

King Street Cycleway

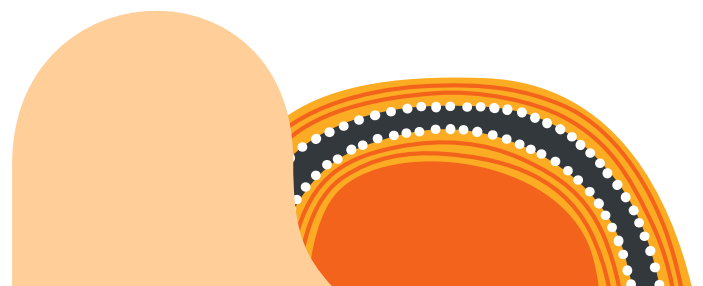
Community consultation report

February 2024



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Introduction

King Street is an important connection to Sydney CBD for people riding bikes, connecting to the Pitt Street Cycleway and bike routes to the city's east and south. Transport for NSW (Transport) proposes to extend the existing separated cycleway between Clarence Street and Pitt Street. Providing this important missing link would improve the connectivity of bike networks in the Sydney CBD.

In January and February 2023 Transport met with key stakeholders and the proposal was provided to the public for feedback. We've taken feedback into consideration and have been working with key stakeholders to develop the detailed design for the cycleway.

What we heard

We received 128 responses with most respondents telling us they were very happy about the proposal.

Out of the 128 responses



Most of our respondents told us they rode past the project area.

I know this project because ...



NB 0.2% did not answer

Consultation approach

The community and stakeholders were invited to provide feedback on the concept design from Monday 23 January to Monday 6 February 2023. The purpose of this consultation was to:

- Inform community and stakeholders of the proposal
- Obtain feedback from the community and stakeholders on the proposal
- Build a database of community and stakeholders interested in the project who we can continue to engage with and inform as the project progresses
- Consider all feedback and provide responses to issues and questions raised.

How consultation was done

During the consultation period we:

- Distributed a community notification to approximately 2,000 properties
- Sent an email to our project database of interested stakeholders
- Provided a project webpage
- Carried out face-to-face meetings with key stakeholders.

Community members and stakeholders were encouraged to ask questions and provide feedback via:

- Phone
- Email
- Online survey.

Key feedback topics

The key feedback topics raised during the consultation included:

- Line marking and signage for people riding bikes
- Impact of the footpath realignment
- Traffic light timing
- The safety of people walking and people riding bikes.

Summary of feedback and responses

The comments we received have been summarised and responded to below.

Feedback on pedestrian safety and footpath allocation

Feedback	Response
Can a traffic lane be converted into a cycle lane?	<p>As King Street is a main thoroughfare in the Sydney CBD, we need to maintain three lanes for people driving. Where there are four lanes along King Street, we are reallocating one lane to accommodate the cycleway.</p> <p>There are sections where we will realign the footpath to create space for the cycleway and ensure we can still have enough space for three traffic lanes.</p>
Why is footpath space being taken away to allow for a bike lane?	<p>King Street is an important connection for people riding bikes in the Sydney CBD. We are providing an important missing link along an existing separated cycleway route. There will only be a small reduction of the footpath, between Clarence Street and York Street.</p> <p>In other areas, including a small section east of Pitt Street, we are widening the footpath.</p>
Currently the footpaths are congested with people, how will you fix this?	<p>The proposal only reduces the width of a small section of King Street between Clarence Street and York Street where we will reduce the width of the footpath by 2.2 metres. Where we can, we have looked to create extra capacity for people walking. We will be widening a small section east of Pitt Street.</p> <p>We also have automated pedestrian crossings in the Sydney CBD that operate between 6am and 10pm. This ensures there is minimal wait time and delays for people walking to assist with congestion.</p>
<p>What measures are in place to ensure the safety of people walking?</p> <p>How will you ensure people walking will be safe from cars and cyclists?</p>	<p>The proposal will provide a separated cycleway meaning that people walking, riding bikes, and driving will have their own space separated by a physical kerb or median.</p>
How will you prevent people walking onto the cycleway?	<p>The cycleway will be separated which means there will be a kerb between the cycleway and the footpath. This is designed to discourage people walking from entering the cycleway.</p>

Feedback on traffic movements, lights, and signage

Feedback	Response
<p>Currently there are substantial wait times for people riding bikes at traffic lights, which encourages non-compliance for cyclists. How will you fix this?</p> <p>Can you ensure all the lights in the Sydney CBD sync with each other?</p>	<p>Traffic lights in Sydney are managed and monitored by Sydney Coordinated Adaptive Traffic System (SCATS). We will monitor the wait times along King Street after construction is complete.</p>
<p>The current traffic backs up on King Street, between George Street and Clarence Street, this will exacerbate the poor traffic flow.</p>	<p>Three lanes of traffic will be maintained with the introduction of the new cycleway.</p>
<p>When people driving turn left from King Street, they start turning when there is still a red light for vehicles but a green light for people riding bikes.</p>	<p>Making a maneuver when driving a vehicle without a green light is illegal. We will report this ongoing issue to local police.</p>
<p>At the intersections of Clarence Street, York Street and George Street, efforts should be made to facilitate the turning movements of people riding bikes.</p>	<p>People riding bikes who want to travel north on Clarence Street will be able to turn directly from the cycleway. Those wanting to head south on York Street will be able to do so through a hook turn.</p> <p>George Street along the Light Rail corridor is pedestrianised and as such, people riding bikes need to travel on Kent Street or Pitt Street.</p>
<p>There should be crossing treatments to alert motorists entering and leaving the two major car parks.</p>	<p>We will install line marking and additional signage outside the carparks.</p>
<p>Can you remove the left-hand turn from King Street into Clarence Street?</p>	<p>Banning the left turn from King Street into Clarence Street is not supported as it will impact the access requirements of properties in Clarence Street.</p>

Feedback on the design and general comments

Feedback	Response
Why are you removing the traffic island?	The traffic island will not be removed but modified to allow for both eastbound and westbound bike riders to travel through while also maintaining a physical barrier to prevent illegal movements from Pitt Street into Pitt Street mall.
How will you stop people stopping in the cycleway to drop off or pick up passengers? What is being implemented to ensure delivery vans and taxis do not use the cycleway as a loading zone?	It is illegal for vehicles to stop in the middle of a cycleway to drop off or pick up passengers. The cycleway will be separated from vehicles with a median strip, which will stop people driving from pulling into the cycleway. We are also providing a dedicated loading zone, so these vehicles have a safe place to stop.
Why was there a tender already put out before the consultation?	The tender for the detailed design went out in January 2023. We wanted to get feedback from the community so that it could be included in the development of the design.
How wide will the cycleway be?	The cycleway is bi-directional, and the width will vary along its length. The cycleway will be 2.4 metres wide between York Street and Pitt Street, and 2.2 metres wide between Clarence Street and York Street due to the need to accommodate three lanes of traffic.
Is it possible to get a pram ramp for bikes?	Pram ramps will be provided at the intersections.
Are there any plans to connect the cycleways on King Street and Oxford Street?	There are no current plans to connect the cycleways on King Street and Oxford Street. King Street cycleway feeds into the Active Transport Strategy, which looks at the future growth of cycleways across NSW. You can learn about our strategy here .

Next steps

Transport would like to thank everyone who took the time to consider our proposal and provide feedback. The feedback helped inform the final designs. Construction is expected to begin in 2024.


Appendix

Community update

Transport for NSW

Have Your Say | January 2023

King Street Cycleway




The NSW Government is proposing to provide the missing link of the King Street Cycleway.

King Street is an important connection to the Sydney CBD for cyclists, connecting to the Pitt Street Cycleway and bike routes to the city's east and south. The project would involve extending the existing separated cycleway between Clarence Street and Pitt Street. Providing this important missing link would improve the connectivity of bike networks in the CBD. We are inviting the community to share their views on the proposed design. Feedback closes 5pm Monday 6 February.

Transport for NSW
transport.nsw.gov.au/kingstreetcycleway

King Street Cycleway

Proposed Changes




KEY

- Bidirectional separated cycleway
- No stopping
- Loading zone and taxi zone
- Footpath realignment
- Traffic island removal

Project Benefits

- Delivers a connected cycleway network across the CBD
- Encourages more people to ride bikes
- Provides a safe option for cyclists
- Connects cyclists to key public transport hubs
- Relieves pressure off our roads




What Happens Next?

Investigation works are planned to take place in late February. We will notify the community of this work.

We will consider all feedback and results from our investigation work and continue to keep the community informed.

Have Your Say



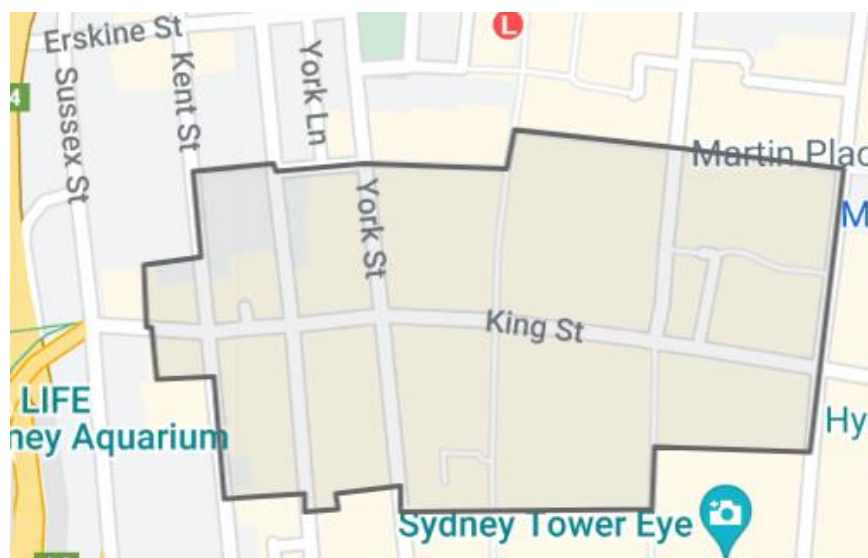
Scan the QR code and provide your feedback via our short survey.

1800 491 566 (during business hours)

If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 491 566.

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Distribution zone





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