

## **Project Scope - College Street and Liverpool Street Cycleways**

**File No: X037203**

### **Summary**

This report describes the proposed new permanent cycleways on

- College Street between Liverpool Street and St Marys Road, and;
- Liverpool Street between Castlereagh Street and Elizabeth Street,

which will form a critical part of the Regional and Local Bike Network identified in the City's Cycling Strategy and Action Plan 2018-2030.

Community consultation was undertaken in November and December 2020 for three projects: Oxford Street between College Street and Taylor Square, the College Street project and the Liverpool Street project. Approximately 74 per cent of the submissions were supportive of the cycleway works, with several suggestions made to improve the designs. Several comments were made about the clear width available for future Mardi Gras Parades.

Following community feedback from the consultation, the concept design for Oxford Street, and Liverpool Street between Oxford and Elizabeth Streets is being redesigned to locate the cycleway along the northern side of Oxford Street. This will allow for a greater clear width for the Mardi Gras Parade. Additional consultation with Transport for New South Wales, Mardi Gras and the community will be undertaken prior to seeking Council approval for the Oxford Street Cycleway in a future report.

The concept design for College Street between Liverpool Street and St Mary's Road and Liverpool Street between Castlereagh Street and Elizabeth Street are proposed for approval as a separate package of works in order to realise the immediate and independent network benefits.

This report seeks Council approval of the proposed concept design for College Street between Liverpool Street and St Marys Road and Liverpool Street between Castlereagh Street and Elizabeth Street bike network connections.

## Recommendation

It is resolved that Council:

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

## Attachments

- Attachment A.** Sydney Bike Network Map
- Attachment B.** Community Consultation Drawings - Concept Design for Liverpool Street
- Attachment C.** Community Consultation Drawings - Concept Design for College Street
- Attachment D.** Engagement Report
- Attachment E.** 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.
2. Oxford, Liverpool and College Streets are important connections in Sydney's Bike Network, identified in Council's Strategy. These three links are also aligned with the NSW Government's Co-designed Bicycle Network (Principal Bike Network) for Inner Sydney.
3. These three cycleways were included in a package of proposed temporary works developed with Transport for NSW as part of the COVID-19 response and consulted with the community in November and December 2020.
4. The proposal evolved as a result of the consultation process and the cycleways are now proposed as permanent facilities due to the existing strong demand along the identified routes and the community feedback received.
5. Following feedback from the 2020 consultation, the concept design for Oxford Street, and Liverpool Street between Oxford and Elizabeth Streets requires more resolution. The revised concept design will locate the cycleway along the northern side of Oxford Street. Additional consultation with Transport for New South Wales, Mardi Gras and the community will be undertaken prior to seeking Council Approval.
6. The concept design for College Street between Liverpool Street and St Mary's Road and Liverpool Street between Castlereagh Street and Elizabeth Street were supported in community feedback. These two cycleways are proposed for approval as a separate package of works in order to realise the immediate and independent network benefits.
7. The College Street cycleway is proposed to be reinstated after removal by Transport for NSW in September 2015 to allow for the build of the Light Rail. Now that the Light Rail work is complete the cycleway can be reinstated.
8. Both cycleways are supported by Transport for NSW who have provided in-principle approval of both concept designs.

## Concept Design and Scope of Works

### College Street cycleway

9. The proposal comprises a separated bi-directional cycleway on College Street between Liverpool Street and St Mary's Road in the western kerbside lane alongside Hyde Park.
10. No changes are proposed to parking and loading on the eastern side of College Street. Installing the cycleway along the western side will reduce the number of traffic lanes from three to two.
11. The proposal will be reported to a future meeting of the Local Pedestrian, Cycling and Traffic Calming Committee for endorsement.

### Liverpool Street cycleway

12. The proposal is for a separated bi-directional cycleway on Liverpool Street between Castlereagh and Elizabeth Streets in the northern kerbside lane.

13. The vehicle lane configuration will change from two through lanes and two left turn lanes to one through lane and one through-left turn lane.
14. The length of kerbside use (parking status) will change from 15.8 metres to 12 metres on the southside of Liverpool Street, maintaining two parking spaces. The northside kerb is no stopping.
15. The cycleway is proposed to terminate at the northwest corner of Elizabeth Street, pending final design and construction of future connections. The Elizabeth Street crossing will be further considered as part of the Oxford Street cycleway, which will include Liverpool Street between Oxford and College / Elizabeth Streets.
16. The proposal will be reported to a future meeting of the Local Pedestrian, Cycling and Traffic Calming Committee for endorsement.

## Key Implications

### Strategic Alignment - Sustainable Sydney 2030

17. Sustainable Sydney 2030 is a vision for the sustainable development of the City to 2030 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress. This 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 cycleways 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

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

### Risks

19. 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.

20. Road Safety Audits will be carried out on the developed designs to further identify any risks associated with the proposals and develop mitigation measures.

### **Social / Cultural / Community**

21. People will have improved access to safe cycling infrastructure. The proposed bike network connections will contribute to better connected neighbourhoods, increased transport choice and a more active and healthier community. It will create a safe option for people travelling between workplaces, schools, health care and the city centre.
22. People will have increased footpath space and there will be additional outdoor dining opportunities.

### **Environmental**

23. 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.
24. Cycling and walking are integral to our transport future because they are the most accessible, equitable, sustainable and reliable forms of transport.

### **Financial Implications**

25. The proposed cycleways are to be partly funded by Transport for NSW.
26. The total forecast project construction costs are based on the concept plans and have been verified by independent quantity surveyors. A summary of the financial implications is included in confidential Attachment E.
27. 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.
28. There are sufficient funds in the 2021/22 Draft Capital Works budget and future year forward estimates to deliver the project.

### **Relevant Legislation**

29. 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.
30. Attachment E contains confidential information which, if disclosed, would confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.
31. 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.

32. Roads Act 1993 for road related approvals.
33. Local Government Act 1993 for construction procurement.
34. A Review of Environmental Factors (REF) will be prepared to assess the impacts of the proposal and seek consent under the Environmental Planning and Assessment Act 1979 (Part 5) for the project.

### Critical Dates / Time Frames

35. Key dates for the project are:

Milestone	Target dates
Design Development	May - September 2021
Local Pedestrian, Cycling and Traffic Calming Committee Approval	October 2021
Contractor engagement	November 2021
Construction commences	February 2022

### Options

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

### Public Consultation

37. The City exhibited the concept design for the cycleways on Oxford, Liverpool and College Streets (refer Attachment A) and consulted with the community over four weeks between 20 November and 18 December 2020. 819 submissions were received.
38. The City consulted with the following stakeholders to inform the development of the concept design:
  - (a) Transport for NSW,
  - (b) Sydney Mardi Gras,
  - (c) Darlinghurst Business Partnership
  - (d) Paddington Business Partnership
  - (e) Darlo Darlings

- (f) Surry Hills Creative Partnership
39. Consultation activities included:
- (a) a consultation letter sent to 15,195 local residents and businesses informing them of the project and submission details;
  - (b) a webpage on [sydneyyoursay.com.au](http://sydneyyoursay.com.au) where submissions could be made; and
40. On [Sydneyyoursay.com.au](http://Sydneyyoursay.com.au), the project was viewed by 2,508 individual users and the plans were viewed or downloaded 993 times.
41. Approximately 74 per cent of the submissions were supportive of the cycleway works, with several suggestions made to improve the designs.
42. The main themes in comments received during consultation were as follows:
- (a) Safety improvements provided by the cycleways
  - (b) Creation of new connections in the city
  - (c) Environmental benefits and reduction of traffic
  - (d) Supports more active transport and will make more people comfortable riding.
43. Each of the key issues raised by the community and the City's responses are summarised in the attached consultation summary report (Attachment D).
44. Further design is being undertaken on the Oxford Street component of the project for the purposes of a future report to Council.

**AMIT CHANAN**

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