

Item 4.

Project Scope - Ultimo to Surry Hills Cycleway

File No: X034650.002

Summary

In November 2018, Council endorsed the Cycling Strategy and Action Plan 2018-2030. The Strategy includes an overall proposed bike network (see Attachment A - Sydney Bike Network map).

This report describes the proposed new permanent connection for bike riders along Ultimo Road and Campbell Street. The proposed bike route will connect Omnibus Lane in Ultimo and Castlereagh Street and is proposed along sections of Ultimo Road and Campbell Street. The 420 metre bike route is connected via a Shared Path along George Street (Thomas Street and Ultimo Road). The proposed Darling Drive bike route is 230 metres in length.

The scope of the project includes a cycleway along adjoining Darling Drive. This report recommends design of the cycleway on Darling Drive and construction of this section be linked to the City receiving funding from the NSW Government as the asset owner.

The Ultimo to Surry Hills Cycleway is part of the City's Cycling Strategy and Action Plan and the NSW Government's Principal Bicycle Network. This is the second half of the Glebe to Surry Hills regional route, complementing the Glebe to Ultimo cycleway along Kelly and Mary Ann Streets endorsed by Council in February 2023.

The project will not remove any trees and all existing vehicle traffic movements and property accesses will be retained.

The City undertook community consultation between 1 May and 29 May 2023. Sixty-six submissions were received. The majority of submissions were supportive of the cycleway works, with several suggestions made to improve the design.

This report seeks Council approval of the concept design for the Ultimo to Surry Hills Cycleway.

Recommendation

It is resolved that Council:

- (A) approve the concept design for the Ultimo to Surry Hills Cycleway as shown in Attachment B to the subject report for detailed documentation and construction tender;
- (B) note the estimated project costs as detailed in Confidential Attachment D to the subject report; and
- (C) note that the City will be applying for construction phase funding from the NSW Government.

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 5 in the City's Community Strategic Plan is to make Sydney a city for walking cycling and public transport. 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. 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 Cycling Strategy and Action Plan 2018-2030 included an east-west link between Glebe and Surry Hills. The full Glebe to Surry Hills route is a Tier 1 connection in the NSW Government's Co-designed Bicycle Network (Principal Bike Network) for Inner Sydney. It serves the TAFE, University of Technology Sydney and International Grammar School. This would form a key east-west connection in the southern part of the City Centre.
7. The Plan proposed using Hay Street, however, this was not supported by Transport for NSW as it is a light rail corridor. Transport for NSW did not propose an alternative. Subsequent investigations found that Ultimo Road and Campbell Street offer a reasonable alternative between Ultimo and Surry Hills and this was included in the Cycling Strategy map update provided to Councillors on 1 April 2022 and published on the City's website.
8. In February 2023, Council unanimously approved the Scope Report for the Glebe to Ultimo cycleway along Kelly and Mary Ann Streets. This will form the western portion of the east-west regional route. Construction will be funded by the NSW Government and is scheduled to start later in 2023.
9. The Ultimo to Surry Hills Cycleway will complete the route by providing a connection between Ultimo and Surry Hills. The proposed route includes a Shared Path connection on George Street. The connection to Mary Ann Street is via the existing Shared Zone on Omnibus Lane.
10. The NSW Government is funding the design of the Ultimo to Surry Hills cycleway.

11. It is difficult to estimate future usage due to the lack of east-west connections in the cycleway network. Currently, there are around 300 daily bike trips on Mary Ann Street from 6pm to 9am and 4pm to 7pm. Initially, around 500 daily bike trips can be expected on the new cycleway. In general, 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.
12. The design approach is consistent with the NSW Government's Movement and Place Framework, its Road User Space Allocation Policy and its hierarchy of road users, which prioritises people walking.
13. The proposed design and traffic signal changes at Ultimo Road and Campbell Street have agreement in principle from Transport for NSW.
14. The proposal will be reported to a future meeting of the Local Pedestrian, Cycling and Traffic Calming Committee for endorsement once the detailed design has been completed.

Concept Design and Scope of Works

15. The proposal will deliver a safe connection for bike riders between Omnibus Lane and Castlereagh Street as described below.
16. The project will not remove any trees and all existing vehicle traffic movements and property access will be retained.

Ultimo Road

17. Between Omnibus Lane and Quay Street, the proposal comprises a separated bi-directional cycleway.
18. Between Quay and Thomas Streets, the proposal comprises a quietway running westbound and a uni-directional cycleway running eastbound.
19. The proposal will remove two parking spaces in Ultimo Road.

Darling Drive

20. Between Ultimo Road and Hay Street, the proposal comprises a separated shared path along the western lane.
21. The scope of the project includes completing a design for a cycleway along Darling Drive, however, construction of this section is dependent on receiving funding from the NSW State Government.

Campbell Street

22. Between Pitt and Castlereagh Streets, the proposal comprises a uni-directional cycleway on each side of the road.
23. The proposal reduces the parking spaces by eight spaces. One of these is an accessible space that will be relocated in the nearest cross street (Castlereagh Street).

24. The section of Campbell Street between George and Pitt Street was closed to through traffic as part of the Light Rail. Cycleway works in this section will be limited to signage and line-marking pending the City's proposed Public Domain Upgrade project.

George Street

25. The bike connection through George Street is proposed to be designated a Shared Path area, with pedestrian priority continuing within light rail corridor. Changes will likely be limited to a review of signage and line-marking to make clear that pedestrians have priority.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

26. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. 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 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 5 - A City for Walking, Cycling and Public Transport -
 - (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

27. The project will create additional assets, such as new civil infrastructure and pavement markings, which will require ongoing maintenance and funding in the Long Term Financial Plan.

Risks

28. Risks associated with the proposal have been considered through the concept design and consultation phases. These include safety for people walking, riding and driving, environmental and economic impacts, and community concerns. The risks will be further addressed in the forthcoming design development and documentation phases.
29. A Road Safety Audit has been carried out on the strategic design to identify risks associated with the proposal, and the design has been amended to improve on road safety aspects. Further Road Safety Audits will be carried out at the completion of the design and at the completion of construction to further identify risks associated with the proposals and develop mitigation measures.
30. Transport for NSW has provided Approval in Principle for the traffic signal changes. Typical of cycleway projects, construction approval of the detailed Traffic Control Signal (TCS) plans is a time risk.

Social / Cultural / Community

31. People will have improved access to safe and connected 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. Cycling provides a sustainable, low-cost private transport option for people.
32. This cycleway is part of a soon-to-be continuous route that will supplement public transport and provide an alternative (more sustainable) mode of private transport. This will reduce demand for driving and reduce pressure on parking. It will create a safe option for travelling between destinations in and near the city centre. It will play an important role in allowing people to safely get to work and local businesses, helping support economic recovery.

Environmental

33. 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.

Economic

34. Building cycleways has a significantly positive benefit to cost ratio as outlined in the Cycling Strategy and Action Plan 2018-2030.

Financial Implications

35. The NSW Government is fully funding the design phase of the project. The City will apply for NSW Government funding for construction. Should Transport for NSW not approve the funding application, the timing of project delivery may need to be reconsidered.
36. The total forecast project construction cost is based on the concept plans. A summary of the financial implications is included in confidential Attachment D.
37. The project includes the upgrade of assets owned by third parties, such as traffic signals owned by Transport for NSW. These works will be recognised as expenditure within the City's operating budget for the relevant financial year in which they occur.
38. Based on the current costs estimates, there are insufficient funds allocated for the project in the 2023/24 Capital Works budget and future year forward estimates. 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

39. 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. 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.
41. Discussion of the matter in an open meeting would, on balance, be contrary to the public interest because it would compromise Council's ability to negotiate fairly and commercially to achieve the best outcome for its ratepayers.
42. Roads Act 1993 for road related approvals.
43. Local Government Act 1993 for construction procurement.
44. 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.
45. Environmental Planning and Assessment Regulation 2021.
46. State Environmental Planning Policy (Transport and Infrastructure) 2021

Critical Dates / Time Frames

47. Key dates for the project:

Milestone	Target Dates
Design development, documentation and approvals	August 2023 - April 2024
Local Pedestrian, Cycling and Traffic Calming Committee Endorsement	March 2024
Tender period and approval to appoint Contractor	May 2024 - September 2024
Construction commences	October 2024
Construction completion	June 2025

Options

48. Proceed with the progression of the cycleway works as outlined in this subject report including relevant approvals, preparation of construction documentation, tender and construction.
49. Project does not proceed - this option is not recommended as it would not achieve the City of Sydney's strategic objectives and its positive impacts and outcomes.

Public Consultation

50. The City exhibited the concept design for the proposed cycleway (refer Attachment B) and consulted with the community over four weeks between 1 May 2023 and 29 May 2023.
51. 5,600 letters were sent to properties near the project requesting feedback on the proposal, and the design and details of the proposal were available on the Sydney Your Say website with feedback able to be provided via an online form and survey.
52. A total of 60 comments were received from 35 stakeholders on the map-based engagement platform Social Pinpoint with all responses either supporting the proposal or providing design suggestions and feedback on connections. A total of six written submissions were received of which 85 per cent were supportive the project and 15 per cent were neutral or opposed.

53. Approximately 60 people attended two information sessions at Quay and Hay Street where the project team was available to discuss the project. The sessions were held on Tuesday 23 May 2023 (4pm to 5.30pm) and Thursday 25 May 2023 (8am to 9.30am).
54. The majority of the submissions were supportive of the proposed cycleway, with several suggestions made to improve the design.
55. The key issues raised by the community and the City's responses are summarised in the attached consultation summary engagement report (refer Attachment C).

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