

**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.
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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:

<b>Response</b>	<b>Frequency</b>	<b>City of Sydney Response</b>
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**

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