pedestrian lighting in Park Road uses energy efficient fittings.
18. Water - modification of levels of the sports field and public domain to mitigate the adverse impacts of flooding and stormwater management.
19. Transport - the sportsfield will be predominantly served by public transport, cycle infrastructure, convenient pedestrian access as well as on-street pick-up and drop-off areas;

Economic

20. The proposal will have a positive impact for local sporting groups, and the school community, by providing a significant upgrade to the sporting facilities available for use and the adjacent public domain in Park Road. A higher recurrence of visitors will increase economic activity and contribute to healthy lifestyle opportunities for the whole community

Financial Implications

21. Additional funds are required for this project and the requested source of funds to address budget shortfall as outlined in Confidential Attachment B.

Relevant Legislation

22. Local Government Act 1993 - Section 10A provides that a council may close to the public so much of its meeting as comprises the discussion of information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business.
23. Attachment B to the subject report contains confidential commercial information which, if disclosed, would:
 - (a) confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business; and
 - (b) prejudice the commercial position of the person who supplied it.
24. 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.
25. Local Government Act 1993 - under the Act, a council's charter is to provide adequate, equitable and appropriate services and facilities for the community and to ensure that those services and facilities are managed efficiently and effectively.

26. Environmental Planning and Assessment Act 1979.
27. State Environmental Planning Policy Infrastructure 2007

Critical Dates / Time Frames

28. Current program dates:
 - (a) Obtain Council endorsement for additional funds - February 2022
 - (b) Continue with construction and complete the works - June 2022

Public Consultation

29. Public consultation for the extended field and Park Road works was undertaken in March 2021 by the Department of Education via a Section 4.55 Modification Application to the State Significant Development Application for the Alexandria Park Community School.

KIM WOODBURY

Chief Operating Officer

Kathleen Ng, Senior Project Manager

Damon La'Rance, Delivery Manager

Attachment A

Joint Use Deed Location Plan

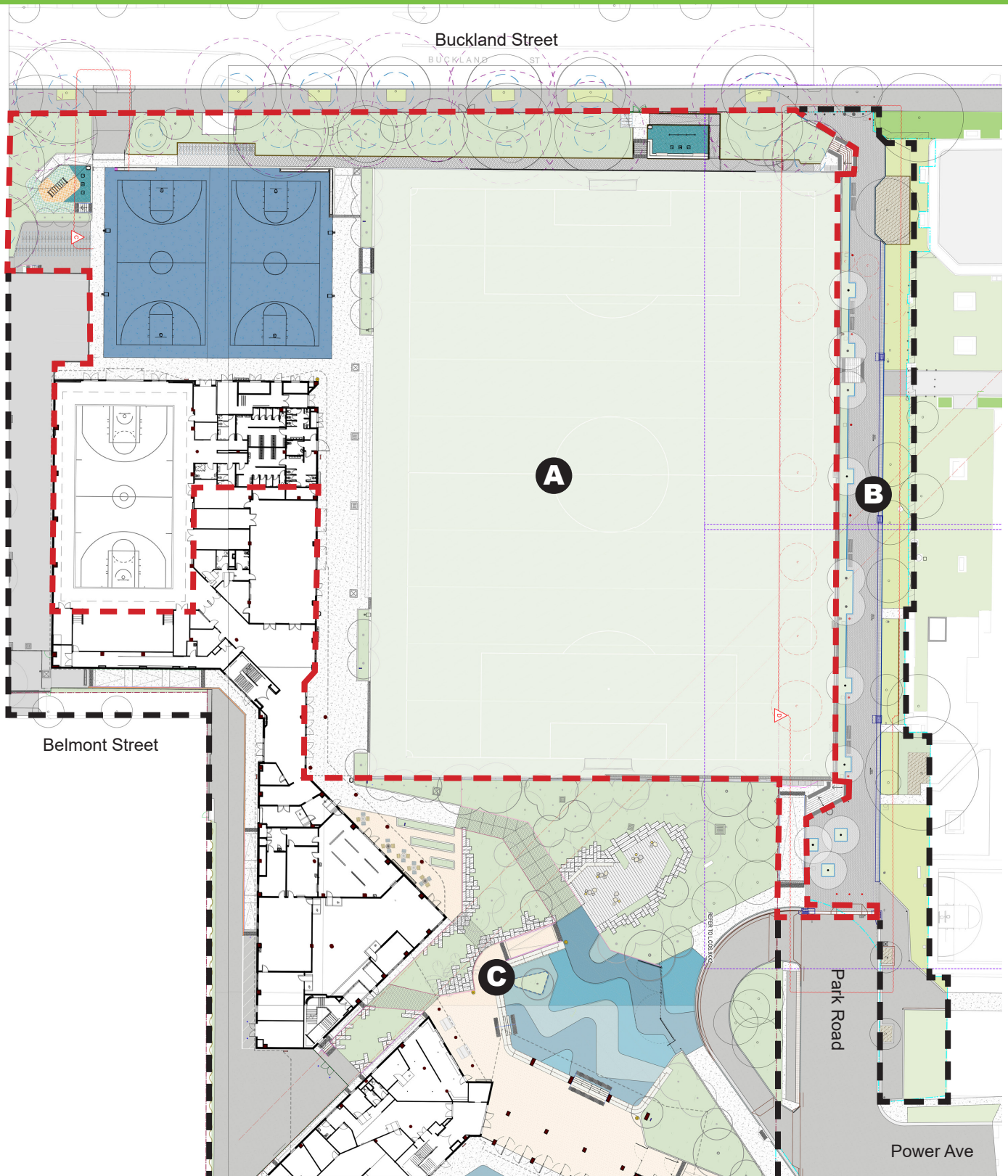
Alexandria Park Community School - Synthetic Field and Park Road Location Plan



— Alexandria Park Community School Development, Joint Use Project & Park Road Integration Works



Alexandria Park Community School - Synthetic Field and Park Road Extent of Works Plan

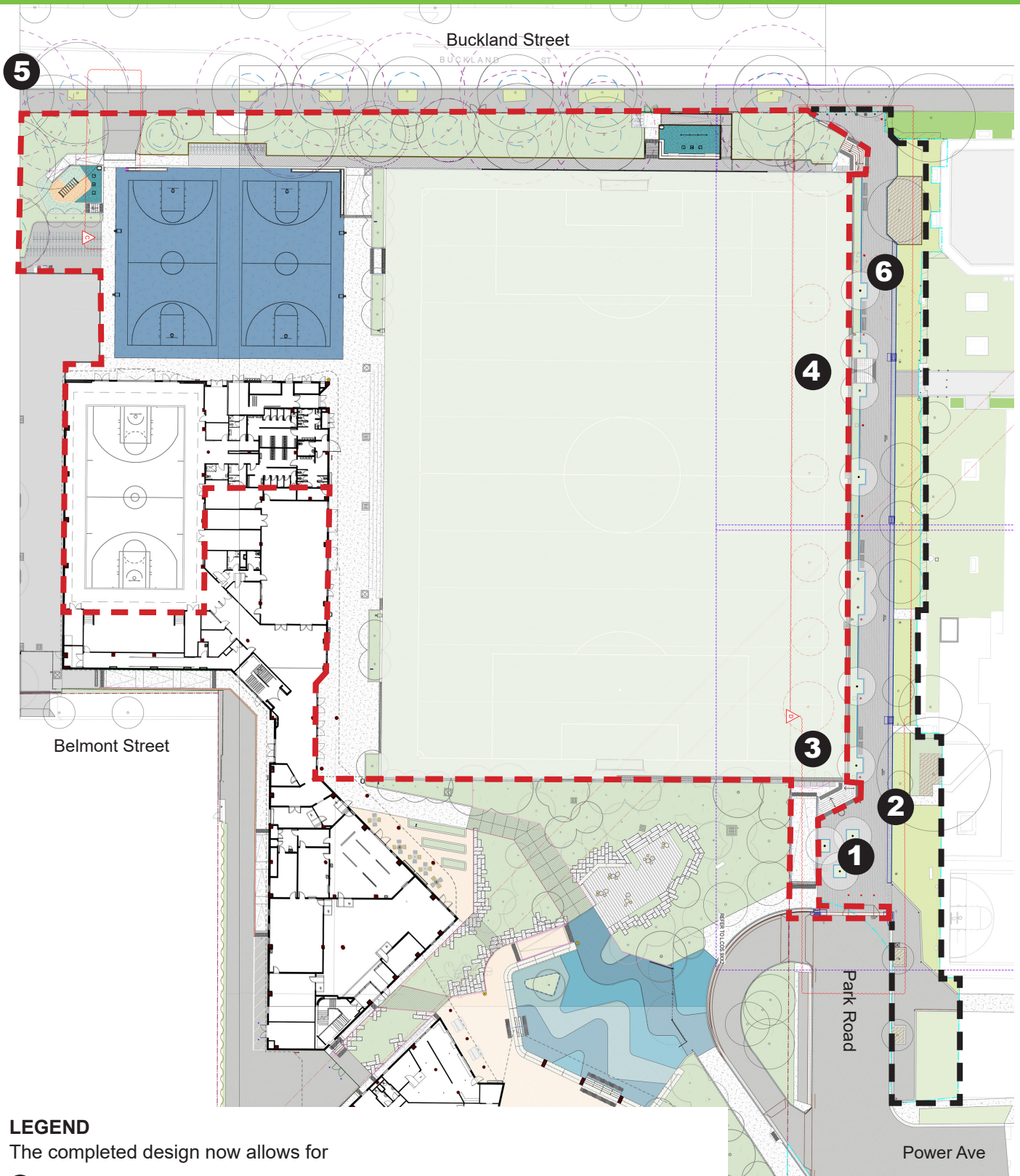


AREAS

- A** Alexandria Park Community School Joint Use Project (- works included in the Deed)
- B** Park Road Integration Works (- works added to the Deed May '21)
- C** Alexandria Park Community School Development (- Department of Education works only)



Alexandria Park Community School - Synthetic Field and Park Road Design Inclusions Plan



LEGEND

The completed design now allows for

- 1** An additional 4 tree planting opportunities
- 2** A comprehensive electrical upgrade
- 3** Refinement of the new recycled water system and its storage capacity;
- 4** Installation of new mid-stair connection;
- 5** Installation of new bicycle entry of Buckland Street; and
- 6** Refinement of the plaza/path way paving design and drainage finish.



Document is Restricted