

8.14. Temporary Walking and Cycle Network Improvements Status Update - Streets as Shared Spaces Grant Funding

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ATTACHMENTS:

1. Previous Report - 27 July 2020 - Temporary Walking and Cycle Network Improvements [8.14.1 - 15 pages]
2. Member for North Shore - Media Release - New Pop-up Cycleways North Sydney [8.14.2 - 2 pages]

PURPOSE:

The purpose of this report is to update Council on the developments that have taken place in relation to this program since the initial “*Temporary Walking and Cycle Network Improvements Report*” was brought to the 27 July 2020 Council meeting and the subsequent Councillor Briefing that took place on 10 August 2020.

EXECUTIVE SUMMARY:

The Engineering and Property Services Division brought a report to the 27 July 2020 Council Meeting on the proposed “*Temporary Improvements to Council’s Walking and Cycle Network*”. The report was a response to NSW State Government initiatives on installing temporary or “pop-up” public spaces and bike lanes in North Sydney, with a number of projects currently being implemented across other parts of metropolitan Sydney.

Council at the 27 July 2020 Meeting resolved:

1. *THAT the matter be deferred for a Councillor Briefing.*

This report now details the developments that have taken place since the 27 July 2020 Council Meeting and the Councillor briefing that took place on 10 August 2020.

In summary the developments include that Council has now received grant funding of \$1,040,000 through the NSW State Governments “*Streets as Shared Spaces Program*” which compliments and supersedes a number of the initiatives outlined in the 27 July 2020 Council Report. Refer to the detail section of this report which outlines the projects that Council has received Grant funding for through this program.

In addition, the NSW State Government also announced on 20 August 2020, that planning is being finalised for a new pop-up cycleway connection which will be installed along Pacific Highway between Alfred Street and West Street at North Sydney.

The cycleway will link the Sydney Harbour Bridge to the existing North Sydney cycling network on West Street and provide connections to North Sydney Station, North Sydney Demonstration School, and the Australian Catholic University.

FINANCIAL IMPLICATIONS:

This report identifies that Council has been successful with its two Grant Funding Applications through the NSW State Governments “*Streets as Shared Spaces* Program”.

Council had requested and received \$1,000,000 in grant funding for the temporary closure of Miller Street so that it can be utilised as a pedestrian space and also a number of temporary street closures in Kirribilli. Council also received \$40,000 in grant funding through the program to start up its “*Street Play Program*”.

Council is contributing \$190,000 of its own money towards the “*Streets as Shared Spaces*” grant funded projects of which \$150,000 is coming from the LATM Implementation budget and \$40,000 from the Bike Strategy – Projects to be established Budget.

In addition, the NSW State Government also announced on 20 August 2020 that planning is being finalised for a new pop-up cycleway connection which will be installed along Pacific Highway between Alfred Street and West Street at North Sydney. This project is 100% funded by TfNSW.

RECOMMENDATION:

- 1. THAT** Council notes that this update report now supersedes the report that went to the 27 July 2020 Council Meeting on the proposed “Temporary Improvements to Council’s Walking and Cycle Network”.
- 2. THAT** Council notes the TfNSW announcement of 20 August 2020, that planning is being finalised for a new pop-up cycleway connection which will be installed along the Pacific Highway between Alfred Street and West Street at North Sydney and that Council Officer's will provide input to TfNSW on the implementation of the “Pop-up” Cycleway.
- 3. THAT** Council notes that grant funding of \$1,040,000 has been awarded to Council through the NSW State Governments “*Streets as Shared Spaces* Program” which compliments and supersedes a number of the initiatives outlined in the 27 July 2020 Council Report. Further reports will be brought to Council on the status of the projects that are being funded through this program.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

2. Our Built Infrastructure

- 2.1 Infrastructure and assets meet community needs
- 2.3 Sustainable transport is encouraged
- 2.4 Improved traffic and parking management

4. Our Social Vitality

- 4.1 North Sydney is connected, inclusive, healthy and safe

BACKGROUND

The Engineering and Property Services Division brought a report to the 27 July 2020 Council Meeting on the proposed “*Temporary Improvements to Council’s Walking and Cycle Network*”. The report outlined options for popup projects in North Sydney in the context of NSW State Government (TfNSW) initiatives and the implementation of similar projects across other parts of metropolitan Sydney.

Council at the 27 July 2020 Meeting resolved

1. *THAT the matter be deferred for a Councillor Briefing.*

This report is an update which supersedes the previous Council report and outlines the developments that have taken place since the 27 July 2020 Council Meeting and the Councillor briefing that took place on 10 August 2020.

The original “*Temporary Improvements to Council’s Walking and Cycle Network*” report to Council outlined a number of initiatives that Council was considering supporting and or undertaking to compliment the NSW State Government initiative on installing *temporary or “pop-up” public spaces and bike lanes*.

The projects identified in that report included:

1. Miller Street, widening of footpaths and placemaking between Pacific Highway and Berry Street.
2. Pacific Highway (West side) temporary cycle lane from Herbert Street to Blue Street (TfNSW project with Council in an advisory role).
3. Middlemiss Street – shared zone trial and public art project.

The full 27 July 2020 Council report and detailed information on these projects is included in Attachment 1 of this report.

Two key developments have taken place since 27 July 2020 which supersede the recommendations of the 27 July 2020 Council Report on “*Temporary Improvements to Council’s Walking and Cycle Network*”.

Firstly, the announcement that North Sydney Council has now received grant funding of \$1,040,000 through the NSW State Governments “*Streets as Shared Spaces Program*” which compliments and supersedes a number of the initiatives outlined in the 27 July 2020 Council Report.

Secondly, the NSW State Government also announced on 20 August 2020, that planning is being finalised for a new pop-up cycleway connection which will be installed along Pacific Highway between Alfred Street and West Street at North Sydney.

Further detail regarding these two events that have taken place since the initial report are detailed below.

NSW Government “*Streets as Shared Spaces*” Program

On 18 August 2020, Council was informed that it had been successful with its two grant Funding Applications through the NSW State Governments “*Streets as Shared Spaces Program*” which is being administered through the NSW Department of Planning, Industry and Environment.

Council had requested and has received a total of \$1,040,000 in grant funding across two categories in this Grant Funding Program.

Category 1: Quick Response Demonstration Projects

Total Amount of Grant funding available to an individual Council for one project \$100,000.

North Sydney Council has received \$40,000 (Street Play Temporary street closures - planter boxes/street games/movable furniture and barriers) to make 5 x pilot play streets).

(Note: The Engineering and Property Services Division also prepared a Council report to address a NoM that went to the 22 June 2020 Council meeting which was in relation to NoM No 3/20 Street Play – Pilot Program for North Sydney LGA (Item 18, Min No. 74.) at the Council meeting of 23 March 2020 (rescheduled to 6 April 2020).)

North Sydney Council has **3 months** to deliver these projects and provide program evaluation and feedback to the NSW State Governments “*Streets as Shared Spaces Program*” which is being administered through the NSW Department of Planning, Industry and Environment.

Category 2: Pilot Projects

Medium-term Pilot Projects that Improve or Activate Streets as Shared Public Spaces

Total Amount of Grant funding available to an individual Council for one project \$1,000,000.

North Sydney Council has received \$1,000,000 for Kirribilli and North Sydney CBD - to reshape the identified streets as public spaces - to create an interconnected network of public spaces across 4 project sites. The four Project sites are:

1. Pilot pedestrianisation of Miller Street – between Pacific Highway and Berry Street – North Sydney
2. Pilot pedestrianisation of Burton Street – between Broughton Street and Humphrey Place – Kirribilli
3. Pilot pedestrianisation for Burton Street underpass between Alfred Street South and Broughton – Kirribilli
4. Pilot shared zone implementation at Bligh Street – Kirribilli.

North Sydney Council has **12 months** to do these projects and report back to the NSW State Governments “*Streets as Shared Spaces Program*” which is being administered through the NSW Department of Planning, Industry and Environment.

TfNSW Temporary or “Pop-up” Public Spaces and Bike Lanes Program

The NSW State Government announced on 20 August 2020, that planning is being finalised for a new pop-up cycleway connection which will be installed along Pacific Highway between Alfred Street and West Street at North Sydney.

The cycleway will link the Sydney Harbour Bridge to the existing North Sydney cycling network on West Street and provide connections to North Sydney Station, North Sydney Demonstration School, and the Australian Catholic University.

This report recommends that Council staff provide technical input and communications feedback to TfNSW as part of the project to development to ensure that outcomes are consistent with the needs and views of the North Sydney community and that stakeholders along the route alignment, in particular businesses, are not significantly impacted by the project.

DETAIL

On 10 June 2020 North Sydney Council submitted two funding applications to the SW State Government’s “Streets as Shared Spaces Program” which is being administered through the NSW Department of Planning, Industry and Environment. On 18 August

2020, Council was informed that it had been successful with its two Grant Funding Applications in both categories.

Category 1: Quick Response Demonstration Projects “Street Play Program”

North Sydney Council’s funding application for this Category sort funding for the immediate implementation of short term, quick response projects or programs that test, pilot or incubate changes to streets that respond to and assist with the recovery of our community during the post COVID-19 pandemic period.

The short-term projects that North Sydney Council outlined in its funding application were specifically chosen to meet all the identified objectives of the program as set out in the overview of the grant application.

The “Street Play” Pilot Program proposes the temporary closure of streets to vehicles to allow ‘opening to people’ (i.e. use of road space as open/community space) – similar to the Open Streets or Ciclovía programs run in various locations around the world. In addition to the program objectives the following draft objectives were established for the “Street Play” pilot program in North Sydney:

- Enable opportunities for creative events i.e. community art projects.
- Enable opportunities for social interaction and increased community cohesion.
- Provide an immediate response to community demand for more open space and play space for children.
- Facilitate participation in active transport to improve community health and environmental outcomes.
- Build support for more pedestrian friendly urban settings/better place outcomes.
- Enabling members of our community of all ages and abilities to lead a more active lifestyle to improve the general health and well- being.

A total of fifteen (15) streets have been longlisted as potential pilot sites for “Street Play” in North Sydney. Consultation with residents/communities will take place in September – October 2020 from which a shortlist of five (5) pilot sites will be recommended at a meeting of Council scheduled for 24 August 2020.

The fifteen (15) streets that have been identified in the funding application and Council report to address a NoM that went to the June 22 Council meeting which was in relation to NoM No 3/20 Street Play – Pilot Program for North Sydney LGA (Item 18, Min No. 74.) are located in the most densely populated and highly pedestrianised areas of North Sydney.

The project sites have been selected based on meeting some general criteria as well as satisfying the objectives of the grants program.

List of Potential Pilot Project Sites and Selection Criteria

Staff have undertaken a review of opportunities across the LGA and identified several streets that may be suitable for a trial of the “Street Play” program. The streets were assessed and selected against the following criteria:

- Physical capacity to enable and/or facilitate “Street Play” opportunities. (e.g. level topography, accessibility and connectivity pedestrian / footpath network)
- Amenity (e.g. provision of shade, ambient noise levels etc.)
- Deliverability (e.g. likely to be endorsed by the traffic committee and other relevant authorities.
- Able to be delivered within the estimated budget estimates for the project)
- Low/manageable impact on traffic, property access and public transport
- Proximity to the target demographic – large densely populated residential areas with young families – predominantly areas with a higher density of apartments and unit blocks
- Distance to existing open space options (i.e. ensuring sites first respond to unmet need/gaps in open space rather than in areas with high relative access to open space)
- Links to other Council projects/initiatives i.e. proposed street closures, cycle routes, walking/cycling routes to school
- Proximity to other complementary surrounding land-uses such as schools, Village Centres and or recreational facilities
- Ensuring that there is an equitable spread of sites across different parts of the LGA.

From this assessment against the selection criteria above, 15 x streets were identified as being potentially suitable for “Street Play”. The following streets have been selected from which a short list of five (5) streets will eventually be selected to pilot the “Street Play” project:

- Cairo/Colin Streets – Cammeray
- Bydown Street – Neutral Bay
- Harrison Street – Cremorne
- McKye Street – Waverton
- Thomas Street – McMahons Point
- Harriette Street – Neutral Bay
- Rialto Street – Cremorne Point
- Levick Street – Cremorne
- Rosalind Street – Cammeray
- Kyngdon Street – Cammeray
- Hume Street – Crows Nest
- Selwyn Street – Wollstonecraft
- Lower Wycombe Road – Neutral Bay
- West Street between Ridge and Carlow – North Sydney

Refer to Figure 1.

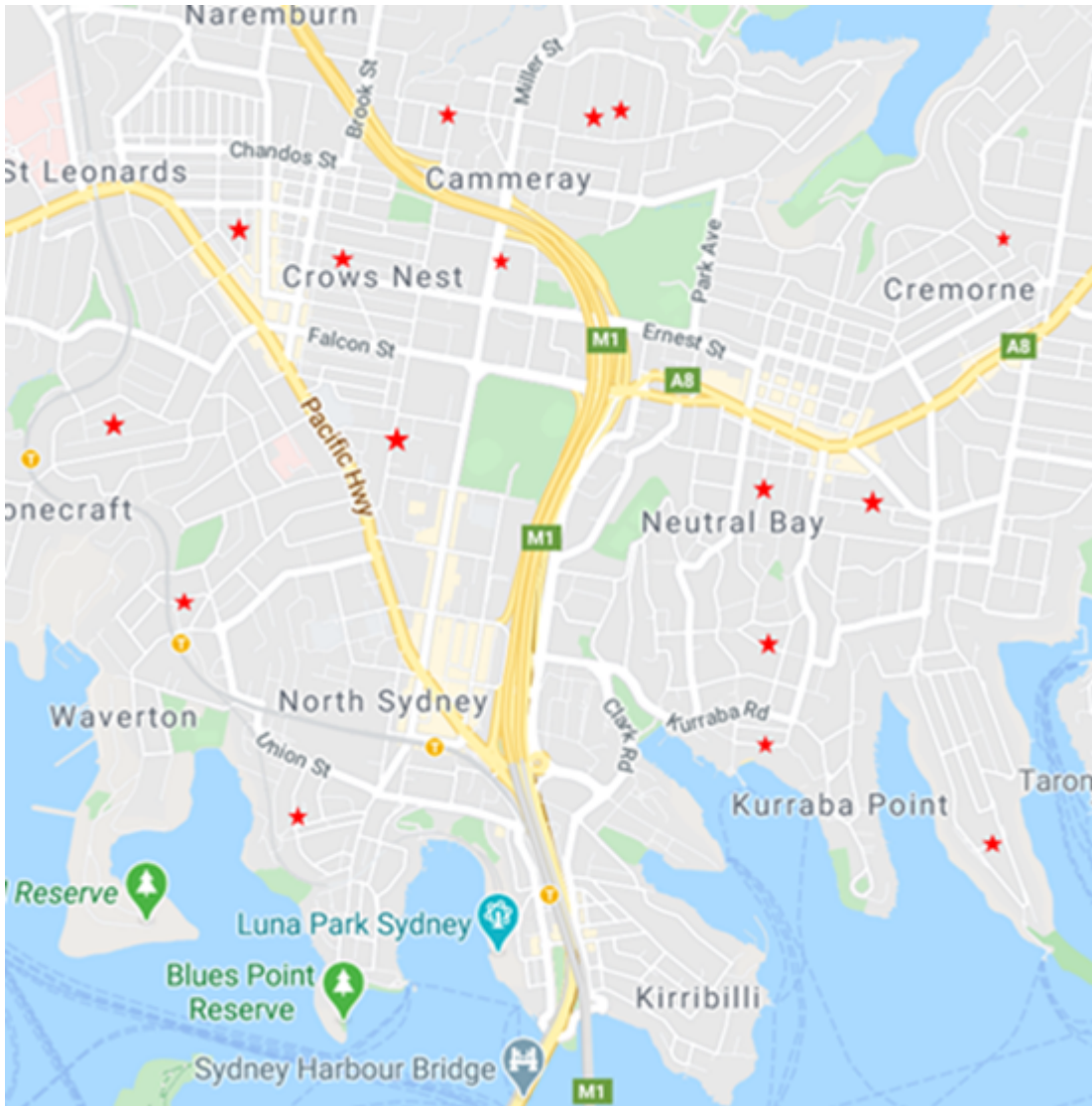


Figure 1. “Street Play” Location Map

The project is a direct response to community priorities set out in the North Sydney Community Strategic Plan seeking improved, expanded and enhanced open space, safer streets and increased social vitality.

It is envisaged that Council will play a major role in the development and management of the five (5) pilot projects in close collaboration with the local community. However, in the longer term, the intent is that the program will transition to being community led, and that individual streets or community groups initiate, plan and conduct the “Street Play” events with Council in an enabling/supporting role. Council’s enabling and supporting role may also include a future “Matching Grants Program” whereby the community can contribute time – materials or money which Council places a value on. In turn Council will match the community’s contribution on a dollar for dollar basis.

The “Street Play” program will deliver immediate place improvements by reducing the impact of vehicles on local amenity, provide new spaces for people to walk, cycle and interact with their community, and facilitate opportunities for increased physical activity while also enabling people to maintain and observe social distancing protocols. Depending on the location, the program also has the capacity support the local economy by bringing people to local village centres and businesses.

More so than the short-term outcomes, the “Street Play” program provides an ideal platform to test proposed improvements to public space and/or the walking and cycling network, as changes can be implemented temporarily to test and refine designs and build community support and ownership over long term outcomes. It is envisaged that the program can include ‘design my street’ days, where people participate in setting out potential designs for their street (public space) using paint, planter boxes and furniture.

It is also anticipated that the program will stimulate more general (as opposed to site specific) community support for urban and social change that leads to improved place and community interaction outcomes for North Sydney.

In addition, at its meeting of 22 June 2020, Council resolved that:

THAT should Council be successful in obtaining a grant for the program, that staff commission the design and construction of a mobile ‘parklet’ to support the program.

In accordance with the resolution, Council is currently progressing with procurement to of a parklet.

North Sydney Council received \$40,000-(Street Play Temporary street closures - planter boxes/street games/movable furniture and barriers) to make 5 x pilot play streets).

North Sydney Council has **3 months** to deliver this project and report back to the NSW State Governments “*Streets as Shared Spaces Program*” which is being administered through the NSW Department of Planning, Industry and Environment.

Category 2: Pilot Projects

Medium-term pilot projects that improve or activate streets as shared public spaces

In this category North Sydney Council sort funding for the immediate implementation of medium-term interventions that respond to and assist with the recovery of our community during the post COVID-19 pandemic period.

The medium-term projects that North Sydney Council is proposed in this application will reshape the identified streets as public spaces while at the same time allow the community to safely practice physical distancing.

The four (4) project sites included in this application are located in the most densely populated and highly pedestrianised areas of North Sydney. The four sites are all interlinked and are to be read as one project as they collectively deliver on all the key objectives of the funding program as set out in the overview of the grant application. The four project sites include:

1. Pilot pedestrianisation of Burton Street – between Broughton Street and Humphrey Place – Kirribilli
2. Pilot pedestrianisation for Burton Street underpass between Alfred Street South and Broughton – Kirribilli
3. Pilot shared zone implementation at Bligh Street – Kirribilli.
4. Pilot pedestrianisation of Miller Street – between Pacific Highway and Berry Street – North Sydney

Due to the COVID-19 pandemic Public Health Order restrictions, the requirement for more accessible public open space to cater for a small but densely populated urban area has intensified significantly. North Sydney Council needs to urgently provide more public open space for its residents and workers that is safe to recreate in and or commute through while maintaining social distancing requirements.

The North Sydney CBD is the third largest commercial CBD in the Sydney metropolitan area and the sixth largest commercial CBD in Australia. It is also a major transport interchange hub for the lower North Shore. This major commercial centre includes high rise office towers with a mix of commercial office space and residential apartments, places for education which include a University (ACU), six high schools along with two major train stations and another two trains stations currently in construction as part of the Sydney – Southwest Metro project.

Over 88,000 people commute into and out of the North Sydney CBD each day with this number expected to increase dramatically once the new Metro stations are complete. In addition, several new A grade commercial tower developments are nearing completion delivering 75,000sqm of floorspace by the end of this year. These will soon to be followed by a Metro over station development which is in the vicinity of 55-60,000sqm of new floorspace and is located directly adjacent to Miller Street in the heart of North Sydney. The growth forecast through to 2036 equates to 20,000 more workers alone in the North Sydney Centre, notwithstanding the doubling of the surrounding residential populations that have occurred in the past 10 years.

The village of Kirribilli is located a short walk from the North Sydney Centre and is situated directly on the foreshore of Sydney Harbour with spectacular views of the Sydney CBD, the Sydney Opera House, and Sydney Harbour Bridge, making this Village an important destination for workers, residents and visitors. The Kirribilli

Village Centre is surrounded predominantly by residential areas, with a mix of other uses including a number of large education facilities, major transport hubs such as train stations and ferry wharfs as well as a number of important community facilities such as the North Sydney Olympic Pool and Luna Park. This village is also a major gateway for pedestrians and cyclists that commute from the lower North Shore into the Sydney CBD.

Both the North Sydney and Kirribilli Village Centres are unique in that they are well connected to five different modes of transport other than cars. These modes of transport consist of rail, bus, ferry, cycling and pedestrian footpath networks. The four project sites that Council has selected for funding from this program will collectively enable workers, visitors and residents who live or work in North Sydney and Kirribilli to better utilise these transport modes.

In addition, when the identified projects are delivered, then opportunities to create better connectivity between key destinations located within North Sydney as well as between the identified project sites will also be enabled. These opportunities include better connectivity between important tourist and recreation landmarks such as the Sydney Harbour foreshore, Sydney Harbour Bridge, Bradfield Park, North Sydney Olympic Pool, Luna Park, the North Sydney Centre, Lavender Bay Parklands, St. Peters Park, Blues Point Reserve, Sawmillers Reserve and all modes of transport in North Sydney. Refer to Image1- Project Context and Connectivity Map.

This project seeks to create an interconnected network of public spaces in one of the most densely populated and pedestrianised areas of Sydney. The four projects sites that have been selected are community driven, visionary, functional, adaptive, inclusive, flexible and collaborative in nature which will ensure that all user requirements for these spaces will be met both now and into the future. The projects embrace the principles of “Place Making” while at the same time creates more opportunities for people to socialise and recreate while practicing social distancing.



Figure 2. North Sydney “Temporary Public Spaces Interconnectivity Map”

SITE 1 - PILOT PEDESTRIANISATION OF BURTON STREET BETWEEN BROUGHTON STREET AND HUMPHREY PLACE (KIRRIBILLI)

Public Open Space Gain – 200 m² additional open space for repurposing the existing roadway

Total area of new public plaza - 440 m² plaza including existing footpaths

The closure of Burton Street – between Broughton Street and Humphrey Place – Kirribilli, will be achieved with a semi-permanent installation of removable safety barriers at intersections such as temporary fencing, temporary planter boxes and/or removable bollards and permanent landscaping.

The planter boxes perform both physical separation between pedestrians and cars while at the same time improve the visual amenity of the streetscape. The painting of the roadway, a different and vibrant colour in the closed section of Burton Street will both enhance the aesthetics of the streetscape and define the road as being exclusively for pedestrian use. Some permanent planter beds adjacent to the roadway are also proposed to increase soft landscaping and introduce “rain garden” opportunities in this highly built up area of North Sydney. New permanent streetscape furniture and decorative lighting to the existing street trees to increase the outdoor dining ambiance as requested by local restaurants, cafes and eateries is also proposed to be installed.

The road closure and streetscape improvements to Burton Street will improve the overall public domain amenity and vibrancy of this part of Kirribilli for visitors, workers, residents and local businesses, especially those with adjoining outdoor eating areas.

The closure and pedestrianisation of Burton Street provides an opportunity to improve walking connections and the overall network of public spaces between Kirribilli and the North Sydney Centre as well as neighbouring suburbs. It will also improve pedestrian connectivity to and from major transport hubs such as Milsons Point Train Station, Kirribilli (Jeffery Street) and Milsons Point Ferry Wharfs and bus stops located on Broughton Street.



Image 1 - Pilot Burton Street – Kirribilli - Pedestrian Plaza Concept Artist Impression



Image 2 – Site Plan - Pilot Burton Street – Kirribilli - Pedestrian Plaza Concept

SITE 2 - PILOT PEDESTRIANISATION FOR BURTON STREET UNDERPASS BETWEEN ALFRED STREET SOUTH AND BROUGHTON STREET (KIRRIBILLI)

Public Open Space Gain – 1600 m² additional open space by the closure of the underpass.

Total area of new public plaza - 2200 m² including existing footpaths

The proposed temporary closure and pedestrianisation of the Burton Street underpass between Alfred Street South and Broughton Street – Kirribilli will be achieved with the semi-permanent installation of removable safety barriers and temporary planter boxes and/or removable bollards. The planter boxes will perform both physical separation between pedestrians, cyclist's and cars while at the same time improve the visual amenity of the streetscape. Painting the roadway in the Burton Street underpass a vibrant colour will enhance the aesthetics of the road and define the space as being exclusively for pedestrian and cycling use. Painting the road will also compliment the proposed decorative lighting design for the underpass tunnel. Some permanent tree planting at the entry to this section of Burton street – the Alfred Street and Broughton Street ends is proposed. New temporary and evocative street furniture in the roadway is proposed and will enable the space to become an inviting destination for people to eat or recreate. The Burton Street underpass is also weatherproof, so it enables people to activate the space in all weather conditions which is a distinct user advantage compared to other public spaces located nearby which are exposed to the weather.

Decorative lighting scheme is also proposed to be installed so that the space is vibrant and inviting at night-time.

The Burton Street underpass is located in close proximity to Bradfield Park, Milsons Point Railway Station, the Harbour Bridge, the lift and access stairs to the Harbour Bridge located on Broughton Street, the Kirribilli markets located on Burton Street as well as the Kirribilli Village commercial centre.

The nearby Bradfield Park Community Centre is also the location for new artist studios and has a monthly program of public events and the North Sydney Olympic Pool and Luna Park are within 200m walking distance of the underpass. The co-working spaces under the Sydney Harbour Bridge on Middlemiss Street, Lavender Bay, is now a popular innovation precinct housing many office workers and is also within walking distance of the underpass. The pedestrianisation and creation of a new public space in the Burton Street underpass will encourage the dispersal of workers and visitors from Milsons Point, Lavender Bay and Kirribilli, and will encourage less crowding of the streetscape along Broughton Street, Kirribilli which is home to many restaurants, cafes and outdoor dining areas. The space is large and weatherproof which is also a benefit compared to other nearby public spaces which cannot be utilised in all weather conditions.

The pedestrianisation of the Burton Street underpass also provides a direct continuation of the proposed closure of Burton Street – which is identified and described in Site 1 of this application.

The pedestrianisation of the underpass provides an opportunity to improve walking connections and the overall network of public spaces between Kirribilli and the North Sydney Centre as well as neighbouring suburbs. It will also improve pedestrian connectivity to and from major transport hubs such as Milsons Point Train Station, Kirribilli (Jeffery Street) and Milsons Point Ferry Wharfs and bus stops located on Alfred Street and Broughton Street.



Image 3 – Artist Impression Pilot Burton Street Tunnel – Kirribilli - Pedestrian Plaza Concept

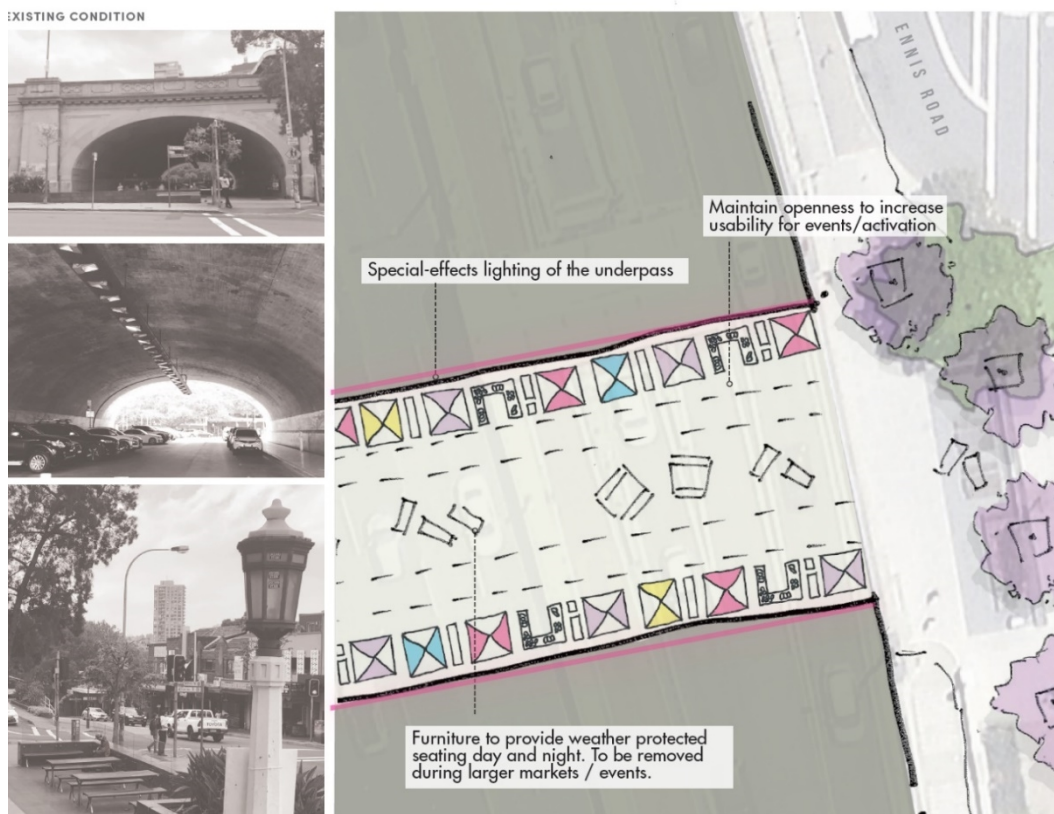


Image 4 – Site Plan - Pilot Burton Street Tunnel – Kirribilli - Pedestrian Plaza Concept

SITE 3 - PILOT SHARED ZONE IMPLEMENTATION AT Blich Street BETWEEN BROUGHTON STREET AND HUMPHREY PLACE (KIRRIBILLI)

Public Open Space Gain – 80 m² additional open space
 Safer space with 10km/h vehicular speed limit

The piloting of a shared zone in Blich Street where it intersects with Broughton Street will be achieved with a number of semi-permanent interventions such as installing raised planters along existing building lines to create an intimate garden lane experience and to improve the overall public amenity and aesthetics of nearby cafes and retail shops. A shared zone in this location will also significantly improve pedestrian safety in this street.

The shared zone will be achieved by retaining one-way vehicle traffic in the direction of Broughton Street and reducing the speed limit to 10 km/h. In addition, the installation of planter boxes, vibrant street furniture and decorative lighting in this section of Blich Street will significantly improve the streetscape amenity and improve the overall pedestrianisation at this end of the street.

The introduction of this shared zone also compliments the 40km/h High Pedestrian Activity Area project currently been implemented in the Kirribilli Village Centre.

Bligh Street is centrally located near all the cafes, bars and restaurants on Broughton Street and is also in close walking distance to sites 1 (Proposed Burton Street closure) and site 2 (Proposed, Burton Street underpass – closure).

Improving the width of the footpath and general pedestrian experience of this area will enable more opportunities for outdoor dining, increase dwell time for visitors which are all positive outcomes for local businesses in Kirribilli. The shared zone and creation or more outdoor dining opportunities also supports Council’s proposal to extend trading hours for licensed premises in Kirribilli.

The creation of a shared zone and the enhanced pedestrianisation of Bligh Street provides an opportunity to improve walking connections between Kirribilli and the North Sydney Centre as well as neighbouring suburbs. It will also improve pedestrian connectivity to and from major transport hubs such as Milsons Point Train Station, Kirribilli (Jeffery Street) and Milsons Point Ferry Wharfs and bus stops located on Broughton Street.



Image 5 – Artist Impression Pilot Bligh Street - Kirribilli - Shared Zone Concept

THE BLOOM STREET COMMUNITY PLAN



Image 6 – Site Plan - Pilot Bligh Street - Kirribilli - Shared Zone Concept

SITE 4 - PILOT PEDESTRIANISATION FOR MILLER STREET BETWEEN PACIFIC HIGHWAY AND BERRY STREET (NORTH SYDNEY CBD)

Public Open Space Gain – 2900 m² additional open space
 Total area of new plaza - 4500 m² plaza including existing footpaths

The piloting of the closure (pedestrianisation) of this section of Miller Street between the Pacific Highway and Berry street has been identified by Council as a key opportunity for additional public space located in the heart of North Sydney. Council's CBD Public Domain Strategy (Stage 1 adopted in 2019 and Stage 2 currently on exhibition) proposes the permanent closure of this area and the creation of a large pedestrian plaza/mall - "Miller Place".

"Miller Place" will address the arrival of the Sydney Metro in the middle of North Sydney, with the main entry to the new Victoria Cross station located directly on the eastern side of Miller Street.

Over 88,000 people commute into and out of the North Sydney CBD each day with this number expected to increase dramatically once the two new Metro stations (Victoria 1 and Victoria 2) are complete. The new Metro station (Victoria 1) located on Miller

Street will be complimented by a significant over station development which is in the vicinity of 55-60,000sqm of new floorspace and is located directly adjacent to “Miller Place”. The growth forecast for the North Sydney Centre through to 2036 equates to 20,000 more workers alone, notwithstanding the doubling of the surrounding residential populations that have occurred in the past 10 years.

If the North Sydney Centre is to maintain its open space per worker ratio as it currently stands, there is a need for an additional 17,000 square metres of public open space. “Miller Place” if realised will provide an additional 4,500 square metres and will upgrade another 3,000 square metres of adjoining laneways and public domain.

The proposed “Miller Place” also provides for the additional 16,000 passengers per hour that will come out of the Victoria 1 - Metro station during peak time. It will also provide valuable additional public space and dispersal room for the nearby office buildings, food courts and residential apartments located in the North Sydney Centre.

The plaza will provide for lunchtime seating areas, expanded outdoor dining areas, as well as passive seating and recreation areas. There is also potential to hold lunch time events like those held in Martin Place and or Pitt Street Mall in the City.

To pilot this initiative North Sydney Council is proposing a pop-up closure of Miller Street between Berry Street and the Pacific Highway for 4 hours a day, weekdays only. During the time of the closure there is an allowance for one hour for setting it up, two hours for activation and public access during lunch time and one hour to take down and restore vehicular traffic. It is proposed that this trial runs for 6 months between January and June 2021. This trial will be the first step towards the future permanent closure of Miller Street and the creation of a large public plaza like Pitt Street Mall and Martin Place.

The temporary weekday closing of Miller Street for four hours a day will provide direct expansion and dispersal opportunities for the Northpoint and Greenwood plaza food courts as well as for the numerous food outlets along Miller Street and Brett Whitely Place. It will also enable opportunities for temporary outdoor dining, exercise space for office workers at lunch time as well as providing a large and safe outdoor space for the numerous school students who attend nearby schools to have their lunch break.

This trial will also serve as a learning process in assessing the benefits and impacts that the permanent closure of Miller Street will have in the future.



Image 7 – Miller Street Future permanent closure Concept Artist Impression 1



Image 8 – Miller Street Future permanent closure Concept Artist Impression 2



Image 9 – Miller Street Future permanent closure Concept Artist Impression 3

North Sydney Council received \$1,000,000 for Kirribilli & North Sydney CBD - reshape the identified streets as public spaces - to create an interconnected network of public spaces across 4 project sites.

North Sydney Council has **12 months** to do these projects and report back to the NSW State Governments “*Streets as Shared Spaces Program*” which is being administered through the NSW Department of Planning, Industry and Environment.

TfNSW Temporary or “Pop-up” Public Spaces and Bike Lanes Program

The NSW State Government announced on 20 August 2020, that planning is being finalised for a new pop-up cycleway connection which will be installed along Pacific Highway between Alfred Street and West Street at North Sydney.

The cycleway will link the Sydney Harbour Bridge to the existing North Sydney cycling network on West Street and provide connections to North Sydney Station, North Sydney Demonstration School, and the Australian Catholic University.

This project will address a major gap in the existing cycling network in North Sydney.

Community feedback indicates that people in North Sydney want to cycle for day to day transport trips but feel uncomfortable doing so due to network conditions, in particular, safety concerns over mixing with traffic. Customer research undertaken by TfNSW indicates the greatest potential for increased participation in cycling sits within up to 5km to destinations and 10km from CBDs. Therefore, the provision pop-up lanes that align with this demand are most likely to have the greatest impact in terms of

improving overall transport network efficiencies, and reliving pressures during social distancing requirements.



Image 10. Temporary on road separated cycleway treatments in City of Sydney LGA

While the provision of popup bike lanes on the Pacific Highway will likely provide opportunities for more people to use cycling as a transport option, consideration needs to be given to the community impacts, and in particular, the impact on businesses. Accordingly, this report recommends that Council staff provide technical and communications feedback to TfNSW as they further develop designs for popup bike lanes on the Pacific Highway to ensure that the implementation of this project is consistent with needs and views of the community North Sydney and does not unreasonably impact on the community, in particular businesses along the highway.

Conclusion

This report now supersedes the report that went to the 27 July 2020 Council Meeting on proposed “Temporary Improvements to Council’s Walking and Cycle Network” and recommends that Council not proceed with any of the recommendations from that previous Council report.

This report also identifies that Council has been successful with its two Grant Funding Applications through the NSW State Governments “*Streets as Shared Spaces Program*”.

Council has received grant funding of \$1,040,000 which has been awarded through the NSW State Governments “*Streets as Shared Spaces Program*”. The funding has been awarded to Council for the following Projects.

- Pilot pedestrianisation of Miller Street – between Pacific Highway and Berry Street – North Sydney
- Pilot pedestrianisation of Burton Street – between Broughton Street and Humphrey Place – Kirribilli

- Pilot pedestrianisation for Burton Street underpass between Alfred Street South and Broughton – Kirribilli
- Pilot shared zone implementation at Bligh Street – Kirribilli.
- To Pilot a “*Street Play Program*” in North Sydney

Council is also to note that it is committed to contribute \$190,000 of its own money towards the “*Streets as Shared Spaces*” grant funded projects of which \$150,000 is coming from the LATM Implementation budget 2020/21 and \$40,000 from the Bike Strategy – Projects to be established Budget 2020/21.

This report also informs Council of the NSW State Government announcement on 20 August 2020, that planning is being finalised for a new pop-up cycleway connection which will be installed along Pacific Highway between Alfred Street and West Street at North Sydney.

8.12. Temporary Walking and Cycle Network Improvements

AUTHOR: Lindsay Menday, Sustainable Transport Project Co-ordinator

ENDORSED BY: Duncan Mitchell, Director Engineering Services

ATTACHMENTS: Nil

PURPOSE:

The purpose of this report is to brief Council on the options for temporary or 'pop-up' improvements to the public domain and North Sydney Council's walking and cycle network.

EXECUTIVE SUMMARY:

Temporary public spaces, footpath widening and bike lanes have recently been installed in cities around the world in response to COVID-19 to ensure that walking and cycling remain available as transport options that facilitate social distancing and to help reduce overcrowding on road and public transport networks that are under pressures as a result of the COVID-19 pandemic. The NSW State Government has recently indicated support for the installation of temporary or "pop-up" public spaces and bike lanes, with a number of projects currently being implemented across parts of metropolitan Sydney.

This report details options for "pop-up" walking and cycling projects in the North Sydney LGA. The options identified are those considered most likely to assist with transport network efficiency under social distancing requirements, be deliverable and cost effective, and align with Council's long-term transport network planning.

As "pop-up" infrastructure is low cost, easy to install and removable, it also provides a unique opportunity to test facility types, usage and route alignments to inform the development of permanent infrastructure.

This report recommends that Council undertake advocacy and/or design development for temporary projects in the following locations:

- Miller Street footpath widening and placemaking.
- Pacific Highway temporary bike lane (advocacy/input to TfNSW).
- Middlemiss Street.

FINANCIAL IMPLICATIONS:

This report recommends that \$140,000 from the draft 2020/2021 North Sydney Cycling Strategy Priority items budget be allocated to the design and implementation of projects detailed in this report.

RECOMMENDATION:

- 1. THAT** Staff engage with TfNSW regarding options for temporary footpath widening on Miller Street and temporary bike lanes on the Pacific Highway – west side from Blue Street to Herbert Street, St Leonards.
- 2. THAT** a concept design be prepared for a temporary shared zone/public art project in Middlemiss Street and that a further report be brought to Council once the concept design has been finalised.
- 3. THAT** \$140,000 from the 2020/2021 North Sydney Cycling Strategy Priority Items budget be allocated to the design and implementation of projects identified in this report.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

2. Our Built Infrastructure

- 2.1 Infrastructure and assets meet community needs
- 2.3 Sustainable transport is encouraged
- 2.4 Improved traffic and parking management

4. Our Social Vitality

- 4.1 North Sydney is connected, inclusive, healthy and safe

BACKGROUND

Temporary public spaces, footpath widening and bike lanes have been implemented in several cities globally as part of government responses to transport and social distancing requirements under COVID-19. In built-up areas, the provision of more public space and wider footpaths is allowing people to practice social distancing while walking to destinations that are located in busy areas such as transport nodes, major retail and commercial centres and popular tourist attractions. “Pop-up” bike lanes are similarly being implemented or widened to cater for increased participation in cycling to reduce congestion on the road and public transport networks. As a result of COVID-19 and public health orders the capacity on the public transport is restricted and more people are using private vehicles to travel to work.

It has been recognised by government authorities and the general public that walking and cycling has a significant role to play in allowing for social distancing while travelling to and from work and or between desired destinations instead of taking public transport or driving.

The NSW State Government has indicated in-principle support for the implementation of temporary walking and cycling projects. The NSW Planning Minister recently stated that “whether it’s new cycle lanes, pedestrian-only streets or wider footpaths, we’re committed to working with councils and communities to fund projects that can make life better for everyone – both now and once the pandemic is over”. These statements are supported by State Government funding programs such as the *Streets as Shared Space Program*, and Councils such as the City of Sydney are now in the process of implementing temporary public space and bike lane projects.



Figure 1 Temporary cycle lane in Berlin Photograph: Annegret Hilse/Reuters



Figure 2 Map of City of Sydney pop-up cycle lanes

CONSULTATION REQUIREMENTS

Community engagement will be undertaken in accordance with Council's Community Engagement Protocol and/or the TfNSW COVID-19 Traffic Regulation Delegation to Councils.

DETAIL

Link to Council Plans and Policies

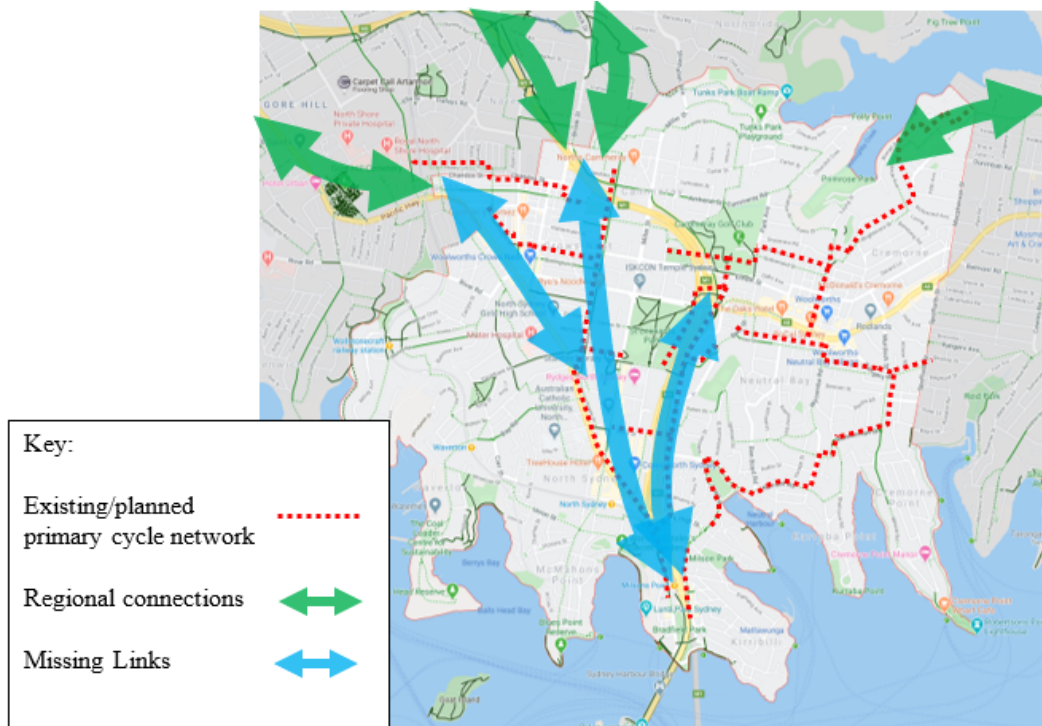
Walking and cycling are considered in Council plans and policies as follows:

- *North Sydney Community Strategic Plan* – Identifies community support for sustainable transport options including walking and cycling and improved traffic management.
- *North Sydney Transport Strategy* – North Sydney Transport Strategy consultation (2017) established that the North Sydney Community aspires to have safe streets, designed to connect local communities using healthy and low impact travel options such as walking, cycling and public transport. Increased use of these travel modes and corresponding reductions in private vehicle use were the best way to help minimise the community's impact on the environment, traffic congestion and parking demand.
- *North Sydney Integrated Cycling Strategy* – makes a commitment to deliver a cycling network that is accessible to people of all ages and abilities and identifies a 'priority' cycling network that includes the alignments and route selection discussed in this report.
- *North Sydney Public Domain Strategy* - identifies 19 projects that reinforce Miller Street as the main, civic spine of North Sydney, deliver over 17,000 m² of new parks and plazas, create a new and upgraded network of laneways and improve pedestrian safety and amenity.

The map below provides a consolidated overview of the primary cycle network (i.e. not including local or feeder connections) identified across Council's planning and policy

documents, overlaid with key links to the surrounding/regional network shown in green and major missing links through North Sydney LGA in blue.

Figure 3 Overview of primary/priority cycling network identified in Council plans and policies



Previous Stakeholder Feedback

TfNSW contacted Council staff in April 2020 to discuss options for temporary public space, walking and cycling projects that could be delivered as short term *'pop-up'* projects to allow for social distancing and reduce pressure on the road network and public transport services.

The list of options for temporary or *'pop-up'* projects provided in this report have been developed with consideration of feedback received from TfNSW at this time, in particular with respect to network connectivity, route selection and technical matters that would influence the deliverability of projects.

Council also submitted funding applications for five high priority projects as part of the NSW Department of Planning, Industry and Environment *Streets as Shared Spaces* Program.

Local cycling groups and media have also advocated for measures to be implemented and the former made direct requests to Council for temporary bike lanes to be implemented on the Pacific Highway, West Street and Sydney Harbour Bridge.

Changes to Approvals Processes for Temporary Infrastructure

On 29 May 2020 TfNSW introduced special COVID-19 traffic regulation delegation to councils. This increases Council's scope to implement temporary measures by reducing

approval requirements. The delegation can be accessed via the following link <https://www.rms.nsw.gov.au/trafficinformation/downloads/s115-delegation-to-councils.pdf>

Current Walking Network Considerations

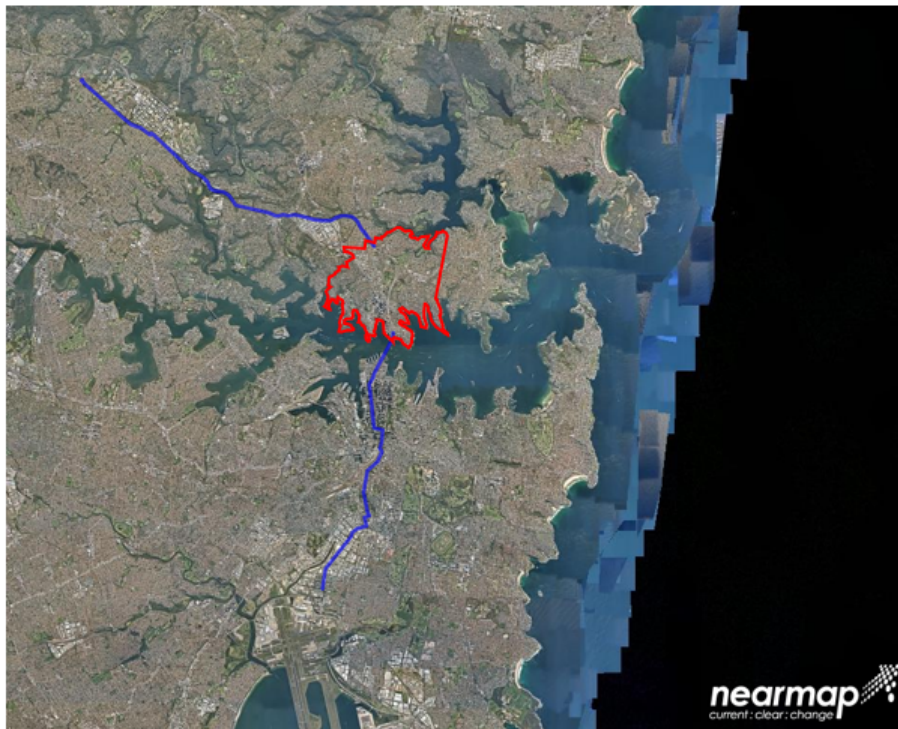
Council has identified key public domain improvements for the North Sydney CBD in the CBD Public Domain Strategy. These projects are intended to respond to growing demand for public space and pedestrian circulation space, particularly in the context of pressures arising from significant development in the North Sydney CBD and expanded public transport at the completion of the forthcoming Metro station. An expanded pedestrian network will be critical to meeting the demand as these changes occur. Pedestrian capacity is similarly critical now given that social distancing requirements have reduced the capacity of the existing walking network in the CBD, particularly around major transport nodes and office buildings where thousands of people enter and exit each day.

Current Cycling Network Considerations

There are several features of the current/existing cycling network relevant to the consideration of installing “*pop-up*” lanes, specifically:

- North Sydney LGA currently has a major gap in the Sydney regional cycling network. Figure 4 below shows sections of an existing regional cycling connection via separated paths or off-road paths that is continuous between Epping and Botany (approximately 27km) except for the section traversing North Sydney LGA. Completing this gap with pop-up lanes will enable more residents in North Sydney and neighboring LGAs to cycle to work as it provides a direct link to the Sydney and North Sydney CBDs.
- Community feedback indicates that people in North Sydney want to cycle for day to day transport trips but feel uncomfortable doing so due to network conditions, in particular, safety concerns over mixing with traffic. Data and feedback from North Sydney LGA, TfNSW, City of Sydney and Australian academic sources all indicate that separated cycling paths are the facility most likely to enable this ‘latent demand’, however these may be difficult to deliver as temporary infrastructure. Notwithstanding, any further design development undertaken on the projects identified in this report should seek to maximise separation from vehicles to ensure access to the widest possible range of potential riders.
- Customer research undertaken by TfNSW indicates the greatest potential for increased participation in cycling sits within up to 5km to destinations and 10km from CBDs. Therefore, the provision pop-up lanes that align with this demand are most likely to have the greatest impact in terms of improving overall transport network efficiencies, and relieving pressures during social distancing requirements. All the projects considered within this report fit within this scope.

Figure 4 Epping to Botany Regional cycling connection showing existing gap in North Sydney LGA. Blue shows existing link, North Sydney LGA outlined in red.



Proposed ‘Pop-up’ Walking and Cycling Improvements

A table and map are provided below which detail a range of options for temporary ‘pop-up’ improvements to the public domain and walking and cycling networks. The options were identified through a review of current Council plans and policies, assessment of network conditions, available data on current cycling rates and demand for cycling, and feedback/advice provided by TfNSW and cycling advocacy groups in April 2020.

The key criteria used in the identification and prioritisation of potential pop-up projects were:

1. Likelihood the project will immediately enable more people to choose walking and cycling as a transport option, facilitate social distancing, and take pressure off other modes of transport as more people return to office-based employment (particularly in the context of reduced public transport capacity and anticipated increase in private vehicle use).
2. Extent that temporary options align with long term strategic transport priorities and network planning, in recognition that temporary projects may remain in place for an extended period or provide a pathway to permanent infrastructure.
3. Degree to which a “pop-up” project in the location provides a mechanism to test projects identified in current Council plans or policies to inform longer term planning and project development (noting that the nature of ‘pop-up’ projects allows them to be implemented and removed quickly, and that they therefore provide a unique opportunity to trial facility types).
4. Likely to be low cost, have appropriate impact on others aspect of the transport network and make general improvements to senses of place/public domain.

Table 1 identifies a list of three (3) potential short-term projects identified by staff and recommended for further development. The three (3) recommended projects are anticipated to enable immediate increases in walking and cycling or ensure social distancing can be maintained and have been determined to be likely deliverable as short term projects.

The projects identified for further development are:

1. Miller Street, widening of footpaths and placemaking between Pacific Highway and Berry Street.
2. Pacific Highway (West side) temporary cycle lane from Herbert Street to Blue Street (TfNSW project with Council in an advisory role).
3. Middlemiss Street – shared zone trial and public art project.

Further detail regarding these projects is provided in Table 1 and Figure 5 and Figure 6 below.

Figure 5 Proposed temporary cycleway along Pacific Highway (adapted from Northern Sydney Cycling Guide & Map)

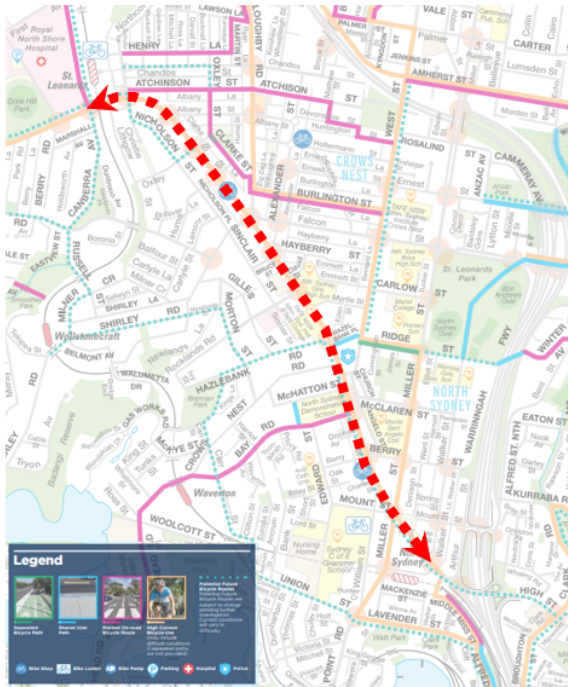


Figure 6 Proposed locations for Miller Street footpath widening and Middlemiss Street shared zone & public art trials

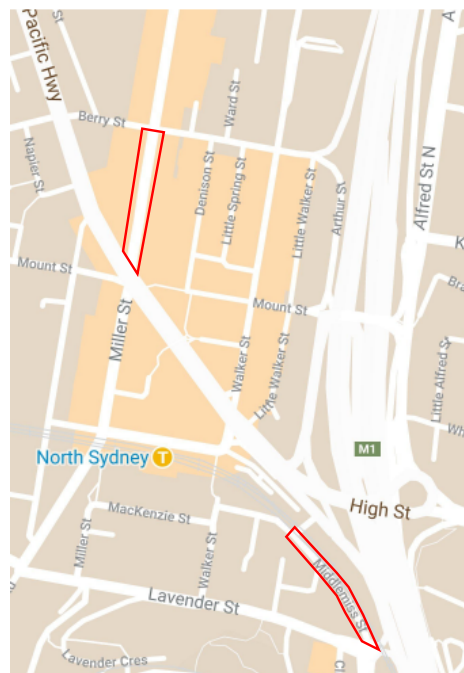


Table 1 Details of Potential Temporary Bike Lane Projects (recommended projects are shaded grey)

Location and Project	Comments/Considerations	Network Priority	Deliverability (relative)	Recommended Actions
Miller Street between Pacific Highway and Berry Street	<p>Priority project identified in long term vision for CBD and critical infrastructure to support walking access to new Metro Station.</p> <p>Current footpath widths require additional capacity to allow social distancing</p> <p>(Will impact on parking – numbers subject to design)</p>	1	1	Seek TfNSW funding and technical support to implement pop-up footpath widening and placemaking works
Pacific Highway (North Sydney to St Leonards) Temporary cycle lanes	<p>Priority connection for local trips and major missing link in regional network. Current conditions are challenging and create barrier for potential riders</p> <p>Likely to enabling immediate uptake of cycling during social distancing</p> <p>“Priority Route 1” in Council Bike Plan, and likely ‘Tier 1’ Route on forthcoming State Network</p> <p>State Road – design, approval and implementation primarily with TfNSW</p> <p>(Will impact on parking – numbers subject to design)</p>	2	4	<p>Advocate to TfNSW to progress designs for temporary lanes</p> <p>Provide stakeholder and technical input into any design process undertaken by TfNSW</p>
Middlemiss Street	Existing cycle route and space identified for possible public domain upgrades	3	2	Further investigate design options for a temporary shared zone


Location and Project	Comments/Considerations	Network Priority	Deliverability (relative)	Recommended Actions
	Opportunity for low cost/easy to implement public art project/placemaking process to encourage more walking and cycling and improve place outcomes			and public art project. (joint walking and cycling)


Potential Options for Temporary Facilities



Table 2 provides further details regarding potential temporary facility types for projects identified in this report.

Table 2 Potential temporary or pop-up walking/cycling/placemaking facilities

Facility Type	Advantages	Key Considerations	Precedent Images
<p>Temporary public space/footpath widening</p>	<p>Quick and cost-effective way to provide new pedestrian areas/public spaces</p> <p>Opportunity for additional landscaping to improve public domain quality</p>	<p>Likely to require the removal of car parking</p>	<div data-bbox="1205 371 1984 746"> <p>New York's Times Square transformation started as an interim project – Photo credit: NACTO-GDCI</p> </div> <p>Before and after of New York Times Square with temporary public space. Source NACTO-GDCI</p> <div data-bbox="1205 831 1984 1214"> <p>High Street in Auckland.</p> <p>Footpath widening in Auckland. Source https://www.tvnz.co.nz/one-news/new-zealand/government-wants-widening-footpaths-more-cycleways-so-people-can-maintain-2m-distance-after-lockdown</p> </div>

Facility Type	Advantages	Key Considerations	Precedent Images
<p>Mural painted on road/artwork</p>	<p>Opportunity to raise awareness/affirm status of the route as a cycling connection Opportunity to improve sense of place/celebrate local identity</p>	<p>Paint needs to be appropriate for vehicle (including bike) use. Will not provide physical separation between people riding and vehicles and therefore limited in terms of providing access for people of all ages and abilities</p>	 <p>Source: Spackman Mossop Michaels</p> <p>Source: Spackman Mossop Michaels</p>

Facility Type	Advantages	Key Considerations	Precedent Images
<p>Separated lane delineated by water filled barriers/bolt down separator/planter boxes.</p>	<p>Can be installed in a short time period (several days) Can be installed in parking lane without impacting existing traffic/public transport movements Provides an opportunity to test lane locations, facility types and route alignments. Low cost and easy to remove and amend</p>	<p>May require temporary removal of parking People cycling will likely still have to mix with other traffic at intersections</p>	 <p>Dunsmuir Separated Bike Lane, Vancouver. Copyright: Paul Krueger</p>

Facility Type	Advantages	Key Considerations	Precedent Images
Temporary painted lanes	<p>Provides an opportunity to test lane locations, facility types and route alignments</p> <p>Can be installed in a short time period (several days)</p> <p>Low cost and easy to remove and amend</p>	<p>Potentially more complex to install than barriers as old linemarking may need to be removed at start/replaced at end</p> <p>Will not provide physical separation between people riding and vehicles and therefore limited in terms of providing access for people of all ages and abilities</p>	 <p>An expanded cycle lane on Zossener Strasse in Berlin. Photograph: Philip Oltermann/The Guardian</p>
Painted cycle lanes	<p>Low cost and easy to install</p> <p>Provide additional space for people riding</p>	<p>Difficult to install in setting where there is kerbside parking and therefore limited application in North Sydney LGA</p> <p>Will not provide physical separation between people riding and vehicles and therefore limited in terms of providing access for people of all ages and abilities</p> <p>Treatment not yet approved for use in NSW so project would need to be run as trial</p>	

Summary and Recommendations for Pop-up Projects

This report provides the findings of a review into potential options for temporary or pop-up public domain, footpath widening and bike lanes in North Sydney LGA. A long list of potential pop-up projects were identified by staff in EPS and CIS and evaluated according to the following criteria:

- Alignment with short-term and long-term network planning (i.e. in existing Council plans and policies).
- Deliverability (i.e. cost effectiveness, technical difficulty, road safety, likelihood of community/stakeholder support).
- Alignment with TfNSW policy and funding context.

Through this process, the following projects have been identified and recommended for further development:

1. Miller Street footpath widening and placemaking
2. Pacific Highway (West side) temporary bike lane (advocacy/input to TfNSW)
3. Middlemiss Street



Felicity Wilson MP
Member for North Shore

MEDIA RELEASE

19/08/2020

NEW POP-UP CYCLEWAYS PLANNED FOR NORTH SYDNEY

Felicity Wilson MP, Member for North Shore, today announced plans with North Sydney Council Mayor Jilly Gibson for a new pop-up cycleway in North Sydney to give people more options to travel safely during the evolving COVID-19 situation across the coming months.

A key public health measure, COVID-19 pop-up cycleways are designed to make it easier and safer to ride to employment, shopping, and education hubs, providing an alternative to catching public transport or driving.

“We are seeing a significant increase in people riding bicycles and we want to make it easier and safer for people to jump on their bikes, as families look to get to work, school, and other services” Ms Wilson said.

Planning is being finalised for a new pop-up cycleway connection which will be installed along Pacific Highway between Alfred Street and West Street at North Sydney.

The cycleway will link the Sydney Harbour Bridge to the existing North Sydney cycling network on West Street and provide connections to North Sydney Station, North Sydney Demonstration School, and the Australian Catholic University.

“In response to COVID-19, we’ve been rapidly putting in measures across our roads and public transport network to protect our customers and staff as part of our COVIDsafe Transport Plan” Ms Wilson said.

“As physical distancing capacity remains on our public transport network and we try to reduce congestion on our roads, these pop-up cycleways are a great way to provide commuters and families with an alternative option for shorter journeys.”

Transport for NSW will work with North Sydney Council to finalise the plans for the new pop-up cycleway. The community will be notified at least four weeks prior to any construction commencing or changes to the local road environment.

“Our local cycling community will be thrilled by this announcement from our State Member Felicity Wilson. Our local commuters are trying to avoid public transport and this temporary cycleway will make their journey to work, by bike, a whole lot safer” said North Sydney Mayor Jilly Gibson.

“As part of the planning process we are committed to working with local residents and businesses to mitigate any concerns that may arise relating to their delivery” Ms Wilson said.

This includes providing the right level of access including parking or loading zones for residents and businesses, ensuring access to properties is always available.

Spokesperson for Bike North Carolyn New said “We are extremely excited by the prospect of the pop-up cycleway, and with so many people riding through North Sydney this will make it safer for everyone”.

In addition to COVID-19 pop-up cycleway connections, approximately \$600 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government’s total investment to around \$1 billion - the largest commitment in the State’s history.

For more information of the new pop-up cycleway connections please visit nswroads.work/covid-infrastructure.

Fact sheet, map and vision of completed pop-up cycleways available to download here:
<https://www.dropbox.com/sh/8wkgghnngt2y0gii/AABXVNwi9m82EqYWAj3AIU4za?dl=0>

Media: 9909 2594