

Attachment C

<h2>Engagement Report</h2>

Engagement report



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Context

In the City's community strategic plan, Sustainable Sydney 2030, Direction Four is to make Sydney a city for walking and cycling. It includes targets that at least 10 per cent of City trips will be made by bicycle and 50 per cent by pedestrian movement by 2030.

Transport for NSW customer research shows 70% of residents of Greater Sydney would ride or ride more if there were safe cycleways, separated from traffic. Multiple surveys of residents of the City of Sydney and neighbouring council areas over recent years have consistently found over 70% support for building a bike network and separated cycleways.

Council adopted the Cycling Strategy and Action Plan 2018-2030 in November 2018. In the Strategy, Priority 1 is connecting the bike network, as there is strong evidence showing safe connected cycling infrastructure is essential to making bike riding a viable transport option for the majority of the population. Our benchmark is a bike network that is safe enough for a 12-year-old to ride alone. Page 17 of the Strategy shows the adopted planned bike network. The Strategy target is to complete 80% of the regional route network by 2024 and 100% by 2030.

The cycleway on King Street, between Pitt Street and Queens Square, is a very important regional bike route connection in the planned bike network. It is also part of the NSW Government's Principal Bicycle Network and a strategic cycleway network route in the NSW Government's Sydney City Centre Access Strategy. It connects the Pitt Street cycleway with the forthcoming cycleways on College and Oxford Streets, creating a connection between Circular Quay and the eastern suburbs. The first section of cycleway on King Street, between Pyrmont Bridge and Clarence Street, was built by the city in 2009. We are still working on trying to find a satisfactory resolution with Transport for NSW for the challenging section between Clarence and Pitt Streets.

Before COVID, there were between 1500 and 2000 bike trips on weekdays at the western, existing section of King Street. The former College Street cycleway had nearly 2000 trips per day. The current, not-yet-connected pop-up cycleway on Pitt Street has up to 1000 trips per day, which is a 500% increase from the number of bike trips in the first week the pop-up was there.

The City's Community Recovery Plan gives direction to how we'll work in partnership with our communities, businesses, the state government, and other local governments. The plan supports economic and social recovery in the local area over the next 18 months. It includes building new cycleways to make bike riding a transport priority in response to the pandemic. This will help communities to return to work and local businesses safely, supporting NSW's economic recovery.

We have been working with Transport for NSW on transport changes in response to the Covid-19 pandemic, including construction of more cycleways. Social distancing requirements may persist, and public transport is one of the facets of Sydney life that will be the last to return to 'normal'. The project is part funded by the NSW Government.

Background

The City in partnership with Transport for NSW (TfNSW) have developed a concept design for a cycleway and traffic improvements on King Street.

The cycleway will run between Pitt Street and Queen's Square. The project also includes making King Street, between Elizabeth and Phillip streets one way east.

The cycleway will provide a connection between two recently approved cycleways on Pitt and College streets.

Engagement report

The purpose of the engagement was to make plans available for comments that will inform a report to Council who will make a determination on the project. Engagement outcomes will also inform reports to Local Pedestrian, Cycling and Traffic Calming Committee.

The majority of feedback received during community engagement is supportive and includes input on the design using Social PinPoint, a map based survey platform that prompts feedback in five categories:

- Bike network connections
- Traffic flow
- Access to properties
- Ideas and suggestions
- Make a comment

In addition to comments supporting (69) and opposing (8) the project, the main feedback topics were:

1. The cycleway on King Street needs to extend westwards to Clarence Street (59)
2. Ensure clear sight lines, line marking and signage at intersections and driveways (19)
3. Provide a connection from this cycleway to College Street cycleway (7)

Email submissions were also received from community, stakeholders and bike user groups.

Engagement summary and activities

Community engagement activities

Key stakeholders and the broader community were consulted on the updated plans from 27 September and 25 October 2021.

The Sydney Your Say page was visited 1032 times during the consultation period. The plan was downloaded 412 times.

A notification letter was sent to 2195 properties.

An email was sent to over 400 property owners and business occupiers.

117 people dropped 183 pins on the Social PinPoint map based survey.

We received a total of 19 emails submissions during the public exhibition period.

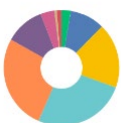
Snapshot of feedback received



136 people had their say

1032 visited the sydneyyoursay.com.au page

117 used the Social Pinpoint map survey



69 comments were made supporting the project

8 comments were made opposing the project

70 submissions provided qualified responses and suggestions

Engagement summary – ideas and issues

Feedback received	Total	CoS response
Support the project	69	Noted
Does not support the project	8	Noted
A connection between Clarence and Pitt streets is needed	59	The City will work 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 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 people riding to travel slowly.
Likes the garden beds	2	Noted
Access and special vehicle parking near St James Church needs to be retained	3	Noted. Special vehicle parking near St James Church will be retained in its current location.
Bike lantern 'green time' needs to be automatically triggered and time maximised	6	Transport for NSW will allocate a reasonable green time for the cycleway, and the bike lanterns will be automatic (daytimes) or triggered by induction loops (overnight).
Widen the southern footpath on King Street by removing an additional vehicle lane	1	Transport for NSW have approved the proposed re-allocation of road space to accommodate the cycleway, but do not support a further reduction in the number of vehicle lanes.
Change the cycleway to the south side of the road, between Elizabeth and Phillip streets to simplify entry into Queen's Square	2	A diagonal intersection crossing at Elizabeth and King Street would result in reduced green time for People riding. People riding will have a priority crossing at Phillip Street into Queens Square.
Create a right turning cycle lane for entering Castlereagh Street from King Street	2	To turn south into Castlereagh Street from King Street you will need to use a hook turn (pulling over on the northern side) due to the signal phasing.
Do not use continuous footpaths that can create confusion about right of way	1	This project does not include any Shared Environment Intersections (which create a four-way give way, as required under the road rules).
Increase the size of bike 'storage' space	1	We have maximised the width of the cycleway based on the available road space.
Improve access for people riding south on Phillip Street into Queen's Square	1	We have created a separate bike ramp into Queens Square, set back from the pedestrian desire line, to give everyone more space.

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Feedback received	Total	CoS response
Reduce speed on Phillip Street to 30km/h to create shared zone - possibly pedestrianize the area	1	This is outside the scope for the current project.
Create a connection to the existing Castlereagh Street cycleway	4	The City is developing plans to connect the existing Castlereagh Street Cycleway to the proposed King Street Cycleway
Provide a safe connection from this cycleway to College Street cycleway	7	The City will work with Transport for NSW to develop plans for improving the connection between the proposed cycleways on College Street and King Street
Include a turning box/'storage' for people riding north on Elizabeth Street to turn right on to King Street	2	It is legal to make a hook turn at any intersection (unless otherwise signed). We feel formalising it with a hook turn box is not needed here as we expect College Street cycleway and a future Castlereagh Street cycleway will carry the majority of bike trips.
Include a turning box/'storage' for people riding east on King Street to turn right on to Elizabeth Street	1	It is legal to make a hook turn at any intersection (unless otherwise signed). We feel formalising it with a hook turn box is not needed here as we expect College Street cycleway and a future Castlereagh Street cycleway will carry the majority of bike trips.
Remove existing hazards in Queen Square and formalise the shared space	1	Noted. The City will work with Transport for NSW to develop plans for improving the connection between the proposed cycleways on College Street and King Street
Allow for access in to Pitt Street Mall - don't make the south bound lane on Pitt Street a left turn only lane.	2	Access is provided into Pitt Street mall by way of shared path and shared crossing with people walking. A dedicated through movement for people riding from Pitt Street into Pitt Street mall cannot be safely accommodated
A cycleway for King Street Newtown is needed	1	Noted.
Make it easier to get in and out of cycleways midblock	1	The design of the proposed King Street Cycleway maintains separation between people riding, vehicle traffic, and people walking where possible, to provide a safe facility for all users
The proposed shared path at Pitt and King streets would be too busy at peak hour for people riding and walking to share the space	2	The shared path caters for people who want to ride towards Pitt Street Mall from Pitt Street. During busy periods, people riding may need to walk their bike
The shared path at Queen's Square would be too busy at busy times for people riding and walking to share the space. Make sure that the project includes making it safe for people walking and riding in Queen's Square	2	People riding need to give way to people walking on shared paths. During busy periods, people riding may need to walk their bike. The City will work with Transport for NSW to develop plans for improving the connection through Queen's Square.

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Feedback received	Total	CoS response
Install more bike parking in Pitt Street Mall	1	As Pitt Street Mall is a busy pedestrian area, it has limited bike parking within the mall, but extra bike parking located at the Market Street end.
Create a bike turn signal for people riding from King Street and turning on to Elizabeth Street	1	To make this movement you will need to use a hook turn, though we expect College Street cycleway and a future Castlereagh Street cycleway will carry the majority of bike trips, rather than Elizabeth Street.
Use conventional running cycleways instead of bidirectional	1	There is insufficient space on King Street for conventional running cycleways.
Include a bike repair station	1	We will separately consider city centre bike repair stations in future.
Make the cycleways wide enough for families to safely ride together	1	We have maximised the width of the cycleway based on the available road space.

Appendices

Appendix A: Sydney Your Say webpage (including online survey)

Proposed works & maintenance

Your feedback on a cycleway and traffic improvements on King Street, Sydney

We invite your comments on the concept design for a separated cycleway on King Street between Pitt Street and Queens Square and traffic improvements at King and Elizabeth streets, Sydney.

Under review

Contributions to this consultation are closed for evaluation and review. The project team will report back on key outcomes.

PUBLIC CONSULTATION PERIOD
27 September 2021 to 25 October 2021

Why we're doing this

This project is part of our program to make Sydney a safer place for people to walk and ride and provide more options for people to travel around the city.

It is jointly funded by the Australian Government, through the \$400 million road safety program, and the NSW Government.

What we're doing

A proposed cycleway will run along the north side of King Street. It will cross Castlereagh, Elizabeth and Phillip streets with a parallel pedestrian and bike crossing next to the NSW Supreme Court. This will create a safe, 2-way cycling connection between the Pitt Street cycleway and East Sydney.

The new cycling connection includes the proposal to simplify traffic movements at King and Elizabeth streets. This includes making King Street, east of Elizabeth, and a short section of Phillip Street, 1-way.

Under this proposal, traffic on Phillip Street and King Street (east of Elizabeth Street) wanting to access Elizabeth Street will need to travel north to Hunter Street. This will reduce delays and improve safety for people walking. A review of traffic movement and traffic light phasing shows this will create a detour of between 1 and 2 minutes. Vehicle access to all properties will remain.

Sydney Cycleways

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