

Ms Laura Head
Senior Communications & Stakeholder Engagement Officer
Transport for NSW
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5th February 2023

Dear Laura,

Re: King Street Cycleway

Bicycle NSW has been the peak bicycle advocacy group in NSW for over forty-five years, and has more than 30 affiliated local Bicycle User Groups. Our mission is to ‘create a better environment for all bicycle riders’, be they 8 or 80. We support active in all its forms because it is an innate human right and a vital civilizing influence.

We write to you to express our strong and enthusiastic support for the completion of the King Street cycleway in Sydney’s CBD by the end of 2023.

Bicycle NSW long advocated for the delivery of the infamous missing link between Pitt Street and Clarence Street (Figure 1). It is discussed in our submissions for the [King Street East cycleway](#) in October 2021 and the [Castlereagh Street cycleway](#) in May 2022. We wrote letters to Minister Stokes in 2022 requesting action.

This section of King Street has been a bugbear for Sydney’s bike riders for over a decade. Heading east, cyclists can use the vehicle lanes and dice with the traffic. Heading west is almost impossible. The gap in the network has become all the more gaping since the excellent King St East cycleway was completed last year.

We thank Transport for NSW and Minister Stokes’ team in the Cities and Active Transport Division for progressing the project.

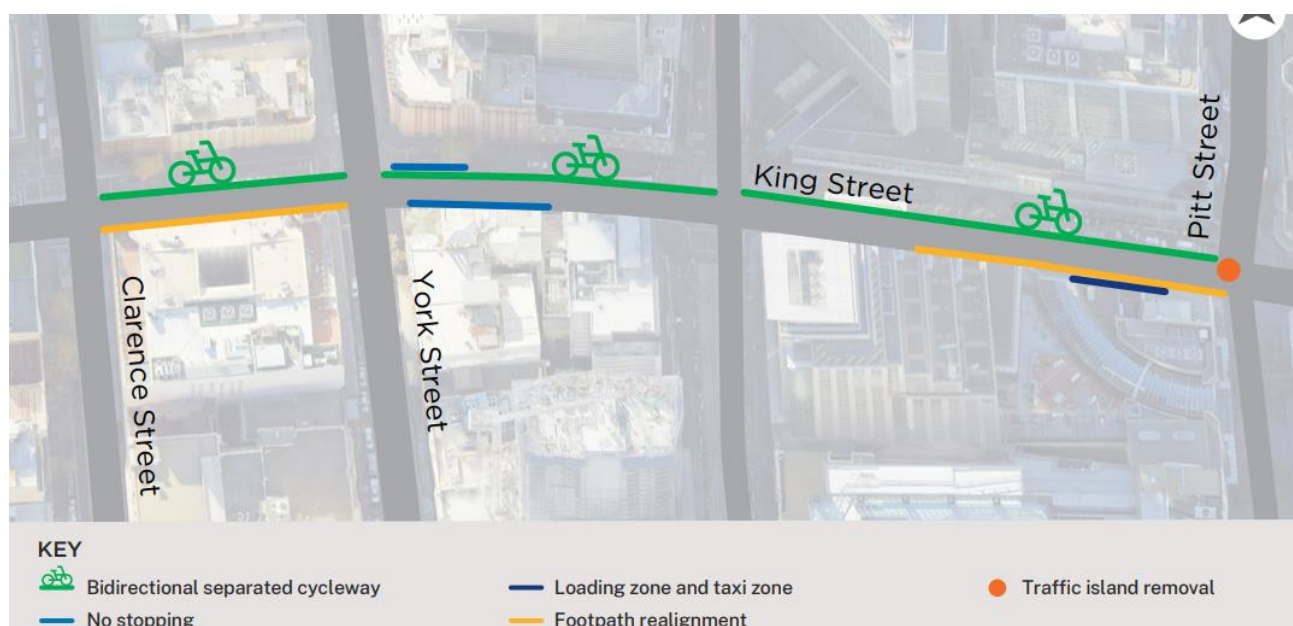


Figure 1: Plan showing the stretch of King Street that is currently missing a safe, protected cycleway (Source: TfNSW)

However, our advocacy isn't over!

The artist's impression (Figure 2) of the finished cycleway shows three vehicle lanes adjacent to the cycleway. To achieve this, some pedestrian space must be sacrificed, presumably where "footpath realignment" is shown on the plan in Figure 1.



Figure 2: Artist's impression of proposed King Street Cycleway (Source: TfNSW)

This is not ideal, and opposes a raft of Transport for NSW and City of Sydney policies and strategies that aim to rebalance our road space and reduce vehicle traffic in Sydney. These include the new Future Transport Strategyⁱ which further embeds movement-and-place thinking and promises to support car-free mobility and urban vitality.

Sydney is at a tipping point. There has never been a better time to build infrastructure for bike riding and active transport but the NSW Government must double down on its recent commitment to prioritise active travel projects that stitch the suburbs together and enable people to get around without a carⁱⁱ.

We had hoped that Transport for NSW would remove a general travel lane to accommodate a full-width bicycle path with a safe buffer, new trees and generous footpaths. This would dramatically improve amenity and reduce noise and air pollution.

It is essential to provide very high quality walking and cycling environments to maintain global competitiveness and reputation. As Lord Mayor Clover Moore sets out in **Sustainable Sydney 2030—2050 Continuing the Vision**ⁱⁱⁱ, the reconfiguration of streets does not only achieve transport objectives. Projects that reduce space for cars are significant urban design proposals with a vision to deliver quieter, calmer, leafier streets that benefit every resident and visitor in the city's heart.

For a time during the construction of King Street East cycleway, vehicles were confined to 2 lanes along a section of King Street. As shown in the images (Figure 3), drivers were adapting to leaving northern lane empty. There was some congestion, but this would have encouraged different travel patterns in due course, facilitating the long-term reconfiguration of King Street. We were disappointed when lane marking was changed and three lanes once again filled with slow-moving vehicles.



Figure 3: Photos of King Street in June 2022 (Source: Bicycle NSW)

We understand that the designs for the new bicycle path have not yet been finalised. Of course, the delivery of the cycleway must be the first priority but we would like to take this opportunity to again ask Transport for NSW to apply its Road User Space Allocation Policy CP21000^{iv} and bravely take road space from private vehicles to achieve the very best outcomes for King Street.

We look forward to receiving detailed drawings for the project in due course so we can comment further on path widths, landscaping and intersection design.

Yours faithfully,



Sarah Bickford

Active Transport Planner
Bicycle NSW



Peter McLean

Chief Executive Officer
Bicycle NSW

Hon. Rob Stokes MP Minister for Active Transport
Kiersten Fishburn Deputy Secretary, Cities and Active Transport
Clover Moore Lord Mayor, City of Sydney
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ⁱ Transport for NSW. 2022. Future Transport Strategy. <https://future.transport.nsw.gov.au/documents/future-transport-strategy>

ⁱⁱ Stokes, Rob. 2022, Feb 10. Footpaths and cycleways are an act of democracy – ask Steph. Fifth Estate. <https://thefifthestate.com.au/urbanism/planning/footpaths-and-cycleways-are-an-act-of-democracy-ask-steph/>

ⁱⁱⁱ City of Sydney. 2022. Sustainable Sydney 2030—2050 Continuing the Vision. https://www.cityofsydney.nsw.gov.au/-/media/corporate/files/projects/vision-setting/your-say-our-plan-sustainable-sydney-2030-2050/ss2030-2050_vision_draft-1.pdf?download=true

^{iv} NSW Government, Road User Space Allocation Policy CP21000, [Online as at 19/2/2021] www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf