

Item 49.**Traffic Treatment - Separated Cycleway - Pitt Street, Sydney**

TRIM Container No.: 2021/331164

Recommendations

It is recommended that the Committee endorse the following in Pitt Street, Sydney:

- (A) Removal of the pop-up cycleway on the western side of Pitt Street, between King and Underwood Streets;
- (B) Separated bi-directional cycleway on the western side of Pitt Street, between King and Underwood Streets;
- (C) Pedestrian refuge island in Pitt Street, south of Bond Street;
- (D) Permanent closure of the entry traffic lane of Spring Street at Pitt Street;
- (E) Shared path on the eastern footpath of Pitt Street, between Bulletin Place and Alfred Street;
- (F) Reallocation of parking on the western side of Pitt Street, between King and Underwood Streets as "No Stopping";
- (G) Reallocation of parking on the eastern side of Pitt Street, between the points 164.4 metres and 193.5 metres, north of King Street as "Taxi Zone";
- (H) Reallocation of parking on the eastern side of Pitt Street, between the points 193.5 metres and 206 metres, north of King Street as "2P Disability Parking Only 6am-6pm" and "No Parking All Other Times";
- (I) Reallocation of parking on the eastern side of Pitt Street, between the points 206 metres and 218.5 metres, north of King Street as "No Stopping";

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]

Representative for the Member for Sydney	[Insert]	[Insert]
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Advice

Advice will be updated after the meeting.

Background

The Cycling Strategy and Action Plan was adopted by the City in 2007, and incorporated into the City's strategic plan, Sustainable Sydney 2030. The City has since planned and largely implemented the delivery of the first suite of cycle network projects and updated the Strategy and Action Plan in 2018.

Council's cycleway projects focus on safety, function, prioritisation and a separation from general traffic and pedestrians for cyclists.

As part of the response to COVID-19 the City and Transport for NSW have jointly delivered six pop-up cycleways, including on Pitt Street North. The pop-ups provide more options for people to walk and cycle around the city more safely.

As part of the Pitt Street pop-up cycleway the following has been implemented:

- The two western lanes have been converted into extra space for people walking and a separated cycleway.
- Painted road markings and temporary barriers and flexible posts have been installed to create the cycleway zone.
- The pop-up cycleway is bi-directional and the required changes to traffic signals have been made.
- Parking has been removed along the western side of the street and parking restrictions have been adjusted on the eastern side of the street to accommodate business and operational needs.

The street configuration and road space allocation in the permanent design is to be same as the pop-up design.

Comments

Separated Cycleway

A new 775-metre-wide separated cycleway is proposed along Pitt Street (at road level). The separated cycleway will provide safer connections for residents to nearby shops, parks and dwellings.

Shared Path

The proposal includes the provision of Shared Paths which establish pedestrian priority at conflict points including intersections such as Pitt Street and Bulletin Place.

Parking

Parking was removed for the pop-up cycleway along the western side of the street and parking restrictions have been adjusted on the eastern side of the street to accommodate business and operational needs.

The proposed permanent cycleway will reduce 12.5 meters of taxi zone on the eastern side of Pitt Street to provide pedestrian access to the existing pram ramps between Angle Place and Hosking Place.

Consultation

The City consulted local residents and businesses in the area. There was 2,920 letters sent out and advertisement on the Sydney Your Say website and in the Sydney Cycleways newsletter.

The Sydney Your Say page was created and visited 501 times during the consultation period. The plan was downloaded 257 times. The City received a total of 89 responses with 47 responses in support of the proposal and three responses opposing the proposal

Financial

Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached.

STEPHEN SMITH, DESIGN MANAGER