

Project Scope - Wellington Street Bike Network Link

File No: X034652

Summary

This report describes the proposed new permanent cycleway on Wellington Street, Waterloo, between George Street and Cope Street, which will link the existing cycleway on George Street and the cycleway being delivered by Transport for NSW (TfNSW) in conjunction with the Waterloo Metro Station.

This route is part of the planned regional bike network included in the adopted Cycling Strategy and Action Plan 2018-2030. The City will be applying for construction phase funding from NSW Government.

Community consultation was undertaken between 1 May and 29 May 2023 and exhibited on the City's website. A notification letter was sent to 1,050 properties and the Sydney Your Say web page was visited 359 times during the consultation period.

Community feedback showed strong support of the proposed cycleway, with several suggestions made to improve on the concept design.

This report seeks Council approval of the concept design for the new separated cycleway on Wellington Street.

Recommendation

It is resolved that Council:

- (A) approve the concept design for the Wellington Street cycleway between George Street and Cope Street as shown in Attachment B to the subject report, for progression to detailed 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 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. Wellington Street is part of a regional bike route between Sydney Park and Centennial Park, connecting with the George Street Cycleway regional north-south route to the city, along the way. The new Metro station at Waterloo is building a section of cycleway between Botany Road and Cope Street. This project will build the section between Cope Street and George Street Cycleway, to connect the Metro section to the network. To the west of Botany Road there is an existing contraflow, quietway and shared path on Buckland Street which links to the quietway on Belmont Street to the new cycleway on Mitchell and Huntley Streets to reach Sydney Park. This project will connect more students with Alexandria Park Community School, both primary and high schools.
6. This project is part of a Tier 1 connection in the NSW Government's Co-designed Bicycle Network (Principal Bike Network) for Inner Sydney.
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. There are currently around 250 bike trips on this section of Wellington Street during 6am to 9am and 4pm to 7pm. We could probably expect around 500 daily bike trips initially when this gap in the network is filled. 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. The design matches the section being built by Metro and the 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.
10. The proposed design has agreement from Transport for NSW. 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

11. The proposal comprises of:
 - (a) Two separated one-way cycleways, one each on the northern and southern side of Wellington Street; and
 - (b) A raised pedestrian and cyclist crossing of Wellington Street near George Street.
12. The cycleway would provide two-way bike access to workplaces, businesses, and residences. The cycleway is important for the safety of both commuter and delivery bike riders.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

13. 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 5 - A city for walking, cycling and public transport - 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; and promoting green travel.

The Wellington Street Cycleway will be part of a regional bike route between Sydney Park and Centennial Park connecting with the George Street Cycleway regional north-south route to the city, along the way. This project will connect more students with Alexandria Park Community School, both primary and high schools. The cycleway will also connect the existing George Street cycleway and the new cycleway being delivered by TfNSW as part of the Sydney Metro Waterloo Station works.

The project supports behaviour change in the city and its villages and encourages a shift to sustainable travel modes.

Organisational Impact

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

Risks

15. Risks of not implementing the scope of these works include a reduced opportunity for connectivity between existing cycle infrastructure.
16. Risks of not implementing this scope of works could result in failure to meet community expectations and sustainability targets.
17. Risks associated with the proposal have been considered through the concept design phases. These include safety for pedestrians, cyclists and motorist, environmental and economic impacts and community concerns.

18. 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

19. 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.
20. As part of the bike network, these cycleways will contribute to reduced travel times as through traffic is reduced, less on-road congestion and more seats being available on public transport.

Environmental

21. The project aligns with the City's Sustainable Sydney 2030-2050 goals which aim to provide a better environment for people walking and riding bikes, resulting in lower carbon emissions and reduced pollution, and more canopy cover, resulting in shade and moderating urban heat.
22. Cycling and walking are integral to our transport future because they are the most accessible, equitable, sustainable and reliable forms of transport.

Economic

23. The project will support the City's Economic Recovery plan and promote economic activity by increasing transport options to access local and city businesses and workplaces.

Financial Implications

24. The City will be applying for construction phase funding for the project from NSW Government. The City's Long Term Financial Plan assumes that this application is successful and as a result sufficient funds are available to undertake the works. If, however, the funding application is unsuccessful the timing of the project may need to be reviewed and the timing of other elements of the bike network potentially delayed.
25. The total forecast project construction cost is based on the concept plans. A summary of the financial implications is included in confidential Attachment D.

Relevant Legislation

26. 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.
27. 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.

- 28. Roads Act 1993 for road related approvals.
- 29. Local Government Act 1993 for construction procurement.
- 30. 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.
- 31. Environmental Planning and Assessment (General) Regulation 2021.
- 32. State Environmental Planning Policy (Infrastructure) 2007

Critical Dates / Time Frames

- 33. Key dates for the project are:

Milestone	Target dates
Design Development	August 2023 - July 2024
Local Pedestrian, Cycling and Traffic Calming Committee Endorsement	July 2024
Construction commences	Early 2025
Construction completion	mid 2025

Options

- 34. Proceed with the progression of the cycleway works as outlined in this subject report including relevant approvals, preparation of construction documentation, tender and construction.
- 35. 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

- 36. Community consultation was undertaken between 1 May and 29 May 2023.
- 37. Consultation activities included:
 - (a) Letter posted to residents inviting them to give feedback on the proposal. 1,050 letters were distributed.
 - (b) A webpage on Sydney Your Say including an interactive map of the proposed concept design. People could insert their feedback directly onto the map and up-vote and down-vote ideas.

- (c) Two information sessions were held at the road closure at the intersection of George and McEvoy streets where the project team were available to discuss the project on-site; being an afternoon session on Tuesday 16 May, and a morning session on Thursday 18 May.
 - (d) The Sydney Your Say page was visited 359 times during the consultation period.
 - (e) 27 people left a total of 55 comments on our interactive map.
 - (f) Four email submissions were received.
 - (g) Approximately 40 people attended the information sessions.
38. The key issues raised by the community and the City's responses are summarised in the attached consultation summary report (Attachment C).

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