

Attachment C

Engagement Report

Engagement report – Cycling connection between King and College Streets



Contents

Background	3
Engagement summary	5
Subjects/issues raised in submissions	7
Appendix	12

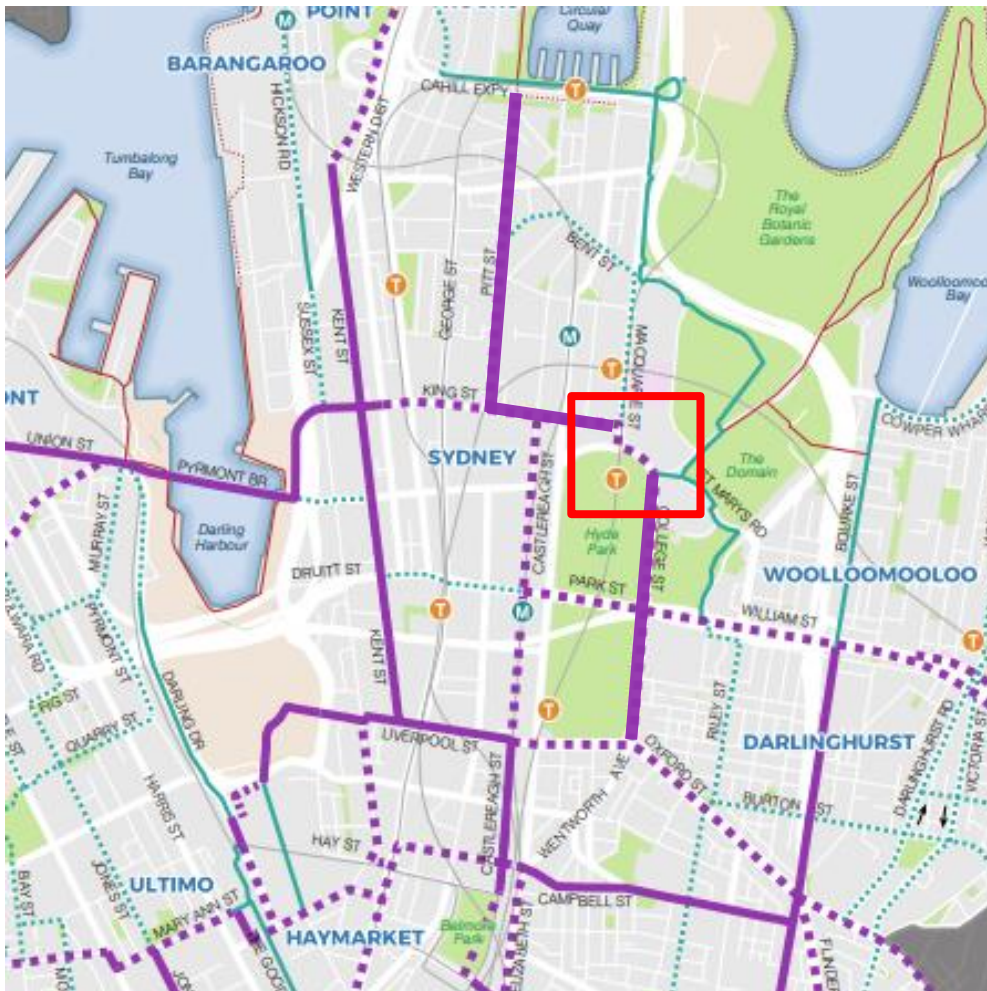
Background

The City plans to connect two newly opened cycleways in the city centre:

- King Street, between Pitt and Phillip streets opened last year and connects to the Pitt Street cycleway. The last section of cycleway on King Street, between Clarence and Pitt streets will be completed by Transport for NSW.

King Street will also connect to the Castlereagh Street cycleway which is estimated to start construction mid 2023.

- College Street, between Oxford Street and St Mary's Road opened this year. This cycleway will connect to cycleways on Liverpool and Oxford streets which is estimated to start construction at the end of 2023.



The project includes:

- a new cycleway in the western lane of Prince Albert Road connecting to the College Street cycleway
- a new section of separated cycleway on the western lane of Macquarie Street alongside Queen's Square
- improving the existing shared space in Queen's Square
- .

Engagement report –
Cycling connection between King and College Streets

This project will not remove any trees or parking spaces and all existing traffic movements will be retained.

Engagement summary

We asked the community for feedback on the concept design

Consultation on the plan ran between 20 February and 21 March 2023 and provided an opportunity for stakeholders and the community to review and comment on the proposed design.

Consultation activities included an online survey and interactive map, two information sessions at Queen's Square, a letter to residents and businesses and a targeted email to businesses.

This report outlines the community engagement activities that took place to support the consultation and summarises the key findings from the consultation.

Purpose of the engagement

The purpose of the engagement was to:

- Get feedback on walking and cycling improvements
 - Find out about access to properties and how people currently use the area
 - Determine if anything had been missed by calling on local knowledge
-

Engagement activities

Sydney Your Say webpage

A Sydney Your Say webpage was created. The page included an interactive map of the proposed design. People could insert their feedback directly onto the map and up-vote and down-vote ideas.

Interactive map

The Sydney Your Say page included a link to an interactive map of the proposed design. The community and stakeholders could insert their feedback directly onto the map and up-vote and down-vote ideas.

Consultation letter

A letter was posted to residents, inviting them to give feedback on the proposal. **1050 letters** were distributed.

Targeted business stakeholder email

An email was sent to approximately 430 businesses in the surrounding streets.

Information sessions

Two information sessions were held at Queen's Square where project team were available to discuss the project on-site.

- Tuesday 28 February 4:30pm to 6pm

Engagement report –
Cycling connection between King and College Streets

- Thursday 1 March 8am to 9:30am

Approximately 90 people attended the sessions

Outcomes from the engagement

Feedback was received through the interactive map, an online survey and via email. Two information sessions were held in Queen's Square.

- The Sydney Your Say page was visited 675 times during the consultation period.
- 60 people left a total of 95 comments on our interactive map
- 23 email submissions were received
- 90 people (approx.) attended the information sessions in Queen's Square

All feedback received on the interactive map was supportive (85%) or neutral (15%)

60% of email submissions were supportive of the project.

Subjects/issues raised in submissions

Issues and suggestions raised in email submissions

Comment	Count	CoS Response
Support	10	
Concerned about potential for conflict between people walking and riding in the shared space in Queens Square	3	The proposal reduces conflict between people walking and riding in Queens Square by: - removing the pinch point near the statue - reinforcing the priority of people walking with pavement markings reminding people riding to give way to people walking
Does not believe that cycleways are well used	3	We expect usage to be at least 2,000 bike trips per day on weekdays.
An alternate route is preferred or require people riding to dismount	2	The section through Queens Square will remain as a shared path area, with pedestrian priority over its entirety. Changes will be minimal since a broader public domain upgrade is planned for Queens Square in future. This project will add behavioural pavement markings to make clear that pedestrians have priority. The project will remove the major conflict point near the Queen Victoria statue by moving people riding onto separated cycleway on road at the intersection and alongside Queens Square.
Queen's Square has an entry to St James station so is subject to regular waves of pedestrian traffic	2	See above
Queen's Square is used for café patrons and city workers. The City's planting program is well supported and activates the square.	2	The proposal will not impact the café area or planting program. It will make the travel path of people more predictable and away from the café and planting areas.

Engagement report –
Cycling connection between King and College Streets

Comment	Count	CoS Response
The current surface is rough and broken, some sections are blocked and others are slippery when wet. In these conditions, there is less space for people walking	2	An upgrade to Queen's Plaza is not part of the project scope. Changes will be minimal since a broader public domain upgrade is planned for Queens Square in future.
Cycleways impact business operations, services and deliveries	1	This proposal will not impact access to any businesses.
Does not support cycleways	1	Noted
Existing cycleway impacted on both the safety of judges and staff exiting the building. The reduction access to the building heightened security concerns for judges. The cycleway link between King and College streets will add to the congestion around the junction of Phillip and King Streets.	1	This proposal is to improve the safety of people riding between the King and College Street cycleways by separating them from motor vehicle traffic. It will improve safety for people walking in Queens Square by removing the pinch point at the statue, and by reinforcing pedestrian priority with pavement markings. It will not have any impact on driveway access, security, or congestion.
Please paint the cycleways green to help manage interaction between people walking and riding	1	The design will use green paint on on-road sections at vehicle conflict areas, as with other cycleways. Queens Square will remain a shared path area with priority for people walking, reinforced with pavement markings.
Provide clear marking in the shared areas	1	Noted. Design will consider clear and appropriate pavement markings.
Provide clear marking in the shared areas. Remove small lips on the stairs in the square	1	Noted. Design will consider clear and appropriate pavement markings. The path of travel between the on-road cycleway and Queens Square will be made safe.
Provide proper signage and line marking	1	Refer comments above.
Queen's Square is an emergency marshalling area	1	Noted.
Queen's Square is subject to increased pedestrian activity during ceremonial sittings	1	Noted.
Would like more detail on how people riding north can transition into the traffic lanes on Macquarie Street	1	Noted. Safe movements entering and leaving the cycleway will be resolved during design development.

Issues and suggestions raised on the interactive map

Location	Comment	CoS Response	Count	Up	Down
All	Support		27	337	2
Queen's Square	Physical separation between people walking and riding is needed	The section through Queens Square will remain as a shared path area, with new pavement markings to make clear that pedestrians have priority.	25	1	0
Queen's Square	Please address the steps/lip of the stairs.	An upgrade to Queen's Plaza is not part of the project scope, however pavement marking will be considered where needed.	6	89	0
College Street south of Prince Albert Road	Provide gap in the barrier for people riding to continue into Prince Albert Road	This will be resolved during design development.	3	27	0
Macquarie Street	Allow for people riding north to join Macquarie Street traffic lanes	This will be resolved during design development.	3	14	0
Queen's Square	Have separation between people walking and riding at the same grade. Example in Bondi Junction	The section through Queens Square will remain as a shared path area, with new pavement markings to make clear that pedestrians have priority.	3	33	1
Macquarie Street	Extend the cycleway up Macquarie Street	A cycleway to Macquarie Street north is not part of the project scope.	2	33	1
Macquarie Street at Hyde Park	Make sure the barrier extends all the way to the traffic lights	This will be reviewed during design development.	2	44	0
Macquarie Street at Hyde Park	Use green paint throughout	The design will use green cycleway paint on on-road sections at vehicle conflict points, as specified in guidelines and as on other cycleways.	2	35	0
Macquarie Street	Place additional sensors to trigger bike signal prior to the intersection so as avoid missing their turn	This will be reviewed during design development.	2	9	1
College Street at Prince Albert Road	Have a turning lane into Prince Albert Road and start the 30km/h area at the intersection	This will be reviewed during design development.	2	30	0
All	Make sure there is a fair traffic light phasing for people walking and riding	This will be reviewed during design development.	2	33	0
Queen's Square	The shared area is good as it is, does not need green paint. Work needs	A public domain upgrade to Queen's Plaza planned in future. There will not be green paint in	2	3	0

Engagement report –
Cycling connection between King and College Streets

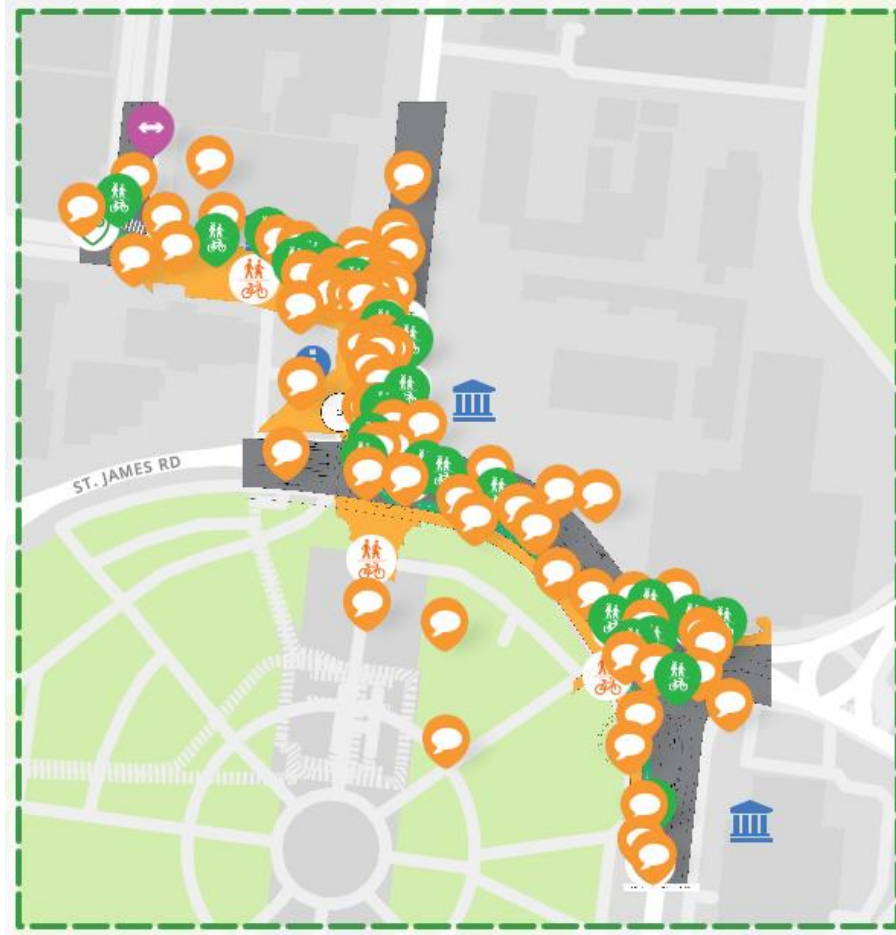
Location	Comment	CoS Response	Count	Up	Down
	to be done on the lip/steps	Queens Square – it will remain shared path. Markings will be considered where there are lip/step.			
Macquarie Street at Hyde Park	Make the intersection raised and continuous to ensure priority for people walking and riding. Eg Greenknowe and Macleay	A full intersection upgrade is not part of the project scope.	1	18	0
Macquarie Street at Hyde Park	Build out the footpath at the intersection on the northern edge of Hyde Park	A footpath upgrade in that area is not part of the project scope.	1	31	2
St James Road	Realign the lanes on St James Road	Realignment of travel lanes is only considered where needed	1	11	0
Macquarie Street at Hyde Park	Ensure easy access from the park on to the cycleway at both St James Road and Prince Albert Road	This will be reviewed during design development.	1	21	0
College Street at Prince Albert Road	Provide waiting space for people riding to cross and join Prince Albert Road	This will be reviewed during design development.	1	17	0
College Street at Prince Albert Road	Continue barriers but retain a gap for people to cross	This will be reviewed during design development.	1	14	0
Phillip Street	Make the crossing raised	A crossing upgrade in that area is not part of the project scope.	1	2	0
Macquarie Street	Automate bike signals	Bike signals at intersections are triggered via sensors on the cycleway and, in the CBD, automatic during daytimes during the week.	1	2	0
Macquarie Street	it would be safer for the curb not to have a sharper corner to limit potential confusion for left-turning motorists	This will be reviewed during design development.	1	18	0
Hyde Park	Remove redundant shared zones and clearly demarcate which paths inside the park are shared zones and which aren't	All paths in Hyde Park are shared paths to enable people to reach the various parts of the park.	1	9	9
Queen's Square	Provide shared path signage and direct people riding to dismount if there is a lot of people walking	When a place is very crowded, many people riding find it easier to walk their bike, but this might not be suitable for people with disabilities, mobility difficulties or children.	1	2	10

Engagement report –
Cycling connection between King and College Streets

Location	Comment	CoS Response	Count	Up	Down
Queen's Square	Provide shared path signage	The project will include shared path signage and pavement markings.	1	36	2
All	Make sure that cycleway access is safe and entry/exit is not too sharp	This will be reviewed during design development.	1	12	0
All	Retain the existing shared paths even adjacent to the cycleway	This will be reviewed during design development.	1	17	0
Queen's Square	Avoid the use of bollards to demarcate the shared area	This will be reviewed during design development.	1	1	0
Queen's Square	Connection through the square should avoid any existing bollards or poles	This will be reviewed during design development.	1	1	0
Macquarie Street at Hyde Park	Configure traffic lights so that people riding southbound have two opportunities to cross. First, green light for southbound cyclists turning east along the cycle path. Second, green light for southbound cyclists continuing south into Hyde Park	This will be reviewed during design development.	1	2	0
Art Gallery Road	Suggest traffic treatments outside of the Gallery	Art Gallery Road is not part of the project scope.	1	0	0
Macquarie Street at Hyde Park	Make the intersection scatter crossing and provide more time for people walking and riding to cross	This will be reviewed during design development.	1	1	0
All	Open sections as soon as they are complete, don't wait for full completion like College Street	The cycleway will be open once it is completed and safe to do so (sometimes there is a delay waiting for the signals to be changed).	1	5	0
Prince Albert Road	Extend the shared path on the north side of Prince Albert Road	Prince Albert Road north is not part of the project scope	1	7	0
Queen's Square	Widen the footpath next to the statue for people walking	The project will provide a separated cycleway beside this location, so that the footpath near the statue is only used by people walking.	1	6	0

Appendix

Appendix A: feedback left on interactive map



Engagement report –
Cycling connection between King and College Streets

Appendix B: letter to community



City of Sydney
Gadigal Country
456 Kent Street
Sydney NSW 2000

+61 2 9265 9333
council@cityofsydney.nsw.gov.au
GPO Box 1591 Sydney NSW 2001
cityofsydney.nsw.gov.au

20 February 2023

Your feedback on a cycling link between King and College streets

We invite your feedback on the proposed cycling connection between King and College streets.

This cycling connection will form an important part of our bike network and will make getting around safer for people walking and riding.

The project includes:

- improving the existing shared space in Queens Square by removing the pinch point at the statue of Queen Victoria
- a new section of separated cycleway on the western lane of Macquarie Street alongside Queens Square
- a new cycleway in the western lane of Prince Albert Road connecting to the College Street cycleway.

This project will not remove any trees or parking spaces.

All existing traffic movements will be retained.

How to give feedback

You can view the documents and comment by 5pm on Monday 20 March at sydneyyoursay.com.au

You are also invited to attend an information session at Queens Square:

- Tuesday 28 February 4:30pm to 6pm
- Thursday 1 March 8am to 9:30am

These events are subject to weather conditions.

For more information, contact the project team on 02 9265 9333 or email sydneycycleways@cityofsydney.nsw.gov.au.

Yours sincerely

A blue ink handwritten signature, appearing to read "Kim Woodbury", written over a horizontal line.

Kim Woodbury
Chief Operating Officer

The City of Sydney acknowledges
the Gadigal of the Eora Nation as the
Traditional Custodians of our local area.

Engagement report –
Cycling connection between King and College Streets

Appendix C: information session

