

Item 61.**Traffic Treatment - Separated Cycleway - King Street, Sydney****TRIM Container No.: S084597****Recommendations**

It is recommended that the Committee endorse the following on King Street and Phillip Street, Sydney:

- (A) Bicycle lane on the northern side of King Street between the points 8.2 metres and 41.0 metres west of Pitt Street;
- (B) Traffic island on King Street between the points 1.3 metres west of Pitt Street and 1.5 metres east of Pitt Street;
- (C) Shared path on the western side of Pitt Street between the points 0.0 metres and 20.0 metres north of King Street;
- (D) Shared path on the southern side of King Street between the points 16.5 metres west of Pitt Street and 19.2 metres east of Pitt Street;
- (E) Separated bi-directional cycleway on the northern side of King Street between Pitt Street and Phillip Street;
- (F) Restrict King Street, between Elizabeth Street and Phillip Street, to one-way eastbound and reduce to one traffic lane;
- (G) Reallocation of parking on the northern side of King Street between the points 12.8 metres and 24.8 metres east of Elizabeth Street as "No Stopping";
- (H) Cyclist crossing on King Street between the points 38.7 metres and 56.0 metres east of Elizabeth Street;
- (I) Shared path on the eastern side of Phillip Street between the points 2.7 metres and 15.7 metres north of King Street;
- (J) Restrict Phillip Street, between King Street and the point 43.1 metres north of King Street, to one-way northbound and reduce to one traffic lane;
- (K) Separated bicycle contraflow lane on the eastern side of Phillip Street between the points 15.7 metres and 43.1 metres north of King Street
- (L) Reallocation of parking on the western side of Phillip Street between the points 22.1 metres and 27.5 metres north of King Street as "Loading Zone Ticket 6am-6pm Monday to Friday, 6am-10am Saturday" and "4P Ticket 6pm-midnight Monday to Friday, 10am-10pm Saturday and 8am-10pm Sundays and Public Holidays".
- (M) Traffic island on the eastern side of Phillip Street between the points 39.5 metres and 43.1 metres north of King Street.

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]

Advice

Advice will be updated after the meeting.

Background

King Street is an important connection in Sydney's bike network as it provides a vital east-west route through Sydney CBD. The City is working with Transport for NSW to deliver King Street cycleway to improve safety and access for people riding in Sydney CBD.

In 2013 Transport for NSW published the Sydney City Centre Access Strategy which identified King Street as part of the NSW Government strategic cycleway network. King Street is identified as a planned regional cycle route in the City's Cycle Strategy and Action Plan 2018-2030. The proposed cycleway in King Street is aligned with the NSW Government's Principal Bike Network for Inner Sydney outlined in the Future Transport 2056 strategy published by Transport for NSW in 2020.

Comments**Separated Cycleway**

King Street is a one-way eastbound road and there is currently no provision for people to ride westwards on King Street. A physically separated bi-directional cycleway is proposed on the northern side of King Street to improve safety and access for people riding and to facilitate the westbound movement of riders on King Street. The cycleway will provide a connection between the existing cycleway on Pitt Street and east Sydney via Queens Square.

King Street Traffic Island

The movement of people riding between the existing cycleway in Pitt Street and proposed cycleway in King Street will be controlled by traffic signals. This movement of riders between

the two cycleways will occur during the same signal phase as the eastbound vehicular through movement on King Street. Given this, a small traffic island is proposed in King Street at Pitt Street in order to:

- Direct riders travelling westwards in King Street cycleway to turn right into Pitt Street cycleway.
- Prevent southbound riders in Pitt Street cycleway from travelling straight through the intersection and into the path of opposing traffic.

Bike lanterns will be installed on the western leg crossing in conjunction with short sections of shared paths to enable riders to cross King Street and facilitate a connection between Pitt Street cycleway and Pitt Street Mall.

Shared Paths

Short sections of shared path are proposed on the western side of Pitt Street and the southern side of King Street to enable people riding to access the signalised pedestrian and bike crossing.

Pavement markings will be installed along the shared paths to encourage riders to travel slowly and to reinforce pedestrian priority.

One-Way Restriction

It is proposed to simplify traffic movements east of Elizabeth Street by making King Street and a short section of Phillip Street one-way. This is considered necessary to improve the safety of people walking and riding in the area. The proposed one-way arrangement will eliminate the issue of stored vehicles adjacent to and across the pedestrian crossing at the intersection of King Street and Phillip Street.

A separated bicycle contraflow lane is proposed on the eastern side of Phillip Street to facilitate the southbound movement of riders through the one-way restriction.

Traffic Impacts

Eastbound traffic lanes on King Street between Pitt Street and Elizabeth Street will be reduced from four to three.

Under the proposed one-way restrictions traffic on King Street (east of Elizabeth Street) and Phillip Street wanting to access Elizabeth Street will need to travel via Hunter Street. A review of traffic movements and traffic light phasing shows this will create a detour of between one and two minutes for vehicles.

Cyclist Crossing

A cyclist crossing is proposed on King Street to enable people riding to safely cross King Street between the cycleway and Queens Square. The cyclist crossing will be aligned parallel to the existing pedestrian crossing.

Parking

To accommodate the separated cycleway and one-way restriction the proposal includes removing two Loading Zone/4P spaces on the northern side of King Street, east of Elizabeth Street.

The one-way restriction of Phillip Street enables one new Loading Zone/4P space to be provided on the western side of Phillip Street. This new space will offset the loss of nearby Loading Zone/4P spaces on King Street.

Consultation

The City consulted residents and businesses in the area with 2,200 letters and 420 emails sent out requesting feedback on the proposal. The design and details of the proposal were available on the Sydney Your Say website with feedback able to be provided between 27 September and 25 October 2021 via an online form and survey.

A total of 193 comments were received from 117 stakeholders on the map-based engagement platform Social Pinpoint with all responses either supporting the proposal or providing design suggestions and feedback on connections. A total of 19 written submissions were received with eight submissions supporting the project, three neutral submissions and eight submissions opposing. The eight opposing submissions cited concerns about increased traffic congestion, perceived favouring of riders over other road users, and existing cycleways being underutilised.

A submission was received from Bicycle NSW supporting the project and advocating for an extension of King Street cycleway westwards to provide a connection between Pitt Street and the existing cycleway at Clarence Street. The City is working with Transport for NSW to develop this connection.

A submission was received from BIKEast supporting the project and recommending that wayfinding signage be provided to guide less confident riders. Wayfinding signage will be provided as part of the project.

A submission was received from the Church of St James King Street requesting that on-street parking be retained on the southern side of King Street, east of Elizabeth Street. No changes are proposed to parking on the southern side of King Street between Elizabeth Street and Queen's Square. The existing "No Parking (wedding or funeral vehicles excepted)" restriction on King Street outside the church will be retained. The submission also suggested consideration of measures to support the safe interaction of people walking and riding in Queen's Square.

The below table summarises the most common themes of the comments received via Social pinpoint and email submissions.

Response	Frequency	City of Sydney response
Support	69	Noted.
The cycleway on King Street needs to extend westwards to Clarence Street	59	The City is working with Transport for NSW to develop plans for an extension to the proposed King Street cycleway. This future facility would provide a connection between the existing cycleways on Pitt

Response	Frequency	City of Sydney response
		Street and King Street, west of Clarence Street.
Ensure clear sight lines, line marking and signage at intersections and driveways	19	Green surfacing is proposed in the cycleway at driveways to increase driver and rider awareness of these locations. Signage and pavement markings will be provided at driveways to increase driver awareness and encourage riders to travel slowly.
Provide a connection from this cycleway to College Street cycleway	7	The City is working with Transport for NSW to develop plans for improving the connection between the proposed cycleways on College Street and King Street.

This table has been shared with respondents prior to LPCTCC.

Financial

The project is jointly funded by the Australian Government's Road Safety Program and the NSW Government.

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