

ITEM 4. COLLEGE STREET SHARED PEDESTRIAN AND CYCLE PATH – DESIGN SCOPE**FILE NO: S065969****SUMMARY**

The Sustainable Sydney 2030 vision provides strategic direction to deliver a City for walking and cycling. The College Street cycle route along the eastern edge of Hyde Park is identified in the City's Cycle Strategy and Action Plan 2007-2011 as part of the regional cycle route (R4) from Rozelle to Moore Park. It is proposed as an off-road shared pathway accommodating both cyclists and pedestrians.

In response a detailed design has been prepared for the shared pathway. The extent of the route is the western footpath of College Street along on the eastern boundary of Hyde Park from Liverpool Street to Macquarie Street. The proposal includes footpath widening by the means of the removal of the parking spaces along the route. Some improvements at access points of the existing Hyde Park boundary wall are also proposed to implement the shared pathway.

RECOMMENDATION

It is resolved that:

- (A) Council endorse the design for the shared pathway on the western side of College Street for documentation and tender and note that additional funds may be required for construction;
- (B) Council approve lodgement of the Development Application for the changes to improve specific access points along the Hyde Park boundary wall; and
- (C) Attachment C to the subject report remain confidential until determined otherwise by the Chief Executive Officer.

ATTACHMENTS

Attachment A: College Street shared path – design plan

Attachment B: Photographs of existing site

Attachment C: Budget details and cost estimate (Confidential).

BACKGROUND

1. The Sustainable Sydney 2030 vision's strategic direction, "A city for walking and cycling" has as its first objective, "develop a network of safe, linked pedestrian and bicycle paths integrated with green spaces throughout the City and inner Sydney."
2. The City's Cycle Strategy and Action Plan 2007-2011 identifies College Street as an integral part of the regional cycle route R4 from Rozelle to Moore Park.
3. College Street, as currently formatted, has also been identified as a high-difficulty or prohibited road for cycling in the Strategy. The Strategy therefore proposes an off-road facility in the form of a shared pedestrian and cycle pathway.
4. A design (refer **Attachment A**) has been developed for the route which generally proposes:
 - (a) major widening of the current footpath alongside Hyde Park to provide a shared pathway with a clear width of 2.4m. This will necessitate the removal of approximately 52 parking spaces on the western side of College Street;
 - (b) modifications to the signalised intersections and crossings between Liverpool Street and Macquarie Street to improve provision for cyclists;
 - (c) changes to the intersection of Oxford Street and Liverpool Street to facilitate bicycle movements. This includes the introduction of a hook turn for westbound cyclists turning north into College Street, and shared pedestrian and cycle crossings on all four crossings; and
 - (d) all existing Smartpoles and signage will be relocated to the new kerb line.
5. The intersection of St James Road and Macquarie Street will be significantly improved through:
 - (a) the removal of slip lanes on both corners and resulting significant footpath widening;
 - (b) a new shared pedestrian and cycle crossing across St James Road west of Macquarie Street;
 - (c) a new granite footpath on the northwest corner along St James Road; and
 - (d) relocating the pedestrian crossing across Macquarie Street to the intersection.
6. Traffic modelling has been undertaken and presented to the RTA. Final RTA approval is currently being sought. Following RTA approval the scheme will be submitted to the Traffic Committee for approval.

7. Some changes to particular access points of the Hyde Park boundary wall are required for the implementation of the shared pathway. They mainly affect access points of the boundary wall that were constructed in the 1990's in Hyde Park South, and the 1960's concrete block wall north of Park Street. These works require a Development Application and are consistent with the Hyde Park Plan of Management and Masterplan, which was endorsed by Council on 23 October 2006 and include:
 - (a) removing the vehicle access point north of Liverpool Street (which was constructed in 1992) and integrating it into the entry setting on the corner of Liverpool Street by widening the existing ramp; and
 - (b) replacing the existing 1960's concrete block retaining wall north of Park Street with a new sandstone clad wall to be consistent with the other heritage sandstone boundary walls to Hyde Park.
8. The relocation of the vehicle access point (refer **Attachment B**) just north of Liverpool Street will resolve the following issues:
 - (a) the existing vehicle entry poses a safety risk to pedestrians and cyclists as sightlines are limited for vehicles entering and exiting the park;
 - (b) the existing entry does not cater adequately for vehicles with larger turning circles and has resulted in the need for additional paving over the grass area adjacent to the path. This asphalt area can be removed and replaced with grass if the vehicle entry is relocated. This action will eliminate continuous damage to the existing sandstone wall capping blocks by vehicles as a result of the tight turning circles; and
 - (c) the new entry will more easily and safely facilitate service and event vehicle access.
9. It is proposed to include the reconstruction of the park boundary retaining wall north of Park Street (refer **Attachment B**) to address the following issues:
 - (a) the existing concrete block wall is in poor condition and inconsistent with the historic sandstone boundary walls elsewhere in Hyde Park. The Plan of Management recommended it be replaced;
 - (b) the wall will be highly visible with the widened footpath and no parked cars. Its poor condition will become highly apparent;
 - (c) the existing wall is being damaged by trees planted closely behind it. If the wall was to be replaced in the future, it would necessitate an extensive demolition of the newly constructed shared pathway; and
 - (d) the recesses which were constructed in the wall to accommodate street furniture can be removed when Smartpoles are relocated to the new kerb alignment.
10. Two trees in Hyde Park are affected by the proposal and will need to be relocated or replaced (refer **Attachment B**). These two trees are not identified as significant trees in the Hyde Park Tree Management Plan. They are:
 - (a) a young fig tree near the existing pedestrian ramp at the Liverpool Street entrance which will need to be relocated to widen the ramp; and

- (b) the first plane tree north of Park Street will need to be removed to provide a shared path at the required width. Footpath widening into the carriageway is not possible in this location. It is within the no stopping zone close to the intersection and the RTA requires the existing number of traffic lanes to be kept.

Replacement tree planting is proposed to be further set back from the road.

KEY IMPLICATIONS

11. Strategic Alignment

- (a) Sydney 2030 strategic elements
 - (i) Revitalised City Centre;
 - (ii) Integrated Inner Sydney transport network; and
 - (iii) Liveable green network.
- (b) Sydney 2030 Strategic directions
 - (i) A city for walking and cycling.

12. Organisational Impact

- (a) Improved access into Hyde Park for maintenance vehicles and during events; and
- (b) Additional footpath space for pedestrians and cyclists.

13. Social/Cultural/Community

The proposal implements a number of the recommendations of the Hyde Park Plan of Management. The eastern edge of Hyde Park, which has currently a very narrow footpath, becomes accessible, safer and more amenable for pedestrians and cyclists.

14. Environmental

Improved cycle facilities, extended cycle network, safer more amenable walking

15. Economic

The removal of parking spaces will result in a loss of parking revenue to the City. The four Ticket Machines located on the western side of College Street between St Mary's Road and Liverpool Street generated income of \$406,547.80 for the year 1 November 2007 to 31 October 2008.

- 16. That income would have increased with the recent increase for 2008/09 fees and charges from \$4.40 to \$5.50ph for peak periods in early July 2008.

BUDGET IMPLICATIONS

- 17. Funds are allocated for this project within the current 2008/09 Capital Works Budget. (refer **Attachment C**)

18. The current cost estimate (refer **Attachment C**) indicates that additional funds may be necessary for construction.

RELEVANT LEGISLATION

19. NSW Roads Act 1993.
20. Local Government Act 1993.

CRITICAL DATES / TIME FRAMES

21. Key dates for the project are:
 - (a) Lodge DA late December 2008;
 - (b) Community consultation January/February 2009;
 - (c) Tender March 2009; and
 - (d) Construction June 2009 to second quarter of 2010.

PUBLIC CONSULTATION

22. Extensive community and Stakeholder Consultation was undertaken as part of the Plan of the Hyde Park Management in early 2006.
23. Extensive community and stakeholder consultation was undertaken in developing and finalising the Sustainable Sydney 2030 vision.
24. A communication plan has been developed. The key points of the communication plan are:
 - (a) notification to stakeholders in the immediate vicinity of the works;
 - (b) DA to be advertised as part of standard DA processing requirements;
 - (c) widespread promotion of cycling projects to the community; and
 - (d) City of Sydney website created for the project and updated on a regular basis.

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