

10 March 2025

At the conclusion of the Corporate, Finance, Properties
and Tenders Committee

Environment and Climate Change Committee

Agenda

- 1. Confirmation of Minutes**
- 2. Statement of Ethical Obligations and Disclosures of Interest**
- 3. Planning For a Food Organics Recycling Service to All Households**
- 4. Project Scope - Surry Hills to Central Quietway**
- 5. Project Scope - New Public Toilet Building, Landscape Works and Umpire's Room at Jubilee Park and Oval and New Automated Public Toilet at Bicentennial Park East**
- 6. Floodplain Risk Management Advisory Panel - Terms of Reference and Membership**

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1. Register to speak by calling Secretariat on 9265 9702 or emailing secretariat@cityofsydney.nsw.gov.au before 10.00am on the day of the meeting.
2. Check the recommendation in the Committee report before speaking, as it may address your concerns so that you just need to indicate your support for the recommendation.
3. Note that there is a three minute time limit for each speaker (with a warning bell at two minutes) and prepare your presentation to cover your major points within that time.
4. Avoid repeating what previous speakers have said and focus on issues and information that the Committee may not already know.
5. If there is a large number of people interested in the same item as you, try to nominate three representatives to speak on your behalf and to indicate how many people they are representing.

Committee meetings can continue until very late, particularly when there is a long agenda and a large number of speakers. This impacts on speakers who have to wait until very late, as well as City staff and Councillors who are required to remain focused and alert until very late. At the start of each Committee meeting, the Committee Chair may reorder agenda items so that those items with speakers can be dealt with first.

Committee reports are available at www.cityofsydney.nsw.gov.au

Item 1.

Confirmation of Minutes

Minutes of the following meetings of the Environment and Climate Change Committee are submitted for confirmation:

Meeting of 10 February 2025

Item 2.**Statement of Ethical Obligations**

In accordance with section 233A of the Local Government Act 1993, the Lord Mayor and Councillors are bound by the Oath or Affirmation of Office made at the start of the Council term to undertake their civic duties in the best interests of the people of the City of Sydney and the City of Sydney Council and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act 1993 or any other Act, to the best of their ability and judgement.

Disclosures of Interest

Pursuant to the provisions of the Local Government Act 1993, the City of Sydney Code of Meeting Practice and the City of Sydney Code of Conduct, Councillors are required to disclose and manage both pecuniary and non-pecuniary interests in any matter on the agenda for this meeting.

In both cases, the nature of the interest must be disclosed.

This includes receipt of reportable political donations over the previous four years.

Item 3.

Planning For a Food Organics Recycling Service to All Households

File No: X021464.009

Summary

This report describes the planning process required to roll out a food organics (FO) or combined food and garden organics (FOGO) service to City households by 2030, provides the results of the service types that have been evaluated, and recommends the most suitable service type for Council endorsement (either a food organics service or a combined food organics and garden organics service).

A decision on the type of service (i.e. FO or FOGO) the City will provide is required to be made now as the service type will influence how we continue to plan for the service rollout and will inform the remaining key service decisions including how we collect and process the waste and service levels.

The City of Sydney is required to provide FOGO collection services (either combined or in separate bins) to all households by 1 July 2030 as per the state government mandate arising from the *NSW Waste and Sustainable Materials Strategy 2041*.

The City has made good progress towards implementation of the FOGO mandate through the successful delivery of the food scraps collection and recycling trial from 2019 to 2021. This service is still operating and is currently available to more than 22,500 households across the City.

Since the conclusion of the trial, project staff have been investigating the different service types for a full-service rollout against an established evaluation criteria. The criteria used to assess the service options were: environmental impact, resident satisfaction, suitability, consistency, achievability and flexibility. The criteria were presented at a Councillor Briefing on 20 March 2023, following which Councillors were invited to provide feedback. No feedback was received.

Results of the analysis indicated that a food organics (FO) service is the service option that best suits the City's requirements and service objectives. This is because this option would deliver the best environmental outcomes, suits the waste profile of City households, is already proven in more than 22,000 households through the trial, uses smaller bins making the service more achievable in our space constrained households and has more processing options making it flexible to pivot to new processing technologies as they emerge. The City's existing separate garden organics service would continue for those households that need it.

A FOGO service is well suited to regional and suburban areas that have a high use of garden organics (GO) bins. However, results from the City's own food scraps recycling trial, waste audits, bin fullness studies and kerbside collection service statistics show that City residents, who predominantly live in apartments, generate extremely low volumes of garden organic material but comparatively high amounts of food waste. There is also a risk of reducing the value of garden organic material when it is combined with food organics. Currently the City's garden organics service is used by a small number of households, the stream has low contamination and high recovery rates.

A separate food organics (FO) bin can be processed via a number of different methods including composting, anaerobic digestion and bioconversion (e.g. insect farming, worms etc.), making it a desirable stream to collect separately in terms of its high environmental benefit compared to a combined FOGO stream which is typically processed into compost only. In addition, a FO service uses smaller bins which suit limited bin storage space within the City's high-density housing. Also, acceptance and participation by residents in a FO service in the City has already been well proven through our existing food scraps recycling service.

This report recommends that the City implement a food organics (FO) recycling service to sit alongside the City's existing garden organics (GO) recycling service to meet the requirements of the NSW FOGO mandate.

Recommendation

It is resolved that Council:

- (A) note that a food organics (FO) service has been determined as the optimal service type for recycling of food scraps in City of Sydney households;
- (B) endorse implementation of a FO service to all City households and continue providing a separate garden organics service in line with the NSW Government mandate for councils to provide food and garden organics (FOGO) services to all households by 2030;
- (C) endorse progression to the next stage of service rollout planning; and
- (D) note that suitable service collection and processing methods and service levels will be reported back to Council for consideration.

Attachments

Nil.

Background

1. The City of Sydney is required to provide food and garden organics (FOGO) collection services (either combined or in separate bins) to all residential properties by 1 July 2030 as per the state government mandate arising from the *NSW Waste and Sustainable Materials Strategy 2041: Stage 1 - 2021-2027*.
2. The legislation for the mandate is set out in the *Protection of the Environment Legislation Amendment (FOGO Recycling) Bill 2024* (the Bill) which was introduced to the NSW Legislative Council in November 2024 and was passed through state parliament into law this year.

Planning for a FO or FOGO service rollout

3. Good progress has already been made towards implementation of the mandate through the City's successful delivery of the food scraps collection and recycling trial from 2019 to 2021. This service is still operating and is currently available to more than 22,500 households across the City in over 300 apartment buildings and 1,000 houses (~17% of total City households). To date, the food scraps recycling service has collected and recovered more than 2,440 tonnes of food scraps.
4. Since the conclusion of the service trial, project staff have been testing different communication and education methods to increase the use of food scrap bins in apartment buildings, as well as investigating different service model options for a full rollout. Work completed has included a draft options paper, multi-criteria analysis, initial briefing to council, greenhouse gas modelling, processing market insights study, preliminary cost modelling (based on assumptions) and investigation into and implementation of the insect farming food scraps processing trial.
5. On 20 March 2023 City staff briefed Council on the options under investigation for full rollout of a food organics (FO) or a combined food organics and garden organics (FOGO) service. This briefing included information on:
 - Key drivers for the service rollout.
 - The 3 key decisions to be made for the service rollout and the options under investigation:
 - (i) Service type: FO or FOGO.
 - (ii) Processing options: Anaerobic digestion, Composting or Insect farming.
 - (iii) Collection options: The City runs the service in-house or tenders for a contractor to deliver the service.
 - Criteria for evaluation of the options.
6. Councillors were given the opportunity to provide feedback on the criteria following the Briefing. No feedback was received at the time.

7. Six project stages have been identified for full rollout of a FO or FOGO service to residents in the City of Sydney local area. These stages, their associated tasks and status are shown against dates in the below table:

Year	Project stage	Tasks	Status
2019-2021	1. Identify need	• Trial conducted • NSW mandate - FO or FOGO service by 2030	Complete
2022-2024	2. Investigate options	• Trial evaluation report • Options paper • Criteria for assessment • Councillor Briefing 1 • Market insights • Insect farming trial in progress	Complete and in progress
Decision 1 - Criteria to evaluate options			
2025	3. Endorse approach	• Council briefings • CEO updates • Council approval	Council approval required
Decision 2 - Service type (FO or FOGO)			
2025-2027	4. Build the plan	• Evaluate insect farming trial • Sourcing plan and property study for collection • Service operations plan • Processing tender • Draft communication and education plan • Procure caddies and liners	Pending service type approval
Decision 3 - Processing type			
Decision 4 - Collection type			

Year	Project stage	Tasks	Status
2027-2030	5.Implement	• Communication and education campaign • Bin roll-out • Collection transition • Processing contract commencement • Service commencement	Not started
2031+	6. Manage performance	• Communication and education campaign • Bin roll-out • Collection transition • Processing contract commencement • Service commencement	Not started

Table 1: Project stages for FO / FOGO rollout

8. As indicated in Table 1, the tasks in stages one and two are now complete. This report is the final part of stage 3. Council endorsement of the recommended service type is required before staff can move to the next stage (stage 4, 'Build the plan'). This is because there are different factors to consider if we are planning for a FO service compared to planning for a FOGO service as each service type has different implications for processing and collection.
9. There are 4 major decisions that Council must make for the rollout of FO or FOGO services as follows:
 - (i) What criteria the City will use to evaluate the service options (this decision is complete).
 - (ii) What service type the City will implement (the current decision required).
 - (iii) What processing technology the City will prioritise for recovery of food organics (the next decision).
 - (iv) What collection model the City will employ (the final decision).
10. These 4 decisions and the proposed timing for them are shown in Table 1.

Service options

Service Types

11. There are 2 service types that the City is considering for rollout:

- (i) *FOGO* (Food and Garden Organics): This is the collection of food and garden organics together in the one green lid bin. A FOGO stream is typically processed into compost. Bin size for a FOGO service is larger than a FO service to accommodate bulkier garden organics.
- (ii) *FO* (Food Organics): This is the separate collection of food only in a small maroon lid bin. A FO stream can deliver superior environmental benefits if it is processed by anaerobic digestion or insect farming technologies.

Processing Options

12. There are 3 processing technologies that the City is investigating for FO or FOGO:

- (i) *Anaerobic digestion (AD)*: This technology uses microbes to break down food organics in large tanks without oxygen. The outputs of the process are biogas and an organic sludge. The gas can be converted to electricity or fuel and the sludge is dried off and converted to fertiliser. The process is typically suited to a FO stream and has high greenhouse gas benefits. There are currently no commercial AD facilities operating in NSW. However, the EarthPower facility in Western Sydney is set to re-open soon but capacity will be under high demand from commercial food waste generators.
- (ii) *Composting*: Composting is the natural breakdown of food and garden organics to form compost. It is a simple and reliable processing technique. There are many different types of commercial composting including open windrow, enclosed tunnels, vermi-composting (using worms), and more. Composting is suitable for both FO and FOGO streams. The composting process does produce a negligible amount of GHG emissions. There are 5 composting facilities currently servicing the Sydney market but these have no additional capacity. There is a further five known planned facilities in NSW due to come online by 2030.
- (iii) *Insect farming*: This technology uses black soldier fly larvae to process food waste. Outputs of the process are insect protein (dried larvae) and frass (larvae droppings). The insect protein is used as animal feed for poultry and aquaculture and the frass is used as a fertiliser. This new technology is a modular system with a low footprint and high greenhouse gas benefits. It is a circular process where food waste is used to produce more food. The City is currently testing the feasibility of this processing technique through the insect farming processing trial. Unlike other organics processing technologies, insect farming is relatively new to Australia, has limited market players, and has been proven on commercial food waste but not with local municipal feedstock.

Evaluation of the options

13. The service types (FO or FOGO) have been evaluated against six criteria:

- (a) environmental impact

- (b) resident satisfaction
- (c) suitability
- (d) consistency
- (e) achievability
- (f) flexibility

14. The greenhouse gas emissions impact of different processing options has also been modelled. Results of the modelling for the emissions impact of processing one tonne of FO or FOGO by different processing techniques are shown in Figure 1 below. As indicated, a FO service processed via insect farming or anaerobic digestion can deliver significant greenhouse gas savings.

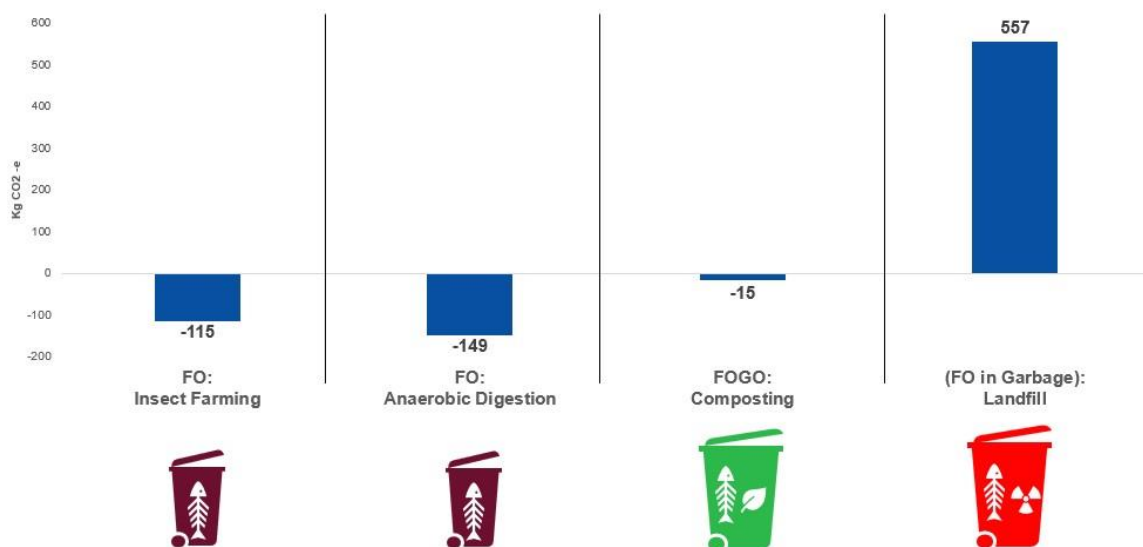


Figure 1: Greenhouse gas emissions impacts from processing 1 tonne of FO or FOGO

15. The results of the evaluation indicate that the optimal service option for the City of Sydney is a FO service with a separate GO service because:

(a) *Environmental Impact*

- FO can deliver superior environmental benefits with the right processing technology (e.g. insect farming or anaerobic digestion)
- The City's garden organics (GO) collection is a clean stream with very low contamination and therefore the outputs are high quality and high value. The addition of food organics (FO) to our GO stream under a FOGO service would present a high risk of contamination and would likely de-value the compost outputs.

(b) *Resident Satisfaction*

- Acceptance and participation in a FO service in the City has been well proven in both apartments and houses through our food scraps recycling service.

(c) *Suitability*

- FO suits waste profile of City households as approximately 80% of residents live in apartments and minimal garden organic waste is generated by our residents however all residents generate food waste.
- Last year we collected only 1,911 tonnes of GO through the opt-in kerbside GO collection service. For comparison 41,204 tonnes of red bin waste was collected last year containing approximately 40% of food waste (or approximately 16,481 tonnes). The GO service is available to all residential properties in the City but only around 47% of properties have opted for a GO bin. These factors suggest that a FO service is better suited to the majority of our households.

(d) *Consistency*

- A FO service is well understood by City residents as a result of the food scraps recycling trial and is already available to 22,673 households.
- Keeping our GO service separate will continue to provide high recovery and low contamination.

(e) *Achievability*

- A FO service uses smaller bins which suit limited bin storage space within the City's high-density housing. Introducing a FOGO bin would add many larger bins to households and increase the risk of more bins stored on the street.

(f) *Flexibility*

- A FO service has more processing options where as FOGO typically can only be processed by one main method which is composting. FO can be processed through a number of different methods including composting, anaerobic digestion and bioconversion (e.g. insect farming, worms, etc.).
- A FO service would allow for a move to a FOGO service with the addition of garden organics in future if required.

FO and FOGO service rollout - comparison of Sydney councils

16. The table below shows the metropolitan Sydney councils that have or will be implementing a FOGO service, and the councils that are known to be proposing to implement a FO service.

Council	Service type	Service scope	Service start date	Property types
City of Sydney	FO (w/ separate GO)	Partial	2019	Houses & apartments
Lane Cove	FO (w/ separate GO)	Proposed	TBC	TBC
Hornsby Shire	FO (w/ separate GO)	Proposed Full	~2027-28	Houses & apartments
North Sydney	FO (w/ separate GO)	TBC	TBC	TBC
Northern Beaches	FO & FOGO	Trial	TBC	Houses & apartments
Penrith City	FOGO	Full	2009	Houses & apartments
Woollahra	FOGO	Full	2020	Houses & apartments
Randwick City	FOGO	Full	2021	Houses & apartments
Inner West	FOGO	Full	2023	Houses & apartments
Fairfield City	FOGO	Full	Jun-2024	Houses
City of Parramatta	FOGO	Full	Nov-2024	Houses & apartments (<30 units)
Blacktown City	FOGO	Full	Jun-2025	Houses
Liverpool City	FOGO	Full	Jul-2025	Houses
City of Canada Bay	FOGO	Trial	2022	Apartments
Cumberland City	FOGO	Trial	2023	Houses
Waverley	FOGO	Trial	Oct -2024	Houses & apartments

Table 3: FO and FOGO service rollout - Comparison of Sydney Councils

Why service type needs to be decided now

17. The type of service (i.e. FO or FOGO) the City endorses for implementation will influence how we continue to plan for the service rollout and the remaining key service decisions. It will:
 - Affect how the City will collect the waste. It will affect bin type, bin size, truck type, truck size and job tasks.
 - Affect how the City will process the waste. There are more processing options for a FO service.
 - Enable us to plan and research all available processing options with confidence.
 - Signal to the markets where we are heading so that contractors can factor our service needs into their business planning.
 - Give us the opportunity to apply for EPA grant funding and influence statewide communications to the public on the introduction of FO/GO services which, according to the NSW EPA, are scheduled to start as early as this year.
18. Without a decision on service type the City cannot progress with detailed and targeted further service rollout planning.

Next project stage: build the plan

19. Once Council endorses the preferred service type, the next project stage is to build the plan for the service rollout. This stage will be completed from 2025 to 2027 and will involve the following tasks:
 - Evaluation of the insect farming processing trial.

- Implementation and evaluation of food scraps recycling service pilot testing projects including the Food scraps service as a standard service in apartment buildings pilot and the Small food scraps bins in houses pilot.
- Comprehensive analysis of collection service options including:
 - Depot properties study to determine needs and capacity to accommodate in-house service.
 - EOI to waste collection contractors to get indicative contractor pricing.
 - Sourcing plan.
 - Modelling of collection operating costs.
- Council decision regarding the preferred collection method (i.e., in-house or contractor).
- Service operations plan.
- Tender for processing services.
- Draft communications and engagement plan.
- Procurement of kitchen benchtop caddies and compostable caddy liner bags.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

20. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This program is aligned with the following strategic directions and objectives:
- (a) Direction 2 - A leading environmental performer - a FO service will directly contribute to achieving the following City environmental targets:
 - (i) 90% diversion from landfill for residential waste by 2030.
 - (i) Minimum of 35% source-separated recycling for residential waste by 2030.
 - (ii) By 2035 we will achieve net zero emissions in the City of Sydney local area.

Organisational Impact

21. Delivering a FO service to all residents will require additional staff, plant and equipment, and budget within City Cleansing and Resource Recovery to manage and deliver the service. However, the service is 100% cost recoverable through the City's domestic waste management charges.

Risks

22. The key risks are:

- (a) Storage and access limitations in existing apartment buildings - Space for bin storage and service access limitations will limit service feasibility in some buildings (e.g. buildings with rubbish and recycling chutes or bin rooms with no additional storage space). The City will develop a strategy to overcome these barriers and work with buildings individually on their service feasibility issues. Options include providing small bins, signage, and bin stickers for food waste for the chute rooms and training for building staff. The City will also promote the financial incentives for participation in the food scraps service as it could lead to buildings requiring less residual (red lid) rubbish bins which can be costly. Work is also currently being done with relevant City planning policies to ensure new buildings are designed to have space for food scrap recycling.
- (b) Low participation rates - Low participation is a risk if residents are unaware of the service, not using the service, resist behaviour change, or are dissatisfied with the service due to bin odour, vermin, or other service issues. This risk will be mitigated by preparing a detailed communications and engagement plan for the service using insights from the trial, implementing a comprehensive ongoing engagement and education program to encourage participation, and issuing kitchen caddy packs (including a caddy and supply of caddy liners) to all participating households to ensure ease of use (including minimising odour and pests). As well, customer service and operations staff will be trained to handle complaints and enquiries.
- (c) High contamination - There is a risk that residents will not use the FO bins correctly and will place incorrect items in bins resulting in high contamination, rejection of contaminated loads by the processor, and penalties and increased costs to Council. This risk will be managed by building awareness in residents of the difference between acceptable items and contamination through the service communications and education program. The City will also prepare a contamination management plan that will include a contamination monitoring program to be conducted by collection staff and/or a dedicated contamination management team. Consideration may also be given to the use of artificial intelligence (AI) to detect, record, and manage contamination. A policy will also be put in place to remove properties from the service that present persistent contamination.

23. The recommendation is within the City's risk appetite and tolerance because:

- We embrace innovative solutions and emerging technologies that enable us to minimise environmental risks and enhance sustainability. We actively explore and invest in sustainable alternatives, renewable energy sources and efficient resource utilisation.
- We are open to exploring new opportunities and changing service levels to the community, taking into account community expectations, needs and our financial sustainability.
- We encourage business activities and decisions that are undertaken in alignment with the 'City's Environmental Strategy 2021 – 2025' and 'Sustainable Sydney 2030 – 2050 Continuing the Vision'

- We encourage exceptional community and user service, maintenance of service availability, reliability and performance, continuous improvement in service quality and efficiency.

Social / Cultural / Community

24. The rollout of a FO service will make food waste recycling available to all residential properties across the City of Sydney, not just those properties that have been participating in our existing food scraps recycling trial (there is currently a waiting list of over 600 houses that would like to participate in the trial). It will also improve the City's waste and recycling service offering by providing an opportunity for residents to easily reduce the waste in their red lid rubbish bin and their domestic waste charge payments by diverting food waste into a dedicated FO recycling bin.

Environmental

25. The recommended service will deliver multiple sustainability benefits including increased resource recovery rate, diversion of waste from landfill, landfill space savings, reduced greenhouse gas emissions, and generation of beneficial outputs such as compost, fertiliser, insect protein (for animal feed), or green energy.

Economic

26. A FO service will provide processing cost savings as the processing costs for a dedicated food scraps recycling service are lower than landfill costs (the current landfill gate fee is \$383/tonne and food scraps processing gate fees range from approximately \$190 /tonne to \$290/tonne). This differential is likely to increase with time as the NSW landfill levy increases to drive more recycling.

Financial Implications

27. There is no substantial difference in the cost per tonne to process FO compared to the cost to process FOGO. However the processing costs for FO and FOGO are both considerably lower than the cost to process red bin waste
28. The service costs including collection will be modelled in detail and presented to Council during the next project stage in order for Council to make the decision on the preferred collection method.
29. Similar to all other residential waste and recycling services, the cost of the FO service will be fully recovered through the City's domestic waste management charges that are levied on all residential rated properties in the LGA.

Relevant Legislation

30. Protection of the Environment Legislation Amendment (FOGO Recycling) Bill 2024
31. Waste Avoidance and Resource Recovery Act 2001 No. 58
32. Local Government Act 1993

Critical Dates / Time Frames

33. The critical milestones and dates for rollout of the FO service are as follows:

Milestone	Date
Council approve tender recommendation for processing services	2026
Council review and endorse recommended collection method	2026
Procurement of kitchen caddies and compostable liner bags	2026
Commencement of collection service and processing contract	2027 to 2030
NSW residential FOGO mandate deadline	1 July 2030

Options

34. The City is required to provide organics collection services to all residential properties by 2030 as per the state government FOGO mandate for all councils in NSW to provide these services to resident by 1 July 2030. As a result, the decision-making process for implementation of a food organics collection service to all residents has moved from 'will we to 'when will we' provide this service.
35. If the City does not implement a food organics collection service, the City's waste targets will not be achieved, community expectations would not be met, and it would prolong the provision of the food scraps recycling service in its current trial format which is not cost efficient over the long term due to the small scale of the project.
36. In addition, if the City does not meet the requirements of the state FOGO mandate by the 2030 deadline, Council will be subject to a fine of \$500,000, and a further \$50,000 for each day the service is not implemented.

Public Consultation

37. Residents have been consulted about the FO service throughout the food scraps recycling trial and ongoing service via direct engagement, newsletters, and multiple surveys targeting all service stakeholders including trial participants, building managers, strata managers, and owners corporation members.
38. The City has also consulted and collaborated with external stakeholders including the NSW EPA, waste industry organisations, other councils, and regional organisations of councils since the food scraps recycling trial commenced in 2019, and the feedback, learnings, and advice received has been incorporated into service option investigations and planning.

VERONICA LEE

Executive Director City Services

Jodie Larsen, Project Coordinator

Kath McLaughlin, Resource Recovery Manager

Item 4.

Project Scope - Surry Hills to Central Quietway

File No: X102084

Summary

This report describes the proposed scope for a "quietway" along a route identified in the planned bike network included in the adopted Cycling Strategy and Action Plan 2018-2030. Cooper and Arthur Streets in Surry Hills form a key east-west route, connecting Elizabeth Street at Central Station in the west to Moore Park in the east. Light rail makes it illegal for people to ride westbound along Devonshire Street, meaning that an alternative safe, direct, two-way cycling route is required. The changes will make the area an improved, safer place to walk and ride and reduce the volume and speed of traffic.

The quietway proposal includes treatments for traffic calming and improved street crossings along the route. This includes separated contraflow cycleways flowing one-way eastbound on sections of Cooper and Arthur Streets and conversion to one-way traffic westbound.

The proposal includes widening footpaths for shorter crossing distances in key locations for people walking and improving pram ramps. New garden beds and trees are proposed. Minor lighting and storm water drainage works are also required. The proposal does not substantially change the existing road geometry.

An estimated 12 parking spaces require removal for the proposed improvements. To offset the spaces removed, 12 potential new parking spaces have been identified nearby. The project will not remove any trees and all property access will be retained.

The City undertook community consultation between May and June 2024. 272 submissions were received. The majority of submissions were supportive of the Quietway proposal, with several suggestions made to improve the design.

In response to consultation, the City undertook additional traffic analysis that confirmed that the proposed one-way design and direction outlined in the Concept Design is the optimal option. A number of refinements have been captured in the Revised Concept Design.

This report seeks Council's approval of the revised concept design for the Surry Hills to Central Quietway project.

Recommendation

It is resolved that Council:

- (A) approve the revised concept design for the Surry Hills to Central Quietway project, as described in the subject report, and shown in Attachment D to the subject report for proceeding to design development, documentation and construction tender;
- (B) note the estimated project costs as detailed in Confidential Attachment F to the subject report; and
- (C) note that the City has design stage funding from the NSW Government and that the City will apply for construction stage funding.

Attachments

- Attachment A.** Sydney Bike Network Map
- Attachment B.** Community Consultation Plans
- Attachment C.** Engagement Report
- Attachment D.** Revised Concept Design
- Attachment E.** Additional Analysis
- Attachment F.** Financial Implications (Confidential)

Background

1. In November 2018, Council endorsed the Cycling Strategy and Action Plan 2018-2030, for incorporation into the City's community strategic plan Sustainable Sydney 2030. The Strategy includes an overall proposed Bike Network.
2. Priority 1 of the Strategy and Action Plan is to connect the bike network, as there is strong evidence that safe connected cycling infrastructure is essential to making bike riding a viable transport option for the majority of the population.
3. The Strategy and Action Plan target is to complete 100% of the regional route network and 60% of the local route network by 2030.
4. Direction 5 in the City's Community Strategic Plan, Sustainable Sydney 2030-2050 Continuing the Vision, is to make Sydney a city for walking, cycling and public transport. Its targets include a minimum of 10% of City trips to be made by bicycle and 50% by walking by 2030.
5. Transport for NSW research has found that 70% of Greater Sydney residents would ride, or ride more, if there were safe and convenient cycleways that are separated from traffic. Recent surveys of residents in the City of Sydney and neighbouring council areas have consistently found over 70% support for building a bike network and separated cycleways.
6. The Cycling Strategy and Action Plan 2018-2030 includes an east-west link between Central Station and Surry Hills. This key link in the southern part of the City Centre serves the residents and businesses of Surry Hills and the wider community by connecting it to regional bike network, heavy and light rail networks and the Moore Park recreation, entertainment and sporting facilities.
7. The Transport for NSW CBD and South East Light Rail project promised to implement an alternative cycling route to replace Devonshire Street, along Arthur and Cooper Streets. (Refer CBD and South East Light Rail Project - Pedestrian and Cyclist Network Facilities Strategy 15 September 2016). However, ultimately the project did not deliver the route.
8. About one quarter of students at Crown Street and Bourke Street Public Schools ride to school, with many using the Bourke Street Cycleway. When students move to Inner Sydney High School on Chalmers Street, with its catchment largely to the east and north, they require a safe link between Bourke Street cycleway and Prince Alfred Park. The high school has 114 bicycle parking spaces to accommodate the 20% of students and 7.5% of teachers who ride to school.
9. The design approach is consistent with the NSW Government's Movement and Place Framework, its Road User Space Allocation Policy and its hierarchy of road users, which prioritises people walking.
10. Transport for NSW has provided Agreement in Principle for the traffic management plan. There are no proposed traffic signal changes.
11. The proposal will be reported to a future meeting of the Local Pedestrian, Cycling and Traffic Calming Committee for endorsement of changes to traffic-related matters, (kerbside uses, regulatory signs and line markings) once the detailed design has been completed.

12. The NSW Government is providing funding for the design of the Surry Hills to Central Quietway.

Concept Design and Scope of Work

13. In Cooper Street, the proposal comprises:
 - (a) A separated one-way contraflow cycleway on the northside flowing eastbound between Elizabeth and Holt Streets.
 - (b) Conversion to one-way traffic westbound between Elizabeth and Holt Streets.
 - (c) Kerb extensions and footpath widenings at Elizabeth and Holt Streets.
 - (d) A continuous footpath treatment at Elizabeth Street.
 - (e) New garden beds with a tree at Holt Street.
 - (f) A single-lane slow point with planting and trees on the west side of the intersection with Hercules and Hart Streets.
 - (g) A new raised zebra crossing with planting across Cooper Street on the west side of the intersection of Waterloo Street.
 - (h) Minor lighting and storm water drainage works.
 - (i) Improvements to the existing Shared Path through Cooper Street Reserve will be implemented later in 2025 as part of that park's upgrade.
14. In Arthur Street, the proposal comprises:
 - (a) A separated one-way contraflow cycleway on the northside flowing eastbound between Riley and Crown Streets.
 - (b) Conversion to one-way traffic westbound between Riley and Crown Streets.
 - (c) Shared Path and kerb extensions with planting at the intersection of Riley Street.
 - (d) Continuous footpath treatment at Arthur Street.
 - (e) A two-way priority bike crossing at Crown Street.
 - (f) Minor make-good works in Arthur Street Garden (e.g. kerb ramp improvements).
 - (g) A continuous footpath treatment with planting on the east side of the Bourke Street intersection.
 - (h) Minor make-good works in Arthur Street pocket park at South Dowling (e.g. kerb ramp improvements).
15. The proposal will extend kerbs at some intersections for shorter crossing distances, widen footpaths in key locations and improve pram ramps.

16. An estimated 12 parking spaces require removal for the proposed improvements. To offset the removed spaces, 12 potential new parking spaces in nearby in the surrounding streets have been identified for further investigation (refer Attachment E). The resulting parking changes will be subject to separate community notification and Local Pedestrian, Cycling and Traffic Calming Committee approval.
17. No trees require removal for the project, however, localised pruning may be required to improve the lighting from existing streetlights.
18. At least 5 new trees are proposed in the revised concept plan. Final tree numbers and locations are subject to detailed design process. The new trees are proposed in the existing roadway in conjunction with traffic calming measures. Tree planting and garden beds will provide shade and amenity for people on bikes and for residents adjacent the quietway. Tree species will be consistent with the updated Street Tree Master Plan.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

19. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets to measure progress. This report is aligned with the following strategic directions and objectives:
 - (a) Direction 5 - A city for walking, cycling and public transport.
 - (i) The objectives related to this proposal are:
 - a. street space is reallocated for people, places and planting
 - b. more people ride more because it is an attractive, convenient and safe option for everyday transport
 - c. freight, servicing and parking will be managed to support the efficient functioning of the city while improving the amenity of city spaces
 - (ii) The 2050 outcome is the city is greener and calmer, with more space for people on the streets – including footpaths and cycleways. More people choose to walk, ride and use public transport.
 - (b) The quietway proposed will improve an important east-west link in the bike network, which will make the area a better, safer place to walk and ride while reducing the volume and speed of traffic.

Organisational Impact

20. The project will create additional assets, such as new civil infrastructure and pavement markings, signs, trees and garden beds, which will require ongoing maintenance and funding in the Long-Term Financial Plan.

Risks

21. Risks associated with the proposal have been considered through the concept design and consultation phases. These include safety for people walking, riding and driving, environmental and economic impacts, and community concerns. The risks will be further addressed in the forthcoming design development and documentation phases.

22. A Road Safety Audit (RSA) was carried out on the concept design to identify risks associated with the proposal, and the design has been amended to improve on road safety aspects. Further RSAs will be carried out at the completion of the design and at the completion of construction to further identify risks associated with the project and develop mitigation measures.
23. This approach is within the City's risk appetite, which states:
 - (a) We acknowledge that some financial risks may be necessary to achieve our goals, particularly when investing in new initiatives that align with our strategic objectives. We carefully evaluate financial options and risks and consider the potential impact on our financial position, cash flow, and overall stability.
 - (b) We acknowledge our responsibility to protect and enhance the social and environmental wellbeing of our community. Our risk appetite emphasises the integration of sustainable practices into infrastructure asset management, considering environmental impacts, climate change resilience and community engagement.
 - (c) We recognise the intrinsic value of culture and heritage assets and the importance of their preservation. We adopt a cautious approach to risk taking, focusing on the protection, conservation and restoration of significant cultural and heritage resources to ensure their long-term viability and integrity.

Social / Cultural / Community

24. People will have improved access to safe walking and cycling infrastructure to enjoy a healthy lifestyle with an increased level of physical activity. As part of the City's bike network, this project will contribute to better connected neighbourhoods, increased transport choice and a more socially connected, active and healthier community. Cycling provides a sustainable, low-cost private transport option for people.
25. This cycleway is part of a soon-to-be continuous route that will supplement public transport and provide an alternative (more sustainable) mode of private transport. This will reduce demand for driving and reduce pressure on parking. It will create a safe option for travelling between destinations in and near the city centre. It will play an important role in allowing people to safely get to work and local businesses, helping support economic vitality.

Environmental

26. This project aligns with the City of Sydney's environment performance objectives and targets. Key initiatives include:
 - (a) Greening - more canopy cover increases shade and moderates urban heat.
 - (b) Cycling and walking are integral to our transport future because they are the most accessible, equitable, sustainable and reliable forms of transport.
 - (c) Construction Waste - all recyclable construction waste will be diverted from landfill in line with the City's Recycling and Waste Policies.
 - (d) Materials - materials adopted for this project are in line with standard City of Sydney approved products, which are selected from responsible manufacturers and sourced within Australia.

Economic

27. Connecting the bike network has a significantly positive benefit to cost ratio as outlined in the Cycling Strategy and Action Plan 2018-2030.

Financial Implications

28. The total forecast project construction cost is based on the revised concept design. A summary of the financial implications is included in confidential Attachment F.
29. The upgrade of assets owned by third parties, such as Ausgrid lighting, will be recognised as expenditure within the City's operating budget for the relevant financial year in which they occur.
30. Based on the current costs estimates, there are sufficient funds allocated for the project in the 2024/25 Capital Works budget and future year forward estimates. The project team will continue to review the costs of the project in consultation with an independent Quantity Surveyor and track against current market rates response.
31. The NSW Government is fully funding the design phase of the project. The City will apply for NSW Government funding for construction. Should Transport for NSW not approve the funding application, the timing of project delivery may need to be reconsidered.

Relevant Legislation

32. Local Government Act 1993 - Section 10A provides that a council may close to the public so much of its meeting as comprises the discussion of information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business.
33. Attachment F contains confidential information which, if disclosed, would confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.
34. Discussion of the matter in an open meeting would, on balance, be contrary to the public interest because it would compromise Council's ability to negotiate fairly and commercially to achieve the best outcome for its ratepayers.
35. Environmental Planning and Assessment Act 1979 (EP&A Act) (Part 5). The scope of works will be reviewed by a planner to assess consent requirements for the project under the EP&A Act. A Review of Environmental factors (REF) will be completed.
36. Environmental Planning and Assessment Regulation 2021.

Critical Dates / Time Frames

37. The key dates for the project are as follows:

(a)	Local Pedestrian, Cycling and Traffic Calming Committee	Mid-Late 2025
(b)	Design completion	Late 2025
(c)	Construction tender advertised	Early 2026
(d)	Construction	Mid 2026 to Mid 2027

Options

38. Not building the proposed quietway would prevent the City achieving its strategic objectives. The consequence of not building this bike network connection will result in a delay to safe access for people riding between existing cycleways and decrease the uptake on linked cycleways.

Public Consultation

39. The City exhibited the concept design for the proposed quietway (refer Attachment B) and consulted with the community over 4 weeks in May and June 2024. For a detailed description of the consultation process and findings, refer to the Engagement Report (Attachment C).
40. 1,452 people visited the 'Sydney Your Say' page during the consultation period. 244 people downloaded the concept design plans. 172 comments were made through the online virtual map and 54 people responded to the online survey on Social Pinpoint.
41. 31 email submissions were received during the consultation period. 15 late submissions were received via email which raised concerns about the proposed one-way westbound traffic direction on Arthur Street (between Crown and Riley) and proposed parking loss along Riley Street.
42. 7 people provided feedback during the separate consultation for the Cooper and Adelaide Street Reserves project.
43. The majority of the submissions were supportive of the proposed Concept Design, with several suggestions made to improve the design which will be considered in Detailed Design phase.
44. The key issues raised by the community and the City's responses are summarised in the attached consultation summary Engagement Report. They include topics such as the one-way sections on Cooper and Arthur Streets, parking changes, connections to other cycleways, traffic calming measures, walking improvements and opportunities for additional greening.
45. Following community feedback, the City deferred this scope report to undertake further analysis and design development which has allowed for a more thorough response to community feedback.

46. In response to community feedback, the City undertook a Traffic Impact Assessment on the proposed one-way traffic and contraflow cycleway on Cooper and Arthur Streets. The assessment found that westbound traffic with an eastbound contraflow cycleway would be safer and more accessible with fewer conflict points between people driving, riding and walking.
47. Further, westbound one-way in Cooper Street will prevent traffic entering at the intersection of Elizabeth Street. This reduces traffic volumes which supports the 'Quietway' approach and will allow for a better connection across Elizabeth Street in the future. Entering Cooper Street from the east also increases driver awareness of the Quietway which further improves safety.
48. The proposed changes require vehicles to use alternative routes. However, travel times and distances are similar to the existing conditions and the impact is considered manageable.
49. Following Community Consultation, the Concept Design was revised to include:
 - (a) additional traffic calming measures,
 - (b) Continuous Footpath Treatments at 2 additional locations,
 - (c) revised parking arrangements to improve sight lines and maintain property access including near Elizabeth Street,
 - (d) additional garden beds and street trees,
 - (e) safer Shared Path access through Arthur Street Gardens.
50. An estimated 12 parking spaces require removal for the proposed improvements. To offset the removed spaces, 12 potential new parking spaces have been identified nearby in the surrounding streets for further investigation (refer Attachment E). The resulting parking changes will be subject to separate community notification and Local Pedestrian, Cycling and Traffic Calming Committee approval.

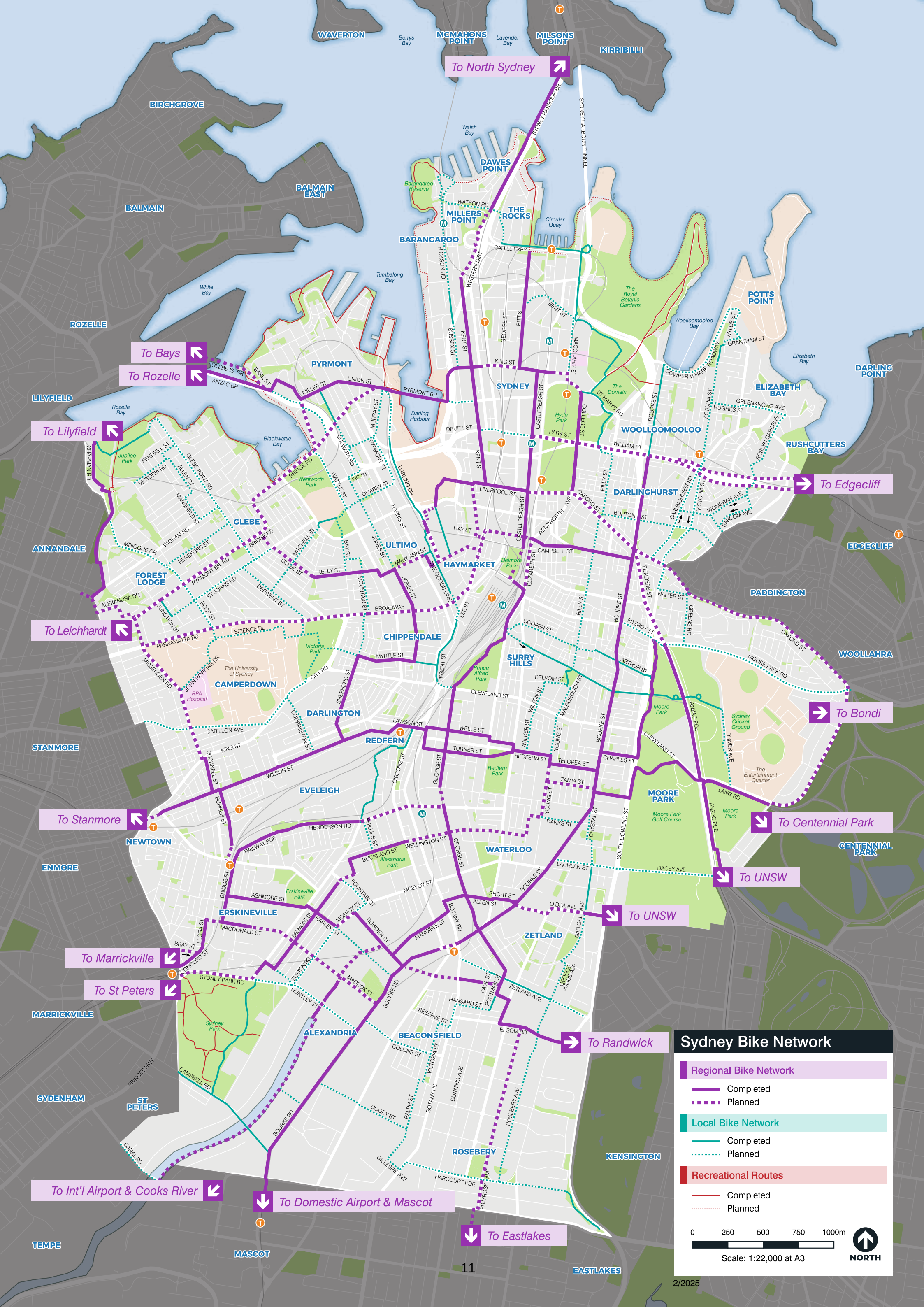
KIM WOODBURY

Chief Operating Officer

David Baker, Design Manager

Attachment A

Sydney Bike Network Map



Sydney Bike Network

Regional Bike Network

Completed

Planned

Local Bike Network

Completed

Planned

Recreational Routes

Completed

Planned

02505007501000m

Scale: 1:22,000 at A3

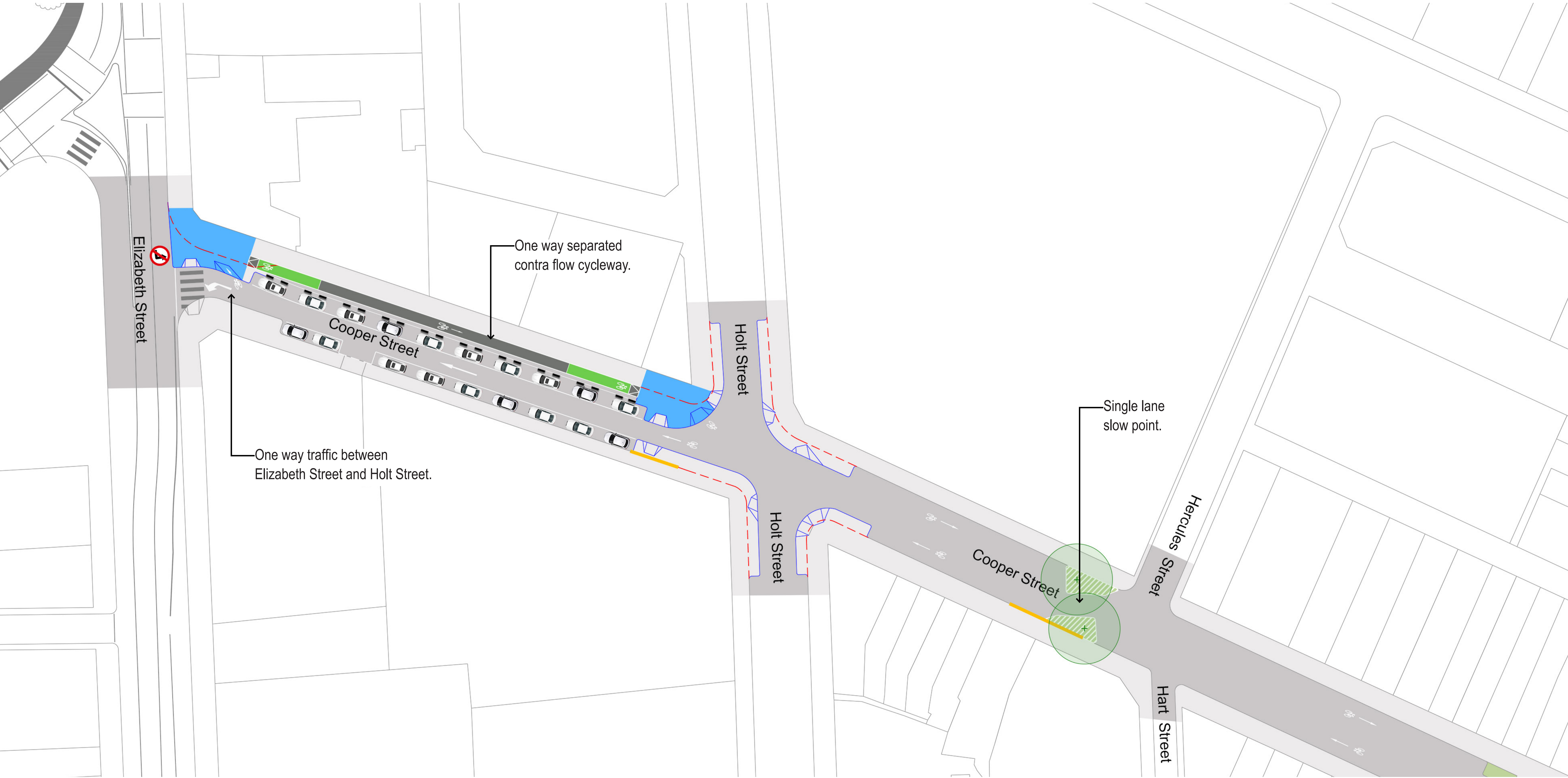
NORTH

11

2/2025

Attachment B

Community Consultation Plans

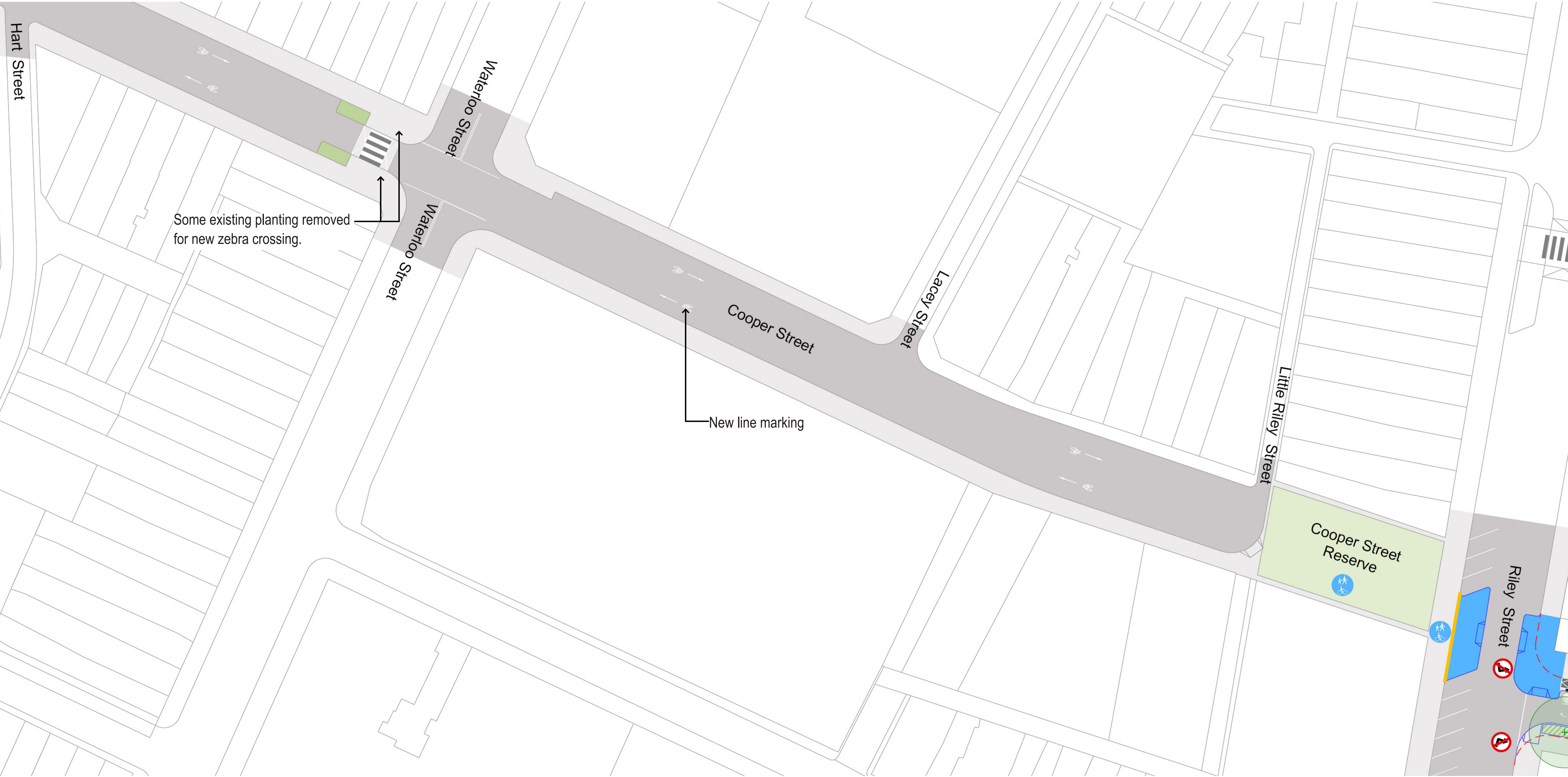


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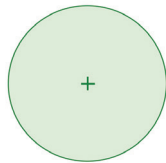
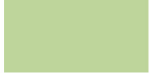
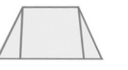
- New trees
- Existing - to be removed
- Retain existing kerb
- Retain existing ramp
- Retain existing garden
- New garden
- New kerb
- New ramp
- New separated contra flow cycleway
- Existing shared path
- New shared path
- New turning restriction
- Median separator kerb
- New existing parking/loading to be removed
- New zebra crossing
- Car icons have only been used where parking is maintained in areas where changes to traffic are proposed.

* Existing trees not shown. All existing trees will be retained.



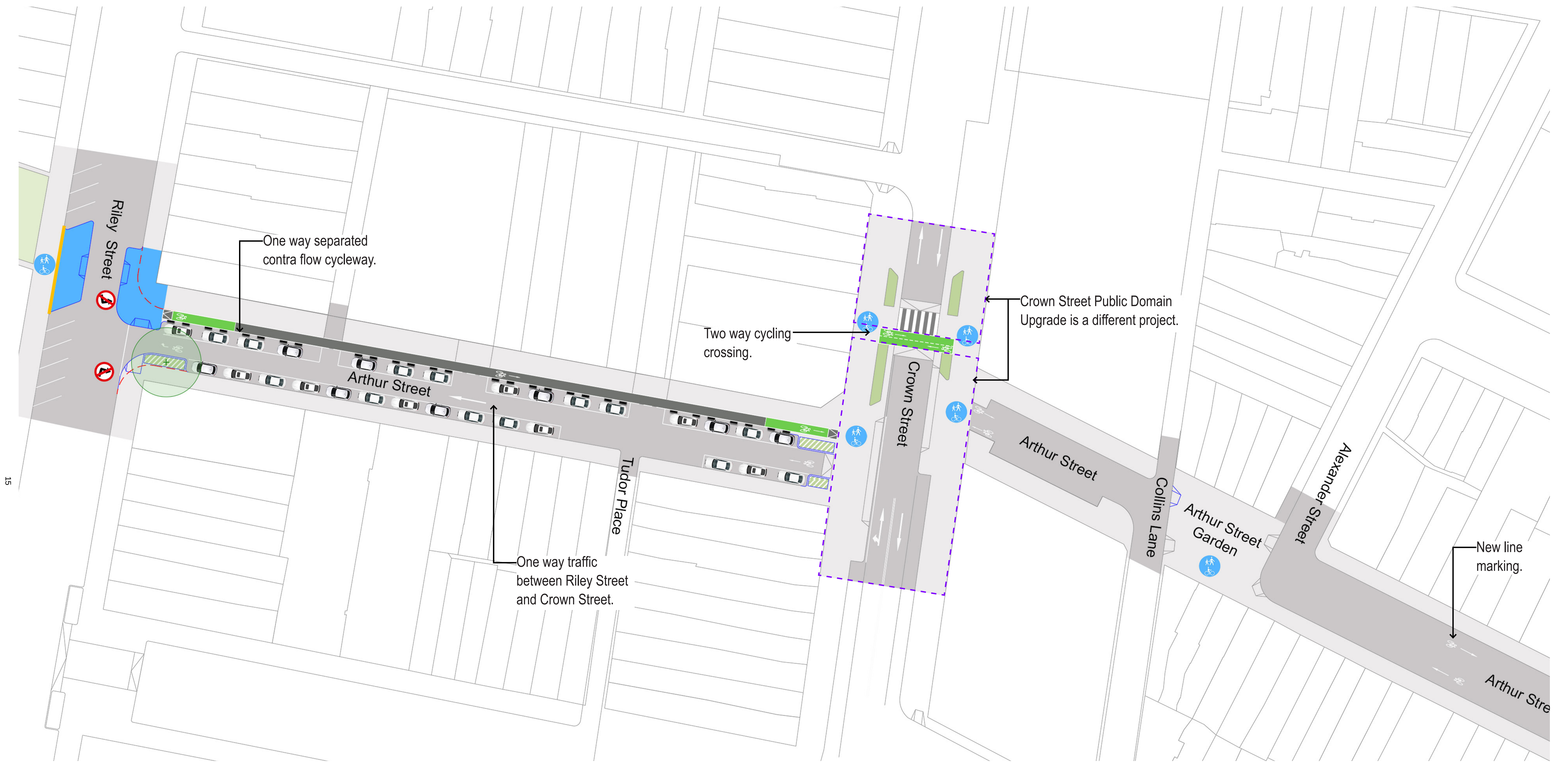


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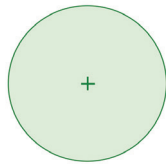
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|  | New trees |  | Retain existing garden |  | New separated contra flow cycleway |  | Median separator kerb |
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|  | Retain existing kerb |  | New kerb |  | New shared path |  | New zebra crossing |
|  | Retain existing ramp |  | New ramp |  | New turning restriction |  | Car icons have only been used where parking is maintained in areas where changes to traffic are proposed. |

* Existing trees not shown. All existing trees will be retained.





Legend

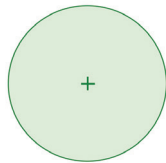
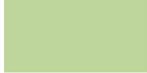
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|---|--|---|---|
|  New trees |  Retain existing garden |  New separated contra flow cycleway |  Median separator kerb |
|  Existing - to be removed |  New garden |  Existing shared path |  New existing parking/loading to be removed |
|  Retain existing kerb |  New kerb |  New shared path |  New zebra crossing |
|  Retain existing ramp |  New ramp |  New turning restriction |  Car icons have only been used where parking is maintained in areas where changes to traffic are proposed. |

* Existing trees not shown. All existing trees will be retained.





Legend

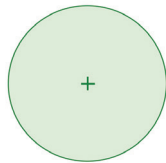
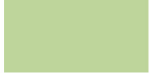
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|--|--------------------------|---|------------------------|---|------------------------------------|---|---|
|  | New trees |  | Retain existing garden |  | New separated contra flow cycleway |  | Median separator kerb |
|  | Existing - to be removed |  | New garden |  | Existing shared path |  | New existing parking/loading to be removed |
|  | Retain existing kerb |  | New kerb |  | New shared path |  | New zebra crossing |
|  | Retain existing ramp |  | New ramp |  | New turning restriction |  | Car icons have only been used where parking is maintained in areas where changes to traffic are proposed. |

* Existing trees not shown. All existing trees will be retained.





Legend

- | | | | |
|---|--|---|---|
|  New trees |  Retain existing garden |  New separated contra flow cycleway |  Median separator kerb |
|  Existing - to be removed |  New garden |  Existing shared path |  New existing parking/loading to be removed |
|  Retain existing kerb |  New kerb |  New shared path |  New zebra crossing |
|  Retain existing ramp |  New ramp |  New turning restriction |  Car icons have only been used where parking is maintained in areas where changes to traffic are proposed. |

* Existing trees not shown. All existing trees will be retained.



Attachment C

Engagement Report

Engagement Report – Surry Hills to Central Quietway



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1. Introduction

This engagement report summarises feedback from community consultation for the proposed concept design for the Surry Hills to Central Quietway along Cooper and Arthur Streets, between Elizabeth and South Dowling Streets.

Transport for NSW defines a "Quietway" in its Cycleway Design Toolbox (December 2020) as:

"a high-quality 'mixed traffic' treatment, where bicycle riders travel on-road. The design philosophy of a Quietway is that people cycling are equal road users to motor vehicle traffic. Supported by very low traffic speeds (e.g. 30kmh or lower) adequate design elements and visual cues, drivers are encouraged to reduce speed and discouraged to overtake bike riders or other vehicles. Quietway's are preferred on local streets with low volumes and few heavy vehicles".

Feedback supported the focus on active transport, with requests to ensure connecting routes, extend cycleways and improve safety for both people riding and walking. In particular, there were requests for more continuous footpath treatments, which will be considered. Concerns about parking loss and traffic redirection were raised, and we will work to address these during the design phase. We also heard from businesses about specific needs, which will be considered in the detailed design. There was also strong support for adding greenery, better pedestrian crossings, and traffic calming measures.

2. Context

Direction 5 in the City's Community Strategic Plan, Sustainable Sydney 2030 - 2050 is to make Sydney a city for walking, cycling and public transport. Its targets include a minimum of 10 per cent of City trips will be made by bicycle and 50 per cent of people walking by 2030.

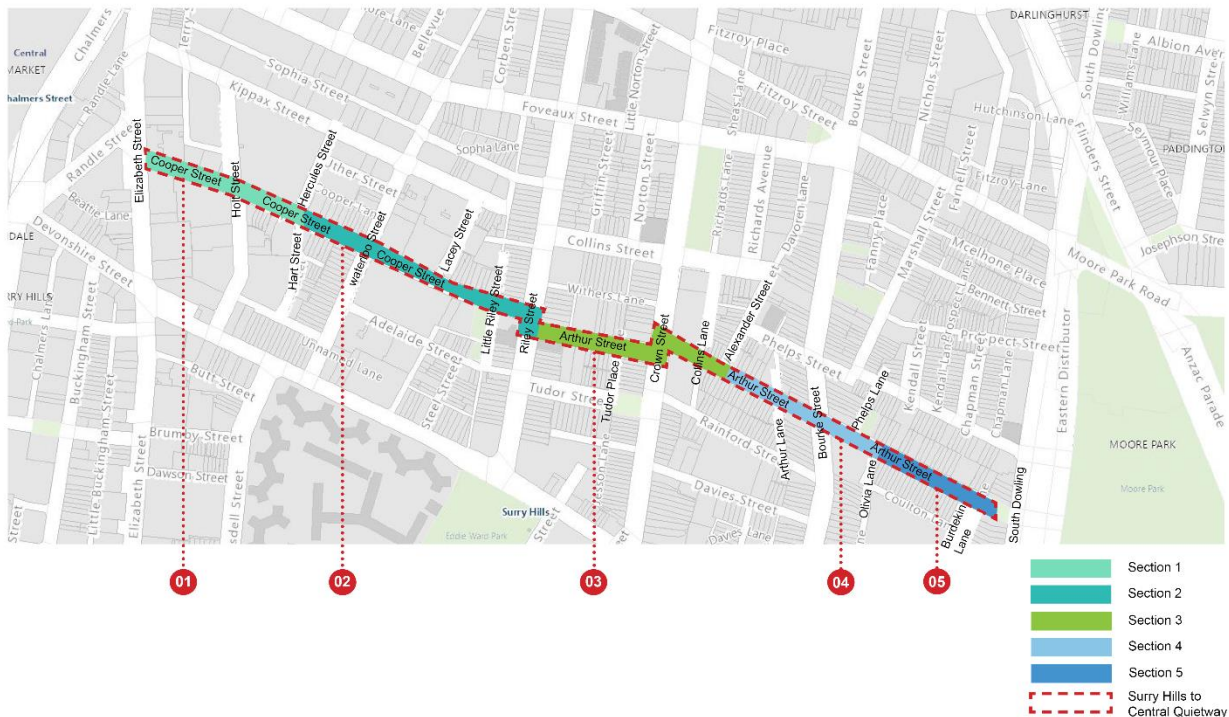
Transport for NSW research has found that 70 per cent of Greater Sydney residents would ride, or ride more, if it were safe and convenient¹. Recent surveys of residents in the City of Sydney and neighbouring council areas have consistently found over 70 per cent support for building a bike network.

Devonshire Street is the most direct route between Surry Hills and Central Station and cycleways from there to the city centre to the north and Green Square/inner west and south. Restrictions by NSW Government along the Devonshire Street light rail route (westbound cycling not permitted) require a suitable alternative to serve existing riders and encourage more people to ride for transport within, to and through Surry Hills.

¹ Transport for NSW – Customer Research (2013)

3. Background

We developed a concept design for a bike network connection through Surry Hills, for a route along Cooper Street (between Elizabeth and Riley Streets) and Arthur Street (between Riley and South Dowling Streets). Please see map below.



To the east the route connects to the both the Bourke Street cycleway and the Tibby Cotter bridge to Moore Park. West of Cooper Street we are investigating and negotiating with Transport for New South Wales (TfNSW) the feasibility of the north-south route using Randle and Elizabeth Streets to connect Prince Alfred Park and the Campbell and Castlereagh Street cycleways.

The concept design for the Quietway through Surry Hills includes the following changes to the streets:

- one-way separated cycleway on the northside of Cooper Street between Elizabeth Street and Holt Street with one westbound traffic lane (to maintain parking on both sides)
- kerb extensions at either end of Cooper Street at Elizabeth Street or Holt Street
- slow point on Cooper Street near Hercules Street with tree planting (potential for loss of two kerbside parking spaces for safe sight lines)
- raised pedestrian crossing across Cooper Street west of Waterloo Street (potential for loss of five kerbside parking spaces for safe sight lines)
- one-way separated cycleway on north side of Arthur Street between Riley Street and Crown Street with one westbound traffic lane (to maintain parking on both sides)
- kerb extensions on either side of Riley Street at Arthur Street with tree planting (loss of four kerbside angle parking spaces on the westside of Riley Street)
- continuous footpath treatment across Arthur Street east of Bourke Street

Please see **Appendix A** for a copy of the community consultation plans available online and at our community pop-up sessions.

Engagement Report – Surry Hills to Central Quietway

The design provides a safer cycling route, brings significant improvements to the street environment and limits loss of on-street parking to about 11 spaces along the five blocks. We have work underway to identify opportunities to free up kerb space to create new parking spaces along or near to this route.

Community benefits include safer traffic speeds, shorter crossing distances, improved tram ramps and new street trees. Changes affecting driving include converting two blocks from two-way to one-way travel to fit the cycleway and still maintain parking on both sides. The proposed changes will also improve safety by reducing the overall number of vehicle movements in these blocks and reduce the number of potential conflict points between people riding and driving.

A Quietway is a combination of different, proven approaches that creates a slower, quieter street which is more comfortable for people living on it and using it for walking and for riding. A quieter street adds a safe cycling connection while also improving the amenity of the street, prioritising people walking and supporting the greening targets.

4. Engagement summary

4.1. Consultation activities

We asked the community for feedback on our concept design from 14 May to 12 June 2024. Consultation activities included:

- **Sydney Your Say webpage:** This page included an electronic copy of the concept design, a link to the interactive map, a survey, and other key information about the consultation and concept design.
 - **Online feedback:** Feedback was collected through an online virtual map, with 28 survey responses received via Social Pinpoint.
 - **Door knocks:** Staff conducted door knocks at storefronts along Cooper and Arthur Streets across three days.
 - **Community pop-up feedback sessions:** Two sessions were held. One on Thursday 23 May at Arthur Street Community Verge Garden, and another on Saturday 1 June at Cooper Street Reserve. Approximately 32 people attended the first session, and 34 visited the second.
 - **Signage:** Signs were placed along Cooper and Arthur Streets, encouraging people to get online to leave their feedback.
 - **Consultation letter:** A letter was mailed to 2700 properties, inviting feedback on the proposal.
 - **Stakeholder email:** A Sydney Your Say monthly newsletter email was sent to subscribers at the start of the consultation.
-

4.2. Purpose of the engagement

The purpose of the engagement was to:

- Gather feedback from stakeholders and the community about the concept design for the Quietway.
 - Determine the level of satisfaction with the concept design
 - Inform the development of the detailed design (including potential changes and improvements).
-

4.3. Summary of engagement outcomes

Below is a break-down of the engagement outcomes during the consultation period:

- There were 1,452 visits to the 'Sydney Your Say' page during the consultation period.
- 244 people downloaded the concept design plans.
- 172 comments were made through the online virtual map
- 54 people responded to the online survey on Social Pinpoint
- 31 email submissions were received.
 - 30 from individuals

Engagement Report – Surry Hills to Central Quietway

- 1 from Bicycle NSW
- Approximately 32 people attended the first pop-up session, and 34 visited the second session.

We received 15 late submissions through email. These raised issues and feedback about the proposed one-way traffic direction on Arthur Street and proposed parking loss along Riley Street. Some people who made late submissions also provided a late submission including a traffic report in September 2024.

We also received feedback from 7 people during the consultation that related to separate City of Sydney projects for the Cooper Street and Adelaide Street Reserves. These have been included in the consultation report.

4.4. How we use the outputs from the engagement process

The feedback received during the engagement process and the City's response is summarised in Section 5.

The City of Sydney project team, will undertake the necessary investigations, assessments and (in some cases) modifications to the design as they proceed through the detailed design process.

5. Ideas and issues

We collected feedback in several ways including using an online virtual map with Social Pinpoint. We asked the community to have their say by dropping pins on a virtual map of the concept design, where 54 people also filled out a voluntary survey to help us understand their relationship to the City.

Feedback from the social pinpoint map and community pop-up sessions is summarised in the table below under broad topics. The third column shows the number of times this or a very similar comment was made. Other people who viewed the online map could support (thumbs up) or not support (thumbs down) dropped pin comments. The final column is the City staff response to the feedback.

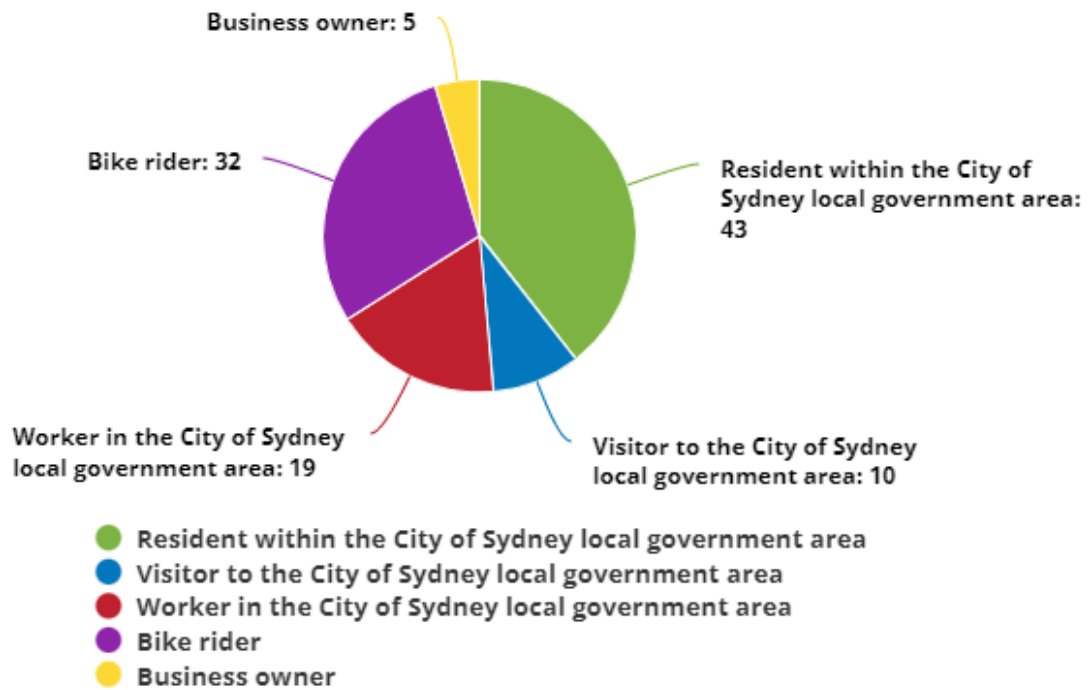
Email feedback and organisation feedback has been included in separate tables.

Engagement Report –
Surry Hills to Central Quietway

The relationship of respondents to the City – survey

54 people filled out a voluntary survey to help us understand their relationship to the City.

The following graph shows the number of respondents that identified with each category (some respondents would identify with several).



5.1. Summary of feedback from online Social Pinpoint map and pop-up sessions

Topic	Comment	# of comments			City of Sydney response
			(agree)	(disagree)	
Overall concept design	Support proposed design that encourages active transport and walking over driving cars.	7	77	2	Noted.
	Support for a Quietway through Cooper and Arthur streets as an important and convenient connection. Including support for the proposed design to redirect traffic and provide safe connections for kids riding to school.	10	55	6	Noted.
One way traffic on Cooper St, between Elizabeth Street and Holt Street.	Support for one way traffic on Cooper Street between Holt and Elizabeth Streets, heading west.	1	32	6	Noted.
	Support for improved safety and comfort of people riding and people walking with the proposed design.	1	25	0	Noted.
	Concern that the impacts to local traffic from the implementation of light rail on Devonshire Street will be compounded by the proposed one-	2	4	20	Noted. We will assess the one-way changes to determine if any further measures are required to minimise traffic impacts on other streets and laneways

Engagement Report – Surry Hills to Central Quietway



Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
	way sections on Cooper and Arthur Streets. Traffic being redirected to small laneways (Adelaide Place, Steele Street and Withers Lane). Request for traffic studies to be done.				during the detailed design. Drivers can use Kippax Street as an alternative route to access Cooper Street.
30	Concern that large vehicles won't be able to access driveways if Cooper Street becomes one-way heading westwards.	2	6	17	Noted. We will maintain access to driveways for large vehicle access to properties along Cooper and Arthur Streets and resolve this in the detailed design.
	Concern for serviceability impact on businesses where the road is reduced in width.	1	5	15	Noted. We will design the new road width to ensure access for service vehicles is maintained.
	Concern that redirected traffic flow to Elizabeth St and Kippax St intersection will be dangerous for cars, trucks, buses and pedestrians.	3	2	4	Noted. We will assess the impacts of the proposed one-way changes on other streets and laneways.. We anticipate an increase in traffic on Kippax Street, but the overall volume will remain low and within the capacity of a local road.
	Concern that Kippax St will have increased traffic volumes as the only access to residents and businesses in Cooper, Holt and Hercules St with the proposed one-way.	2	3	2	Noted. We will assess the impacts of the proposed one-way changes on other streets and laneways.. We anticipate an increase in traffic on Kippax Street, but the overall volume will

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
					remain low and within the capacity of a local road.
	Opposition one-way on Cooper Street and reducing it to one lane.	1	2	3	Noted. The proposed westbound one-way on Cooper Street between Elizabeth and Holt Streets and the eastbound contraflow cycleway will have minimal impact to vehicle access in the local area. The proposed traffic changes will meet drivers' needs and provide safe connections for people walking and riding. They will: • provide a safe east-west cycling connection • raise driver awareness of the Quietway as they enter this section of the road • reduce the number of potential conflict points between bicycles and vehicles • minimise the loss of parking spaces.
	Suggestion to open up Holt St at Devonshire Street to reduce the impacts of traffic flow.	1	1	0	Noted, no change to design. Transport for NSW closed Holt Street as part of the changes Light Rail at Devonshire Street. The introduction of the one-way section on Cooper Street will not result in additional traffic on Devonshire Street. Only vehicles approaching from the north can currently

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
					access Cooper Street from Elizabeth Street. These drivers can use Kippax Street as an alternative route.
	Suggestion to assess the impact of the proposed one way on Cooper Street on traffic volumes and pedestrian safety at the Kippax and Holt St intersection.	1	0	0	Noted. We will assess the impacts of the proposed one-way changes on other streets and laneways. We anticipate an increase in traffic on Kippax Street, but the overall volume will remain low and within the capacity of a local road.
32	Suggestion to open Waterloo St to manage existing traffic flow impacts from the light rail on Devonshire Street and concerns about increased volumes from the one-way traffic.	1	0	0	Noted, no change to design. The proposed one-way section on Cooper Street is unlikely to increase traffic from Devonshire Street. Most drivers from the north currently use Elizabeth Street to access Cooper Street and will continue to do so through Kippax Street under the proposed changes
One way traffic on Arthur St between Riley and Crown Streets	Support for one-way on Arthur Street east to west.	2	30	1	Noted.
	Suggestion to change the proposed direction of one-way traffic on Arthur Street between Riley and Crown Streets to travel west to east.	1	10	1	Action. We will review the direction of one-way traffic proposed on Arthur Street between Riley and Crown Streets.

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
	Concern that one-way on Arthur Street will impact traffic flow and access into Crown Street. Comment that it is the only two- way street between Cleveland and Campbell Streets linking Riley and Crown Streets.	1	10	1	Action. We will review the direction of one-way traffic proposed on Arthur Street between Riley and Crown Streets. The current design aims to reduce traffic volume and speed on Arthur Street. Vehicles traveling from Riley Street to Crown Street can use Albion Street or Devonshire Street as alternative routes. Travel times and distances for these routes are similar to the existing conditions.
	Concern for increased traffic volumes through Withers Lane and Tudor Place.	2	6	0	Action. We will monitor traffic volumes in Withers Lane before and after implementation of the Quietway and make further changes if needed.
	Suggestion to make Arthur Street between Riley and Crown Streets a no-through road with a pocket park in the corner of Crown and Arthur Street.	1	3	1	Noted, no change to design. A full closure of Arthur Street is not recommended as it would require a turnaround area and result in additional parking loss.).
	Suggestion to add new road sign on Tudor St. That it doesn't go through to Crown Street.	1	0	0	Action. We will consider installing "No access to Crown St" signage for Tudor Street during the detailed design
Parking	Concern about proposed parking loss on Cooper and Riley Streets as street parking is already extremely limited for residents.	5	23	87	Action. We will work to minimise parking loss during the detailed design and will identify opportunities to free up kerb space

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
	Two comments oppose removing 11 parking spaces across the proposed Quietway				to create new parking spaces along or near to this route.
	Support to reduce parking. One comment notes it will improve the balance for active transport. Another comment says it will make crossing for the childcare safer. Another says it will improve the safety of people riding.	4	48	16	Noted.
	Suggestion to install parking meters on Riley Street to encourage use of the public transport options and car shares in Surry Hill.	1	16	20	Noted. No change to design. Ticketed residential parking already exists in the Surry Hills area. We can extend it to more streets if residents and businesses support the change. To apply for parking changes, talk with your neighbours and send a petition to council@cityofsydney.nsw.gov.au . Eligibility for parking permits can be checked at https://www.cityofsydney.nsw.gov.au/transport-parking/apply-residential-parking-permit#parking-zones
	Concern about loss of parking for parents dropping children at childcare, the brigade and residents.	1	8	25	Action. We will work to minimise parking loss during the detailed design and will identify opportunities to free up kerb space

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
					to create new parking spaces along or near to this route
	Suggestion for 24/7 parking along Cooper St for permit holders.	1	3	19	Noted. No change to design. 24/7 parking is not included in our Neighbourhood Parking Policy. For 24/7 parking Transport for NSW requires enforcement at all hours. This extensive enforcement cannot be guaranteed by City staff. You can read our Neighbourhood Parking Policy online here: https://www.cityofsydney.nsw.gov.au/policies/neighbourhood-parking-policy
35	Concern about parking loss as a DA has been approved for a new school next to Cooper Street Reserve.	1	4	12	Noted, no change. The project does not result in loss of parking spaces near the proposed school. We will work to minimise parking loss during the detailed design and will identify opportunities to free up kerb space to create new parking spaces along or near to this route
	Suggestion to consider angled parking along the separated cycleway on Cooper Street between Elizabeth and Holt Streets to reduce risk of vehicle doors being damaged by people riding past.	1	0	0	Noted, No change to design. The proposed design provides a separated cycleway with a buffer zone between people riding and parked vehicles. We do not have enough space for angled parking on Cooper Street between Elizabeth and Holt Streets with proposed design and the current road space.

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
Cycleway	Suggestion to connect cycleway with Chalmers St. One comment suggests the cycleway should connect to the light rail stop.	4	107	0	Noted. The City is working with Transport for NSW and is in the process of developing plans for this connection.
	Suggestion to continue separated cycleway along Cooper Street.	5	73	7	Noted, no change to design. The proposed treatments will create the necessary conditions for a Quietway, balancing impacts on local area vehicle access and parking with the need to ensure a safe and comfortable riding experience.
	Support for a separated cycleway along Cooper and Arthur Street	10	53	2	Noted, no change to design. The proposed treatments will create the necessary conditions for a Quietway, balancing impacts on local area vehicle access and parking with the need to ensure a comfortable riding experience.
	Concern for a missing link of cycleway connection and safe rider connectivity along Elizabeth Street.	2	47	0	Noted. The City is in the process of developing plans for this connection.
	Suggestion to add bike parking fixtures along the proposed cycleway on Cooper St.	2	37	1	Noted. We will consider this during the detailed design
	Concern that merging people riding and walking on the corner of Cooper and Holt Street will cause conflict.	2	32	0	Noted: We will use clear signage and supplement it with education as needed.

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
					We will also conduct a Road Safety Audit and adjust the design to address any risks.
	Suggestion to continue the cycleway through to Prince Alfred Park. Route suggestions include Randle St.	2	24	0	Noted. The City is in the process of developing plans for this connection
	Suggestion to have a cycleway further east on Cooper Street where it is uphill and people riding are slower.	1	8	0	Noted, no change to design. The proposed Quietway will further reduce traffic on the eastern end of Cooper Street and will provide enough space for drivers to safely pass people riding uphill or wait behind them when necessary.
	Suggestion for a two-way separated cycleway instead of a contraflow cycleway on Cooper St.	2	3	1	Noted, no change to design. There is insufficient space for a two-way cycleway on this section of Cooper Street if parking remains on both sides. The proposed treatments will create the necessary conditions for a Quietway, balancing impacts on local area vehicle access and parking with the need to ensure a safe and comfortable riding experience.
	Suggestion to add separated cycle paths along Arthur Street	2	2	0	Noted, no change to design. The proposed treatments will create the necessary conditions for a Quietway, balancing impacts on local area vehicle access and parking with the need to

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
					ensure a safe and comfortable riding experience.
	Suggestion to add speed cushions before and after the Cooper Street pedestrian crossing near Waterloo Street so that bikes can go around them.	1	1	0	Noted. The proposed pedestrian crossing will be raised to footpath level. Additional speed cushions are not considered necessary.
	Suggestion that Foveaux St or Devonshire St for a better Quietway route.	1	0	0	Noted, no change to design. These routes were considered early in the process of investigating cycling connections for Surry Hills and were discounted. Devonshire Street lacks space for westbound riding, and Foveaux Street cannot qualify as a Quietway due to traffic volumes, signalised intersections and bus lanes.
	Suggestion to add bike lane down Randle Street that connects to Prince Alfred Park	1	0	0	Noted. The City is in the process of developing plans for this connection
Slow point on Cooper Street	Suggestion to improve the safety of people riding through the slow point. Examples include extending the separated cycleway, widening the footpath or adding slip lanes to help with slower uphill cyclists and the volume of motor traffic.	3	43	1	Action. We will refine details of the slow point during the detailed design stage of the project. The current design aims to reduce the speed and volume of traffic at the intersection. It will create a more attractive environment for cyclists on the road.

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
	Suggestion to widen cycleway for three wheeled cargo bikes to pass through	1	11	0	Noted, no change to design as current design accommodates this.
	Suggestion to add a single lane slow point at the Cooper and Waterloo Street intersection with planting.	1	8	0	Noted, no change to design. The proposed design at Cooper and Waterloo Streets includes a new raised zebra crossing that will slow traffic and provide a safe crossing option for people walking.
	Suggestion to create a pocket park with trees for people walking and riding to pass through instead of a slow point.	1	0	0	Noted, no change to design. At this stage, we do not consider a pocket park closure suitable at this location. We require Hart Street to support two-way traffic flow into the street.
Footpath / kerb extensions	Suggestion to make all footpaths along Cooper and Arthur Str intersections continuous footpaths.	16	182	4	Noted, no change to design. The proposed design already considers locations along Cooper and Arthur Streets for continuous footpaths in alignment with Transport for NSW guidelines, which require a low traffic volume.
	Suggestion to widen the footpaths and have passing bays for cars on Arthur Street and Cooper Street.	3	67	7	Noted, no change to design. The project seeks to improve safety and amenity for people walking and riding while minimising the loss of kerbside parking.
	Suggestion to add continuous footpath on Holt Street along Cooper Street. Many people walk along this	4	63	0	Noted, no change to design. At the Cooper and Holt Street intersection, the design provides additional kerb extensions & pram

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
	intersection to get to and from work, visit local businesses, stop by for lunch at cafés.				ramps. This reduces the crossing distance to improve the safety of people walking. Transport for NSW guidelines require a low traffic volume for a continuous footpath. Traffic counts show Holt Street is used a moderate volume of traffic, not meeting the required guidelines.
	Support for new shared paths and widened footpaths at Riley Street and Arthur Street. One comment suggests installing a raised pedestrian and bike crossing.	2	32	4	Noted, no change to design. The project includes footpath widening on both sides of Riley Street near Arthur Street. This will improve sightlines for people crossing the Riley Street and reduce the crossing distance.
	Support for kerb ramp at Arthur St community verge garden.	2	22	0	Noted,
	Suggestion to widen the footpaths along Arthur Streets.	1	20	3	Not in scope for this project.
	Suggestion to narrow the road space for vehicles along Cooper Street between Hercules and Waterloo streets.	1	16	0	Cooper Street at this location has approximately 2.8 meters of travel width for people driving in each direction. A further narrowing of the street would need to remove one side of street parking or a traffic lane.

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
	Suggestion for continuous footpath across Lacey St along Cooper Street.	1	15	0	Noted, no change to design as current design for the Quietway adds kerb extensions & pram ramps at this location to improve the safety of people walking.
	Suggestion to add raised footpath on Hart Street	1	14	0	Noted, no change to design as current design for the Quietway adds kerb extensions & pram ramps at this location to improve the safety of people walking.
	Suggestion for proposed new shared path on Cooper Street to connect to Elizabeth and Randle Streets and shorter wait times at the existing crossing.	1	13	0	Noted. No change to design, The City is in the process of developing plans for the connection between Cooper Street and Randle Street and will consider this suggestion as part of that process.
	Support for continuous footpath on Arthur St along Crown Street intersection.	1	10	1	Noted.
	Support for the kerb ramp along Crown Street near Arthur Street	1	11	0	Noted.
	Support for kerb ramps. Makes crossing shorter for people with sight and mobility limitations	1	11	0	Noted.
	Suggestion to widen footpaths to slow the traffic and add more trees and plant along Cooper Street.	1	8	1	Noted. The proposed traffic calming and landscaping treatments along Cooper and Arthur streets will make the area a better,

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
					safer place to walk and ride while reducing the amount and speed of traffic. We will look at opportunities for increased greening during detailed design.
	Suggestion to add a raised shared crossing and stop sign along Riley Street near Arthur Street. Concern for children walking through this intersection and request for improved safety.	1	6	0	Noted, no change to design. The Quietway design already includes improvements to Arthur and Riley Streets to reduce crossing distances and enhance safety for people walking and riding at this location.
42	Suggestion to consider maintaining heritage streetscape with traditional kerbs and paths.	1	3	3	Noted, no change to design. We will keep materials in our design in line with the City's Streets Design Code.
	Suggestion to improve streetlights along Cooper St. one comment asked for improved lighting along the entire Quietway	3	0	0	Noted. We are looking at opportunities to improve lighting where Quietway elements are proposed to improve the safety of people walking and riding during detailed design.
	Support for kerb extension, shared zones and narrow street profile to improve comfort and safety of people riding and walking on Cooper Street between Holt and Elizabeth St.	1	0	0	Noted.

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
	Support for kerb ramp at Arthur St closure.	1	11	0	Noted.
Proposed pedestrian crossing – Cooper St	Concern there is no need for a pedestrian crossing if there is proposed traffic calming measures.	1	3	20	Noted, no change to design. Pedestrian crossings, by defining priority for people walking, are particularly helpful for those who are vulnerable, such as older, young or people with vision impairment, to cross.
	Suggestion for proposed pedestrian crossing on Cooper St to be raised.	1	18	0	Noted, no change to design as the current design includes a raised pedestrian crossing at this location.
	Support proposed pedestrian crossing.	1	18	0	Noted.
	Suggestion that the proposed pedestrian crossing be replaced with a continuous footpath.	1	13	2	Noted. No change to design. The proposed design already includes a pedestrian crossing at this location and locations along Cooper and Arthur Streets for continuous footpaths in alignment with Transport for NSW guidelines, which require a low traffic volume
Parallel bike and pedestrian crossing – Crown Street	Suggestion to create pedestrian crossing on Crown St that connects both sides of Arthur St. instead of a parallel bike and pedestrian crossing further down Crown Street or raised pedestrian further along Crown.	4	41	1	Noted, no change to design Our design proposes a raised pedestrian crossing. A pedestrian crossing can only be placed on either side of an intersection, as crossings within intersections are unsafe for people walking.

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
					We have considered the alignment of Arthur Street on either side of Crown Street. Confident riders may take the shortest path across Crown Street, while less confident riders will likely use the shared path and bi-directional cycleway where safety is prioritized.
44 New tree & planting	Suggestion to add garden beds to the concept design on the corner of Waterloo and Cooper Streets.	2	11	1	Noted. We will investigate opportunities for additional greening during detailed design. Additional verge plantings are already underway in Cooper Street.
	Suggestion to plant more trees/garden beds on the Randle St and Elizabeth St intersection. It will help to reduce noise of traffic.	1	11	0	Noted.
	Suggestion to extend the garden bed plantings further along on Arthur Street, and Phelps Lane near the Reserve.	1	9	2	Noted. New garden bed locations need to balance the need to increase greening, provide adequate footpath space and maintain access for loading and unloading of vehicles on the street. We will look at opportunities for new plantings where possible during detailed design.
	Suggestion to create a pocket park with trees at the Hart St and Cooper	1	4	0	Noted, no change to design. The proposed “slow point” in this location includes

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
	Street intersection to filter people walking and riding from traffic.				additional street trees. There is insufficient road space to introduce a pocket park.
	Suggestion to plant more trees on Arthur Street between Bourke and South Dowling.	1	2	0	Noted, no change to design. This section already has high canopy cover. We have passed your feedback to the relevant team to investigate further greening options separately.
	Suggestion to plant new garden beds if some need to be removed for the proposed pedestrian crossing.	1	0	0	Noted, no change to design. New garden bed locations need to balance the need to increase greening, provide adequate footpath space and maintain access for loading and unloading of vehicles on the street. This location likely has limited opportunity.
	Support for proposed new tree on Arthur Street.	1	0	0	Noted. Opportunities for new tree planting have been considered as part of this project in locations where there is limited existing trees or where new garden beds and trees are integral parts of traffic calming treatments for the Quietway. The Greening Sydney Strategy guides this approach with its aims for a 'Cool, Calm and Resilient City'
Traffic calming measures	Suggestion to add traffic calming measures at the Cooper St and Waterloo St intersection. Examples provided include curb bump outs,	1	22	0	Action. We will consider opportunities for additional traffic calming measures along the Quietway during detailed design.

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
	refuge islands between lanes, or raised intersection.				
	Suggestion to make a shared zone at Arthur St corner of Alexander St a shared zone. It is a blind spot and can be dangerous if motorists drive too fast along Arthur St to turn into Alexander Street.	1	10	1	Action. We will investigate ways to slow down traffic turning between Arthur Street and Alexander Street. To apply for parking changes, talk with your neighbours and send a petition to council@cityofsydney.nsw.gov.au
	Suggestion to add a separation measure between the steps outside the community verge garden and people's homes on Arthur Street. Food delivery bikes cannot see the steps and often have crashes here.	4	0	0	Noted. We will include this in our detailed design.
	Suggestion to change the speed limit to 30km/h	3	6	3	Noted. The design aims to reduce the speed and volume of traffic volume. After the project we will be able to measure traffic speeds and put the case to TfNSW for a 30km/h speed limit.
	Suggestion to ensure clear line marking on road for mixed traffic not just bike symbols along Cooper Street heading east from Holt St.	1	0	0	Noted, no change to design. Road rules say you cannot park within 3 metres of a painted centre line. Parking would be impacted if we painted new lines.

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
Cooper Street Reserve	Suggestion to widen the shared path connection through Cooper Street Reserve.	1	27	1	Noted, no change to design as the proposed design for the Cooper Street reserve already includes a widened shared path. It has been increased from 1.6m to 3.5m at its narrowest. Consultation was done on a proposed concept design for Cooper and Adelaide Street Reserve in May 2024.
	Concern about the proposed parking loss along Cooper St as new school will open next to Cooper St Reserve and reduce parking space on the street for residents.	1	4	12	Noted. We will work to minimise parking loss during the detailed design and will identify opportunities to free up kerb space to create new parking spaces along or near to this route.
	Suggestion to make Little Collins St and Little Riley St a shared zone and bi-directional for cyclists.	1	15	0	Noted, no change to design. Little Collins Street is already two-way, and Little Riley Street is scheduled for a change to allow two-way bicycle traffic.
	Suggestion to add new street bins near Cooper Street Reserve	1	8	0	Noted, no change to design as the proposed design for Cooper Street Reserve already includes an additional bin with dog bag dispenser. Consultation was done on a proposed concept design for Cooper Street Reserve in May 2024.
	Suggestion to improve lighting, planting and turf renewal and install CCTV at Cooper St reserve	1	6	2	Noted, no change to design as the proposed design for Cooper Street Reserve already includes improvements to lighting, planting and turf. CCTV is not in

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
					the proposed scope. Consultation was done on a proposed concept design for Cooper Street Reserve in May 2024.
	Suggestion to add one way signage to Little Collins St.	3	0	0	Noted, no change to design. Little Collins Street is a two-way street and part of it is a dead end with property accesses.
	Suggestion to ensure that the shared path through the park is designed for people riding to slow down.	1	0	0	Noted, no change to design as the proposed layout of Cooper Street Reserve already includes a wide and barrier free shared path with improved sightlines for greater legibility and safety and encourages bike riders to slow down and reduce the chance of collisions. We did consultation on a proposed concept design for Cooper Street Reserve in May 2024.
Arthur St and Bourke St intersection	Suggestion to make the Arthur and Bourke St intersection into a raised shared intersection to slow traffic and improve safety.	2	35	1	Noted, no change to design. The Quietway design aims to lower the speed and volume of motorized traffic to create a safer environment for people walking along Bourke Street.
	Concern that a continuous footpath will be more dangerous for people crossing Arthur St along Bourke St	1	24	1	Noted, no change to design. The continuous footpath across Arthur Street will improve safety for people walking by slowing down motor vehicles turning into

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
	intersection with existing speed of bikes, blind spots for cars and trees.				the eastern end of Arthur Street through kerb realignment. People riding will need to pause and give way to traffic on Bourke Street, which will likely slow them down at this point.
	Concern that trucks park immediately adjacent to the Bourke Street cycleway at Arthur St. This makes it impossible to see if a bike is headed east. Also, many cars cross bike path without considering bikers	1	16	0	Noted. The Arthur Street and Bourke Street cycleway intersection is a four-way give way. All users must slow down and be ready to give way to people walking and any vehicles (whether bikes or cars) already in the intersection. During the detail design we will review parking sign locations to ensure clear sight lines.
	Support for proposed continuous footpath on Arthur St along Bourke St.	2	10	1	Noted.
	Suggestion that the continuous footpath should be along Bourke Street where there is far more pedestrian traffic than vehicles turning into/out of side streets instead of Arthur Street.	1	11	0	Noted, design suggestions for improving safety and usability will be considered during detailed design. The Quietway adds to the network of cycleways that separates people riding from traffic and people walking. We do and will continue to monitor the intersections on this section of Bourke Street.

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Topic	Comment	# of comments	 (agree)	 (disagree)	City of Sydney response
	Suggestion for improved signage and road markings that people riding need to give way to people walking.	1	5	0	Noted, no change to design. The pedestrian crossing is a very clear and well-known indication to give way to people walking.
	Suggestion to add bicycle calming devices to slow the speed of people riding along Bourke St cycleway.	1	0	4	Outside scope of this project. We have refreshed the SLOW marking on the approach to the crossing. It is not safe to put obstacles or devices that may destabilise people riding in their path, but we encourage gracious riding through our cycling courses and with our Share the Path and other education sessions, including at this location.
	Concern about speed of bikes down Arthur Street past the Community verge garden and Bourke St cycleway.	3	0	0	Noted. People riding on Arthur Street must slow down to be ready to give way to others at the Bourke Street intersection. We will monitor for any issues at this location.
Business needs	Concern that construction will be noisy and impact businesses.	2	0	0	Noted.
	Concern the brigade bus parking is on Arthur Street and will need to remain as part of the concept design.	2	0	0	Noted. No changes to parking as part of the proposed design for this section of Arthur Street.

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
	Concern that garbage trucks will not have access to the bin room on the corner of Arthur Street with proposed plantings.	1	0	0	Noted. We will maintain existing authorised access for garbage trucks to all properties.
Other	Suggestion to reduce signal times for people walking at the traffic lights at South Dowling Street. One comment request the city to lobby Transport for NSW.	3	82	0	We have passed sent this request to Transport for NSW.
	Request to add more bike racks along Crown Street for patrons.	1	16	1	The City's Bike Rack Request <u>form</u> is the best way to request bicycle parking in the locations where it is needed.
	Request to activate the public domain between O'Loughlin Street and Cooper Street as part of the Quietway with lighting or public art.	1	13	0	Out of scope. We have passed your feedback to the relevant team.
	Request Arthur St car share space to be retained	1	13	1	Noted. The proposed design will retain the carshare space.
	Request to improve the Cooper Street footpath opposite Lacey St. The tree roots have made the pavement uneven; tarmac was recently added to the section, but it is a poor job. It is also difficult for prams.	1	12	0	Noted. While this is out of scope for our project, we have passed this request on to the relevant team.

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
	Support signposting Arthur Street between Bourke and South Dowling Streets as a lower speed shared space	1	0	10	Noted. While there is no signage for reduced speeds, the concept design includes traffic calming measures to slow down traffic and reduce volume.
	Support 30 km/h speed zoning along Arthur Street.	1	0	10	Noted.
	Suggestion to add a larger kerb ramp that is clearly marked into Phelps Lane. There is a small one that motorist always blocks.	1	9	0	We have passed this request on to the relevant team for action.
	Suggestion for one lane to be allocated from cars so that pedestrians and bikes have enough room.at the Foveaux, Chalmers, Elizabeth Street intersection.	1	9	0	Noted. The City is in the process of developing plans for this connection.
	Suggestion to remove pedestrian crossing outside the distance education school on Riley St.	3	6	0	Noted, no change to design. The pedestrian crossing at this location on Riley Street will remain. Our Walking Strategy and actions prioritise connectivity and safety for people walking by ensuring there are frequent street crossings that give people priority and align with people's walking routes. You can read more about our strategy here: https://www.cityofsydney.nsw.gov.au/strate

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
					gies-action-plans/city-walking-strategy-action-plan-continuing-vision.
	Suggestion to make Kippax Street one way to reduce traffic volume turning in from Elizabeth St.	1	5	2	Noted, no change to design. Vehicles that turn left from Elizabeth Street into Cooper Street will need to use Kippax Street and Holt Street. While traffic on Kippax Street may increase, the volume will stay low and within the capacity of a local road.
	Suggestion to make Waterloo St one-way for improved traffic flow.	1	2	0	Out of scope, but the City can consider this request, separately, if it has the support of your neighbours.
	Concern about existing cars parked on Arthur Street between Riley and Crown St. Request for them to be removed.	2	0	0	If you see an illegally parked vehicle in the <u>local area managed by the City of Sydney</u> , report it to us here: https://www.cityofsydney.nsw.gov.au/transport-parking/report-illegally-parked-vehicle We'll also investigate reports of abandoned and unattended vehicles.
	Suggestion to make Cooper St one-way between Cooper St Reserve and Lacey St.	2	0	0	Noted, no change to design. We believe the existing measures will be sufficient for safe riding.
	Suggestion to replace fence on South Dowling St, near Arthur St closure with a wide kerb ramp and a	1	0	0	Out of scope. Transport for NSW are responsible for design of signalised intersections.

Engagement Report – Surry Hills to Central Quietway



Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
	lights button on either side of the wide ramp.				
	Suggestion to install CCTV at Waterloo St near Devonshire St as there is always illegal dumping.	1	0	0	Dumping unwanted material on the footpath is an offence. You can report illegal dumping incidents in the City of Sydney by using our online form. Please visit: https://www.cityofsydney.nsw.gov.au/report-issue/report-illegal-dumping
	Concern that City of Sydney approved a designated Uber drop off spot at Adelaide and Waterloo St. One comment asks what criteria is required to grant permission for Uber drop offs in residential areas	1	0	0	We do not designate drop-off spaces for any rideshare operators, including Uber. We implement dedicated car-sharing spaces for all eligible car-sharing operators in accordance with the City's Car Sharing Policy. Car Next Door, an eligible operator, has rebranded itself as part of the Uber platform and uses the dedicated car-sharing spaces.
	Request for long term vision to be made public of the Cooper and Waterloo St intersection.	1	0	0	Noted.

5.2 Email submissions

Some email submissions were duplicated with comments submitted on the virtual map and received at the community pop-up sessions

Topic	Comments	# of comments	City of Sydney response
Sentiment around concept design	General support of the Quietway and improved cycleway connections.	5	Noted.
	Opposition to the proposed Quietway.	2	Noted.
Redirected traffic flow through laneways	Install raised footpath crossings at Withers Lane and Riley Street, and Arthur Street and Riley Street, with additional traffic control measures such as stop signs and convex mirrors, raised footpath to improve safety.	7	Out of scope. We will pass on the request to relevant department for further review and action. Convex mirrors cannot be installed on streets for safety reasons.
	Impacts to local traffic flow from the light rail on Devonshire Street will be compounded by the proposed one-way sections. Key concerns were about traffic being redirected to small laneways (Adelaide Place, Steele Street and Withers Lane). Concerns they will become rat runs.	5	Noted. The project team will assess the one-way changes to determine if any further measures are required to minimise traffic impacts on other streets and laneways during the detailed design. For Cooper Street, there is a simple alternative route via Kippax Street.
	Collins and Arthur Street residents with parking garages on Withers Lane will be forced to compete with an increased traffic volume.	3	Noted. We will investigate and monitor traffic flow changes after the project to see if further action is needed.
	Increased traffic on Kippax Street near Elizabeth Street from the proposed one-way on Cooper Street will make it unsafe for pedestrians.	1	Noted. We anticipate an increase in traffic on Kippax Street, but the overall volume will stay low and within the capacity of a local road.

Engagement Report – Surry Hills to Central Quietway

Topic	Comments	# of comments	City of Sydney response
	Close off Steel Street and Adelaide Street to avoid traffic congestion.	1	Out of scope
One-way traffic Arthur Street between Riley and Crown Streets	Opposition to the proposed one-way direction on Arthur Street, suggesting a change from west to east.	7	Noted. The project team will assess the one-way changes to determine if any further measures are required to minimise traffic impacts on other streets and laneways during the detailed design For Cooper Street, there is a simple alternative route via Kippax Street.
	Concerns about increased travel distance and time due to changes on Riley and Arthur Streets.	2	Noted. For local vehicle access, the design requires vehicles to use alternative routes; however, travel times and distances are comparable to existing conditions
	The proposed east-to-west one-way street raises concerns for emergency services, as it would prevent turning into Arthur Street from Riley Street, affecting police travel between Surry Hills Police Station and Public Housing near Ward Park.	2	Noted. For local vehicle access, the design requires vehicles to use alternative routes; however, travel times and distances are comparable to existing conditions In an emergency situation, emergency vehicles can travel in the opposite direction of one-way streets.
One-way traffic Cooper Street between Elizabeth and Holt Streets	One traffic lane will limit building services including deliveries, garbage collection, and emergency access. Trucks will not be able to turn or access the driveway due to narrow layout. Servicing the building's energy substation will be difficult if access for large equipment like cranes is restricted.	4	Noted. All access to existing driveways in Cooper St will be retained. Swept path analysis will be done as a part of the detailed design to make sure large vehicles will be able to turn and access current driveways.

**Engagement Report –
Surry Hills to Central Quietway**

Topic	Comments	# of comments	City of Sydney response
	GoGet cars blocking driveways would make exits harder, and taxis and car shares would need to detour to Cleveland Street.		
	Opposition to one-way on Cooper Street between Elizabeth and Holt Streets.	2	Noted. The design proposes to convert Cooper St to one way traffic: • To accommodate separated cycleway; • To improve pedestrian safety*; and • to reduce the traffic volumes and to retain existing parking spaces. (* Crash near driveway of 372-394 Elizabeth Street, on Cooper Street 30m east of Elizabeth occurred at 12:45 on 7 May 2019 when an eastbound 4WD that had turned from Elizabeth Street hit and injured a 37-year-old woman crossing the road and the driver fled the scene. The proposed design prevents any repeat of such a crash.)
	Request to conduct traffic modelling to show the impact of changes on surrounding streets.	1	Noted. Traffic modelling would provide limited insight into likely changes to how vehicles would circulate in the area due to relatively low vehicle numbers and traffic modelling's inability to reflect real world behaviour in dense, complex, inner city locations such as Surry Hills.
	One side of parked cars so that two lanes of traffic remain.	1	Noted. No change to design. Removing car parking space will create more negative impact on the current residents and businesses located on the street. The diverted traffic from Cooper St can be easily accommodated by Kippax thus creating minimal impact on the community

Engagement Report – Surry Hills to Central Quietway

Topic	Comments	# of comments	City of Sydney response
	Cooper Street is too narrow to be considered for a bike path or Quietway.	1	Noted. No change to design. The road widths are sufficient to accommodate the proposed designs and are in accordance with guidelines.
Parking	Requests for reinstatement of parking spaces lost to the Quietway proposal, with suggestions for alternative parking arrangements. Suggestions for locations include: • Bus parking space on Arthur Street between Riley and Crown Streets for the Girls and Boys Brigade. • Remove the pedestrian crossing adjacent to the Sydney Distance Education School near the intersection of Collins Street and Riley Street. Install new car spaces from where the Collins and Riley St crossing has been removed.	6	Action. We will work during the detailed design to minimise parking loss and will identify opportunities to free up kerb space to create new parking spaces along or near to this route. During consultation we spoke with both the childcare and the Brigade.
	Relocate the community car space located near the corner of Arthur and Riley Street replaced by a garden and tree.	3	No change to design. The design proposed a kerb extension and new garden bed with a new tree next to the existing car share space.
	The proposed parking loss of 11 spaces will make it harder for local residents, those with families and people with a disability, as well as parents dropping children to the Brigade and childcare. Feedback highlighted the challenges faced by residents competing for limited parking with visitors and workers, exacerbated by nightlife activities.	2	Action. We will work during the detailed design to minimise parking loss and will identify opportunities to free up kerb space to create new parking spaces along or near to this route. The number of parking spaces lost is an estimate.

Engagement Report – Surry Hills to Central Quietway

Topic	Comments	# of comments	City of Sydney response
	Install new car spaces from where the Collins and Riley St crossing has been removed.	1	Out of scope for this project.
	Concern about loading for Evening Star Hotel across cycleway – risk for delivery staff and for cyclists due to restricted visibility.	1	Noted. Loading, for hotels and other businesses, across cycleways is common on the City's cycleway network and not problematic.
Walking improvements	Move the pedestrian crossing outside the distance education school to in front of the childcare. Nobody uses it, it was installed before 1991.	5	Out of scope. As a part of the project, a new pedestrian crossing is being planned at Riley St in front of Cooper St reserve which will facilitate safe crossing.
	Do not remove the pedestrian crossing near Sydney Distance Education Primary School. It has been very useful, for our childcare emergency evacuation and visits to Surry Hills library and local shops.	1	Noted, no change to design. This existing pedestrian crossing will not be removed as part of this project. They can be considered separately if there is strong community support.
	Opposition to proposed pedestrian crossing at Cooper and Waterloo section. Low volumes of people walk there.	1	Noted, no change to design The proposed pedestrian crossing aims to slow down the vehicles entering the intersection in turn facilitating the Quietway concept
	Reduce the number of shared paths.	1	Noted, no change to design, New shared path has been proposed only for a very short distance in places where it is necessary.
	Ensure a safe transition directly to the road when a cycleway ends with high visibility for all road users.	1	Noted. The Proposed Design will cater to this feedback

Engagement Report – Surry Hills to Central Quietway

Topic	Comments	# of comments	City of Sydney response
	There is a large number of people walking up Cooper St during lunch hours that will conflict with the cycleway. Future developments will increase the number of people walking.	1	Noted. With Proposed separated cycleway, the number of conflicts would be very minimal and in other parts of the proposed routes in Cooper St, riders ride on the road.
	Modify the Devonshire Street footpath to include a cycle lane alongside the existing single-vehicle lane would preserve the current traffic flow arrangements within Surry Hills.	1	Noted, no change to design. This option was considered early in the process of investigating cycling connections for Surry Hills and were discounted. Devonshire Street lacks space for westbound riding.
	Install a raised walkway across Arthur St on the Riley St eastern side.	1	Noted. We will investigate the requirement for this during detailed design phase
Separated cycleway	Building a cycleway that connects with other cycleways. Suggestions to have a Quietway on Devonshire St between Elizabeth St and Bourke Street, or Albion Street.	3	Noted, no change to design. This option was considered early in the process of investigating cycling connections for Surry Hills and were discounted. Devonshire Street lacks space for westbound riding.
	The separated cycleway section on Cooper Street is not necessary and should be mixed traffic (referring to superseded NSW guidelines).	1	The section of one-way separated cycleway contributes to reducing traffic and traffic speed on Cooper Street and will improve pedestrian safety.
	Concern about high risk to cyclists from doors opening onto cycleway	1	Noted. All the City's cycleways have sufficient median width to provide enough buffer for opening vehicle doors. Direction of bicycle traffic and parked cars is factored into this decision.
	Very few people ride along Cooper and Arthur Street. It is very steep approaching Riley St, up to a 13% gradient and is not the place to have a cycleway.	2	Noted, no change to design. Surry Hills does have many hills. The route along Cooper and Arthur Streets serves to replace the previous link between Surry Hills and Central along Devonshire Street (also steep) which is no longer available (westbound) due to the light rail. Our route options assessment found Cooper and Arthur Streets to be the most

Engagement Report – Surry Hills to Central Quietway

Topic	Comments	# of comments	City of Sydney response
			suitable alternative to Devonshire, even considering gradient. Actual gradient is around half that stated in comment.
	Extend cycleway along Cooper Street and on the westbound, uphill sections of Arthur Street because it is uphill and people riding need more safety there.	2	Noted, no change to design. The proposed Quietway will further reduce traffic on the eastern end of Cooper Street and will provide enough space for drivers to safely pass people riding uphill or wait behind them when necessary.
	Without a way to manage people riding through Riley St, they will cross the road and cause accidents with cars.	1	Noted. A pedestrian crossing is proposed across Riley St near Arthur St and also a separated Cycleway is proposed in Arthur between Riley and Crown St
	Trees create irregular lumps in paths and drop slippery leaves on Arthur Street.	1	Noted. We have passed this feedback on to the relevant team.
61	Improve line marking at the corner of Carrington hotel corner are weather-worn, and confusingly hard to read.	1	We have passed this feedback on to the relevant team.
	Extend bike path from Bourke Street intersection along the length of Foveaux Street down to Elizabeth Street.	1	Noted, no change to design. This option was considered early in the process of investigating cycling connections for Surry Hills and were discounted. Foveaux Street is too steep and cannot qualify as a Quietway.
	Prune seasonal foliage more often. Foliage makes it difficult to see when turning left or right.	1	Out of scope. We will pass on the message to Tree Management team
	Include the provision of community electric car charging stations or public assets of direct benefit to residents of the affected areas.	1	Out of scope. We will pass on the feedback to the relevant department

Engagement Report – Surry Hills to Central Quietway

Topic	Comments	# of comments	City of Sydney response
	A shared pedestrian and bike crossing increases the risk of accidents, particularly involving e-bikes travelling at speed. Many workers on their lunch break and other times during the day walk across Riley Street to and from the Cooper Street Reserve. Groups of 5 to 10 workers are not uncommon	1	Noted, no change to design as the proposed design for the Cooper Street reserve already includes a widened shared path. It has been increased from 1.6m to 3.5m at its narrowest. Consultation was done on a proposed concept design for Cooper and Adelaide Street Reserve in May 2024.
	Request for the consultation period to be extended.	1	Noted. While the consultation ended on 12 June 2024, we continued to receive late submissions for an additional three weeks. These have all been considered along with all other feedback raised.

5.3. Organisation feedback

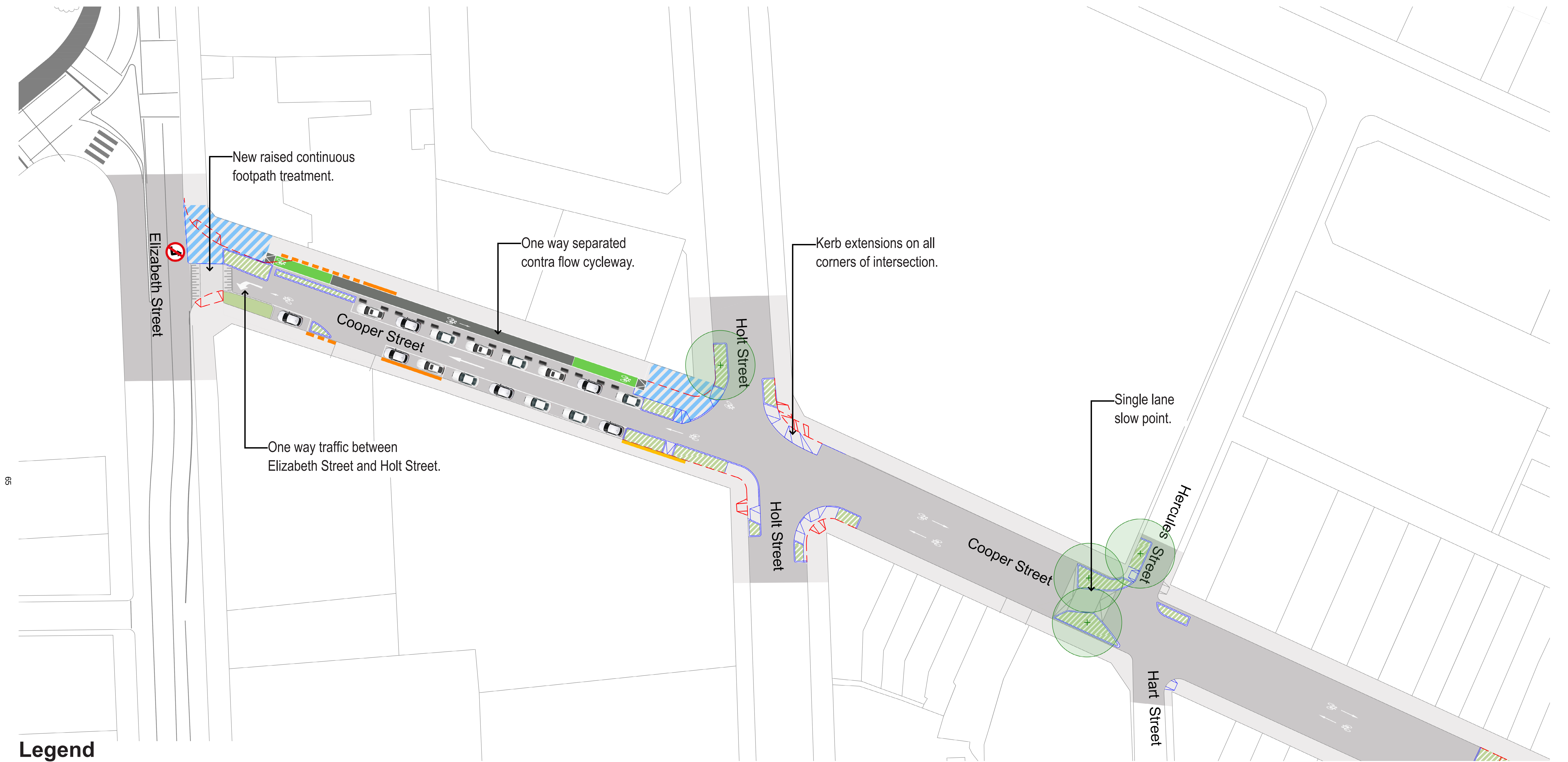
Organisation	Comments	City of Sydney response
Bicycle NSW	- General support of the Quietway - Support reallocated parking space for kerb extensions and landscaping. - Apply a 30km/h speed limit to Cooper St, Arthur St, and adjacent minor residential roads.	Noted.
	Missing cycleway link on Elizabeth Street. Progress plans to continue the cycleway to Chalmers St and Campbell St	

Engagement Report – Surry Hills to Central Quietway

Organisation	Comments	City of Sydney response
	• Crossing the complex intersection of Randle and Elizabeth requires dismounting and navigating slip roads. There are no marked shared paths, and on-road riding is not possible in all directions due to the one-way systems. The situation is particularly for less experienced or less able riders. • Reorganise the intersection to remove the slip lanes and provide a cycle crossing, • a bi-directional separated bicycle path on Randle Street, occupying a reallocated vehicle lane • a bi-directional separated bicycle path on Elizabeth Street between Devonshire and Campbell. • Suggestion to reallocate a vehicle lane. This will provide a direct and comfortable alternative to the current route past the light rail stop and through Belmore Park, which involves sharing constrained spaces with pedestrians. Numbers of bike riders continue to grow, and conflict will increase once the metro opens.	Noted. The City is in the process of developing plans for this connection and will address these points as part of that process. .

Attachment D

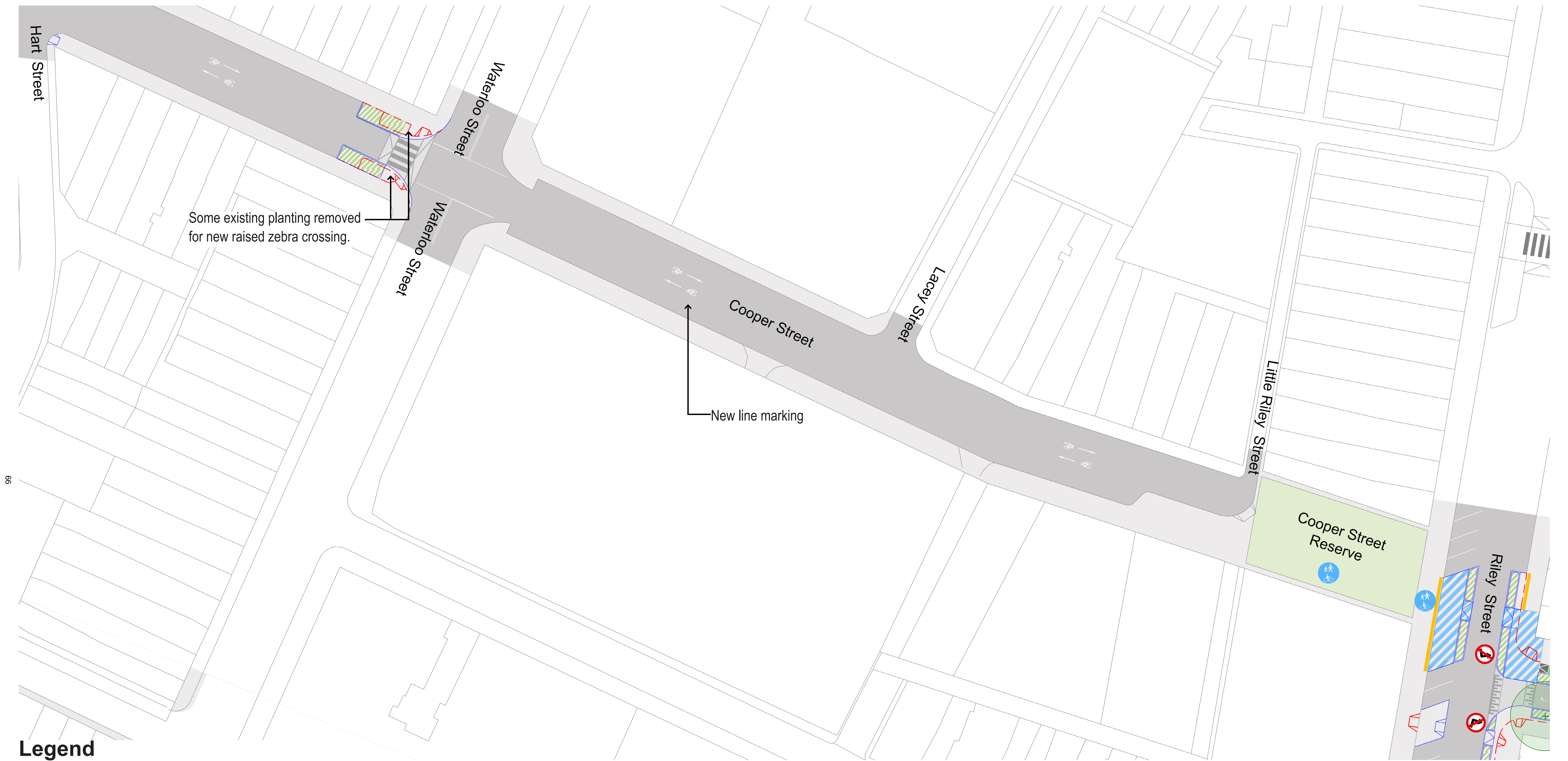
Revised Concept Design



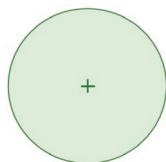
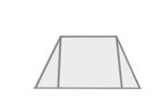
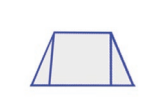
Legend

- | | | | | |
|--------------------------|------------------------|------------------------------------|--|---|
| New trees | Retain existing garden | New separated contra flow cycleway | Existing parking or loading to be removed | <p>* Existing trees not shown. All existing trees will be retained.</p> |
| Existing - to be removed | New garden | Existing shared path | Existing parking/loading to be relocated | |
| Retain existing kerb | New kerb | New extent of shared path | Relocated parking/loading | |
| Retain existing ramp | New ramp | New turning restriction | New zebra crossing | |
| | | Median separator kerb | Car icons have only been used where parking is maintained in areas where changes to traffic are proposed | |



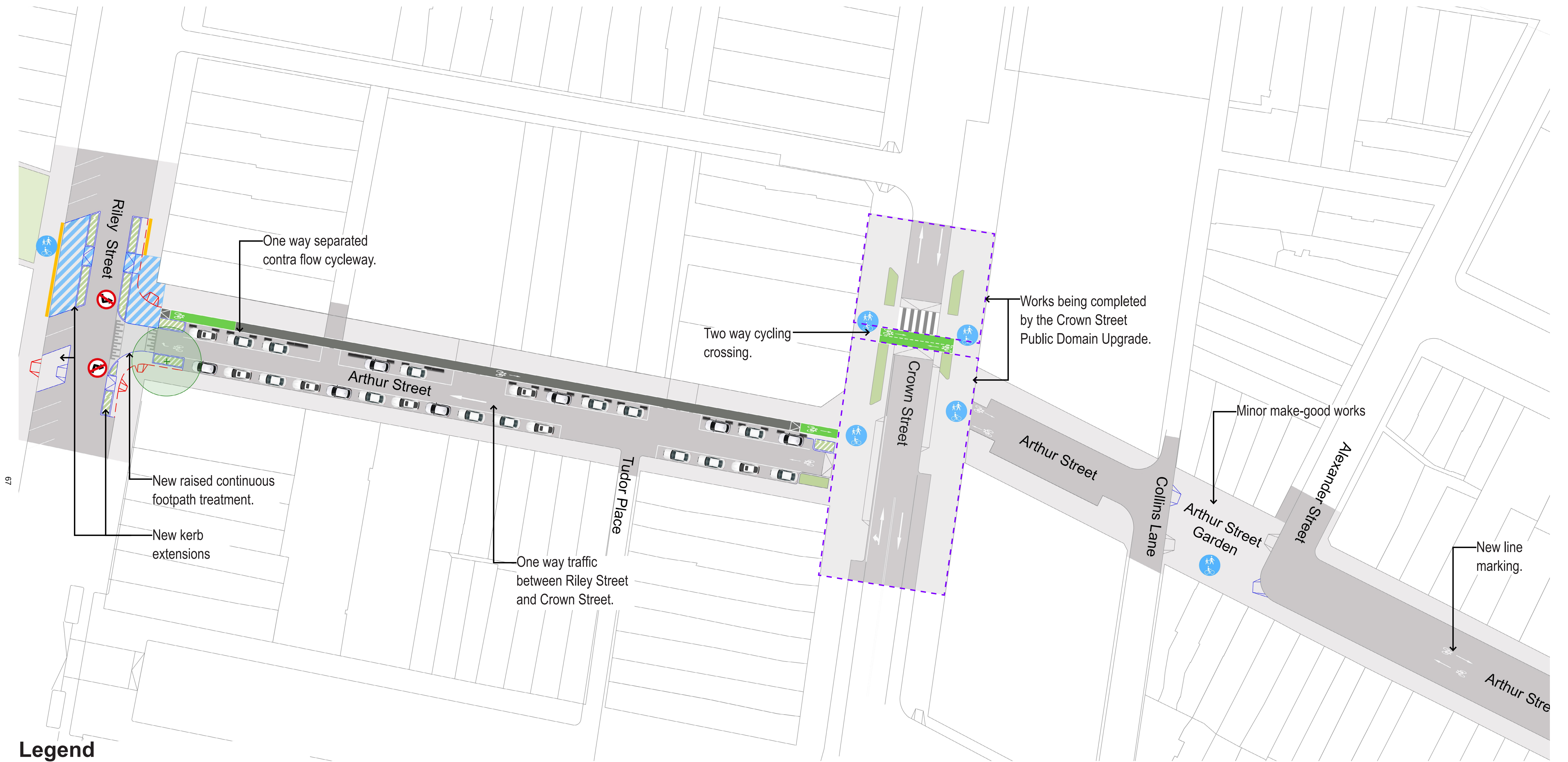


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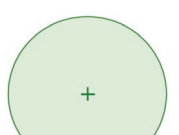
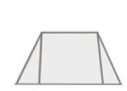
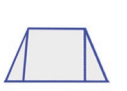
- | | | | |
|---|--|---|--|
|  New trees |  Retain existing garden |  New separated contra flow cycleway |  Existing parking or loading to be removed |
|  Existing - to be removed |  New garden |  Existing shared path |  Existing parking/loading to be relocated |
|  Retain existing kerb |  New kerb |  New extent of shared path |  Relocated parking/loading |
|  Retain existing ramp |  New ramp |  New turning restriction |  New zebra crossing |
| | |  Median separator kerb |  Car icons have only been used where parking is maintained in areas where changes to traffic are proposed |

* Existing trees not shown. All existing trees will be retained.





Legend

- | | | | |
|---|--|---|--|
|  New trees |  Retain existing garden |  New separated contra flow cycleway |  Existing parking or loading to be removed |
|  Existing - to be removed |  New garden |  Existing shared path |  Existing parking/loading to be relocated |
|  Retain existing kerb |  New kerb |  New extent of shared path |  Relocated parking/loading |
|  Retain existing ramp |  New ramp |  New turning restriction |  New zebra crossing |
| | |  Median separator kerb |  Car icons have only been used where parking is maintained in areas where changes to traffic are proposed |

* Existing trees not shown. All existing trees will be retained.





Legend

- New trees
- Existing - to be removed
- Retain existing kerb
- Retain existing ramp
- Retain existing garden
- New garden
- New kerb
- New ramp
- New separated contra flow cycleway
- Existing shared path
- New extent of shared path
- New turning restriction
- Median separator kerb
- Existing parking or loading to be removed
- Existing parking/loading to be relocated
- Relocated parking/loading
- New zebra crossing
- Car icons have only been used where parking is maintained in areas where changes to traffic are proposed

* Existing trees not shown. All existing trees will be retained.





Legend

- New trees
- Existing - to be removed
- Retain existing kerb
- Retain existing ramp
- Retain existing garden
- New garden
- New kerb
- New ramp
- New separated contra flow cycleway
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- Existing parking/loading to be relocated
- Relocated parking/loading
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* Existing trees not shown. All existing trees will be retained.



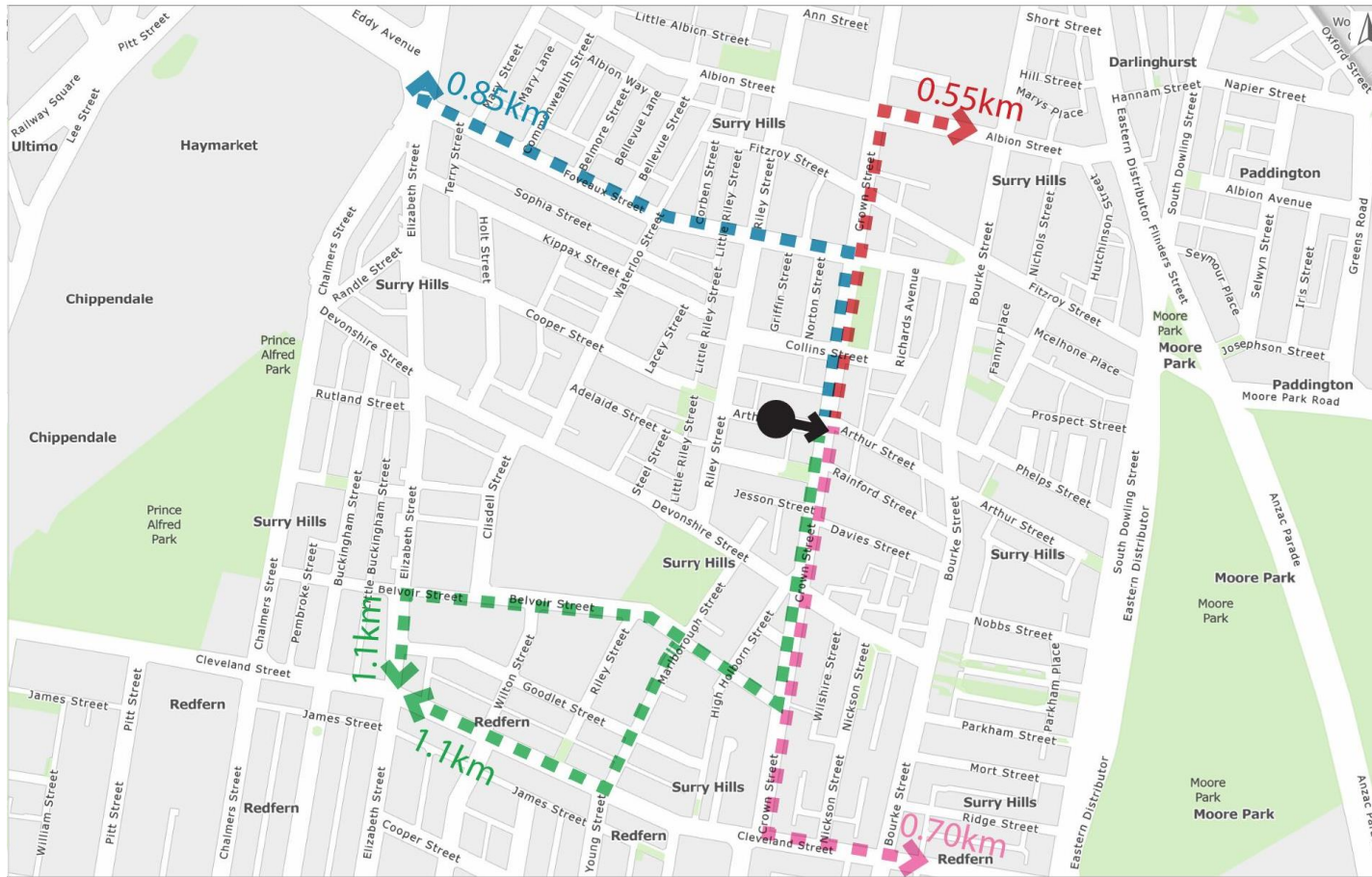
Attachment E

Additional Analysis

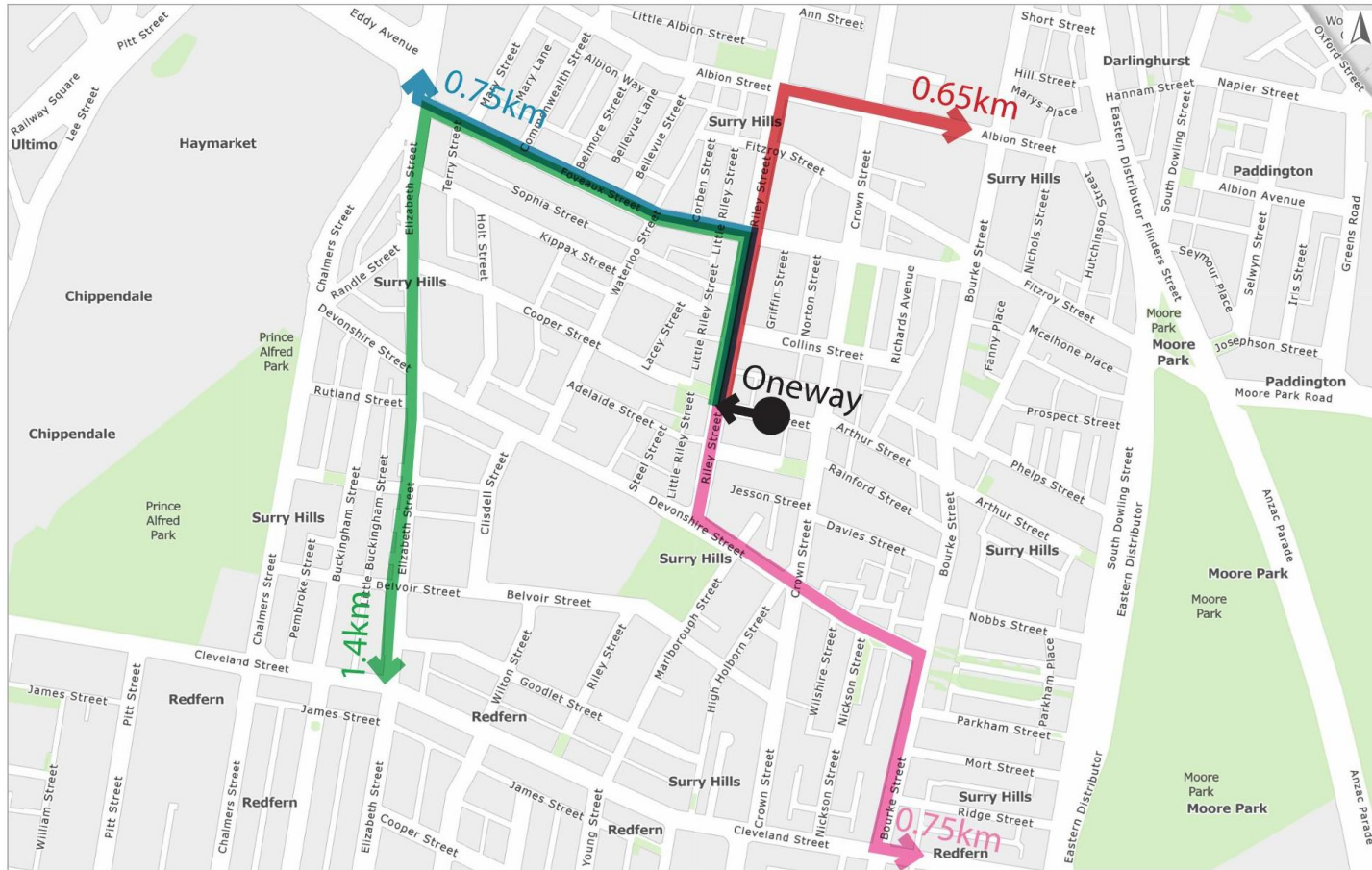
Parking Changes Diagram



Traffic circulation

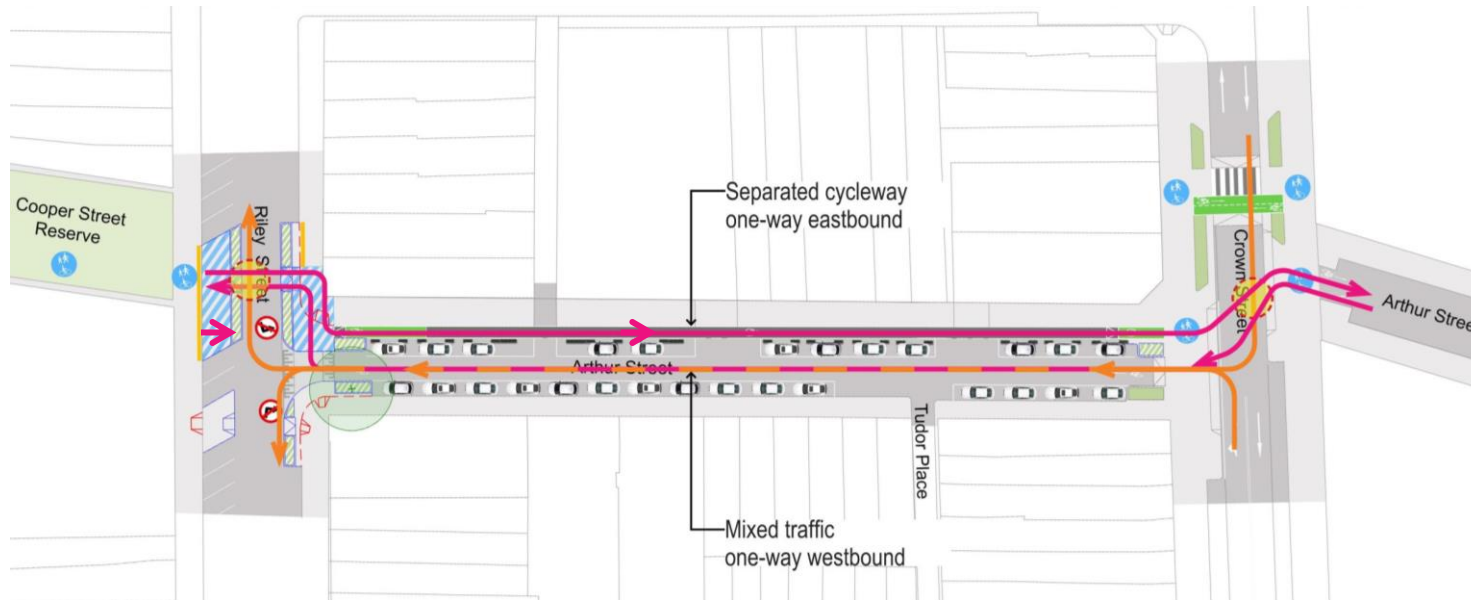


Existing – leave Arthur via Crown

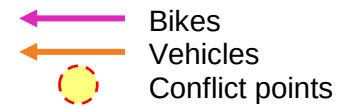


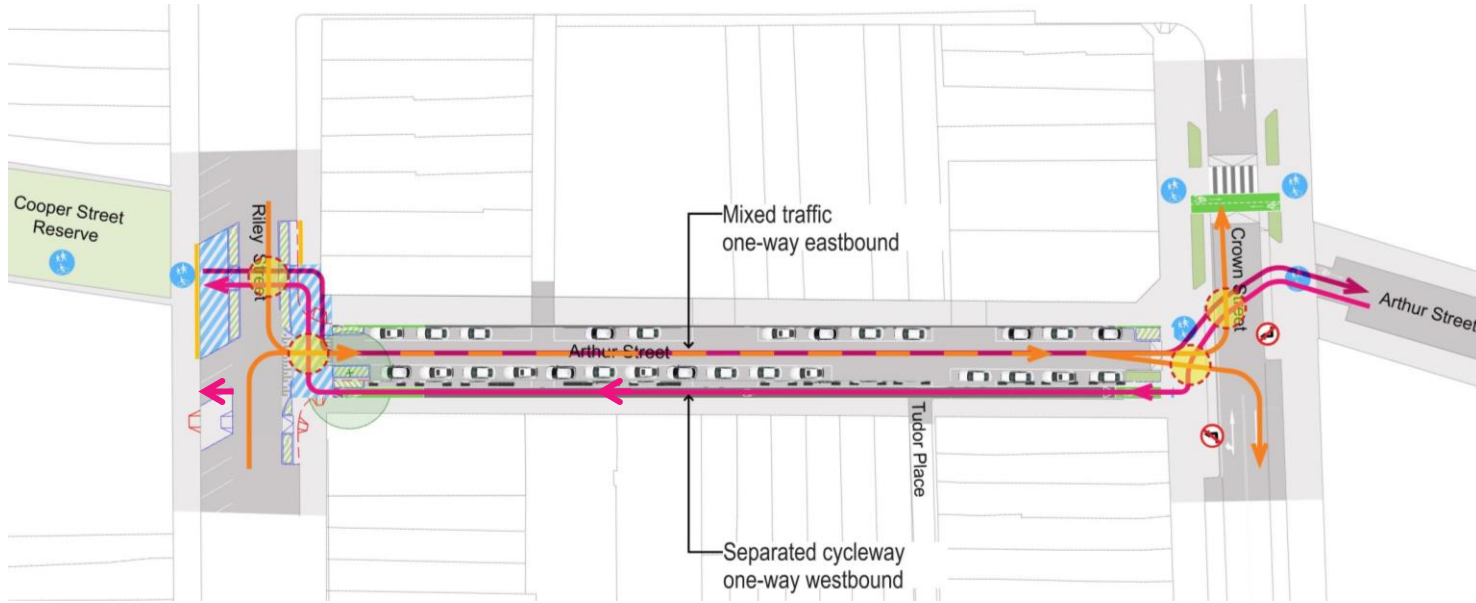
Proposed – leave Arthur via Riley

One way Assessment of options

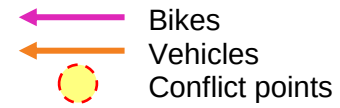


One way westbound





One way eastbound



CONFIDENTIAL

By virtue of the Local Government Act 1993 Section 10A Paragraph 2

Document is Restricted

Item 5.

Project Scope - Standardised Park Toilet - Jubilee Sportsfield Amenities

Document to Follow

Item 6.

Floodplain Risk Management Advisory Panel - Terms of Reference and Membership

File No: S055537-02

Summary

On 16 December 2024, Council resolved in part, regarding the Floodplain Risk Management Advisory Panel, that a further Council report be prepared that amends the adopted Terms of Reference to expand the membership of the Panel by up to 2 community members.

One of these members was to be a member from an Aboriginal organisation or an Aboriginal community member with expertise in environmental, land and/or water management. The second additional member was to be a representative of a local environmental organisation or local community organisation involved in managing and protecting local biodiversity. Further, the report was to also summarise the outcomes and recommendations of an Expression of Interest seeking these two additional community members.

The Terms of Reference for the Advisory Panel have now been amended in accordance with the Council resolution.

In January 2025, Expressions of Interest were called for both additional community member roles. No applications were received from a member of an Aboriginal organisation or from an Aboriginal community member. Two applications were received from community members seeking to represent a local environmental organisation or local community organisation involved in managing and protecting local biodiversity.

This report recommends that the amended Terms of Reference incorporating 2 additional community members be adopted. It also recommends that one community representative be appointed to the Floodplain Risk Management Advisory Panel.

Recommendation

It is resolved that Council:

- (A) endorse and adopt the revised Terms of Reference of the Floodplain Risk Management Advisory Panel, as contained in Attachment A to the subject report; and
- (B) appoint Asa Wahlquist as a community representative of the Floodplain Risk Management Advisory Panel, who represents a local community organisation involved in managing and protecting local biodiversity, for a term effective immediately and ending on the day appointed for the next ordinary election of Council.

Attachments

- | | |
|----------------------|--|
| Attachment A. | Floodplain Risk Management Advisory Panel - Terms of Reference (Revised) |
| Attachment B. | Community Representatives Expression of Interest (Confidential) |

Background

1. On 16 December 2024, Council considered the establishment of the Floodplain Risk Management Advisory Panel. Council resolved, in part:

that the Chief Executive Officer be requested to:
 - (a) bring a report back to Council early next year that amends the adopted Terms of Reference to expand membership to include:
 - (i) at least one member from an Aboriginal organisation or an Aboriginal community member with expertise in environmental, land and /or water management; and
 - (ii) at least one member representing a local environmental organisation or local community organisation involved in managing and protecting local biodiversity; and
 - (b) undertake a public Expression of Interest (EOI) to identify additional members if needed.
2. The Terms of Reference for the Floodplain Risk Management Advisory Panel (Attachment A) have been amended to reflect the expanded membership specified in the Resolution of Council.
3. The 4 existing community members of the Floodplain Risk Management Advisory Panel were contacted to check if they were eligible to fill the additional roles set in the amended Terms of Reference. They each confirmed that they are not eligible.
4. An expression of interest process seeking for additional community representatives on the Floodplain Risk Management Advisory Panel took place from 16 January to 7 February 2025.
5. Potential applicants were advised through the following forms of communication:
 - (a) City of Sydney website.
 - (b) City of Sydney email newsletters (Sydney of City News and First Nations Opportunities newsletters).
 - (c) Advertising on LinkedIn, Instagram and Facebook.
 - (d) Direct notification by email to local environmental community groups; Glebe Palmerston Landcare, Pyrmont Ultimo Landcare, Friends of Orphan School Creek, The Glebe Society and Camperdown Nurses Memorial Garden.
 - (e) Direct notification by email to the Metropolitan Local Aboriginal Land Council.
 - (f) A memo published in the 24 January CEO Update in which Councillors were encouraged to share this opportunity with community members who may be interested in applying.
6. At the closure of the Expression of Interest period no applications were received from people representing an Aboriginal organisation or from the Aboriginal community with expertise in environmental, land and/or water management.

7. Two applications were received from people representing a local environmental organisation or local community organisation involved in managing and protecting local biodiversity. Refer to Attachment B for further information about the expression of interest applications.
8. Applications have been assessed in keeping with the selection criteria within the Terms of Reference. It is recommended that Asa Wahlquist, who represents a local community organisation involved in managing and protecting local biodiversity, is appointed as the community representative of the Floodplain Risk Management Advisory Panel, for a term effective immediately and ending on the day appointed for the next ordinary election of Council.
9. The flood risk management process involves community and stakeholder engagement throughout the flood study and floodplain risk management study and plan development. In addition to these broad public engagement activities, staff will ensure we engage local and relevant Indigenous organisations when seeking feedback on each study.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

10. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This report is aligned with the following strategic directions and objectives:
 - (a) Direction 1 - Responsible governance and stewardship - the Floodplain Risk Management Advisory Panel will ensure effective governance arrangements to oversee the City of Sydney's floodplain management program and associated activities in accordance with the Manual.
 - (b) Direction 4 - Design excellence and sustainable development - the Floodplain Risk Management Advisory Panel will oversee the development and implementation of Council's floodplain management program which in turn improve capacity and capability to plan sustainable development in the City of Sydney to reduce the risk to life and property damage from flooding and withstand the impacts of climate change.
 - (c) Direction 7 - Resilient and diverse communities - the Floodplain Risk Management Advisory Panel will oversee the development and implementation of Council's floodplain management program including recommendations on emergency management, managing and reducing flood risk, improving community resilience and managing changes in risk due to climate change.

Organisational Impact

11. The Floodplain Risk Management Advisory Panel will be coordinated by existing staff.

Risks

12. The Floodplain Risk Management Advisory Panel will help the City of Sydney demonstrate that flood liable land is being managed in accordance with the Manual and that decisions are being made in good faith as required to satisfy the provisions of Section 733 of the Local Government Act 1993.
13. The main objective of floodplain risk management is to reduce risk to life and property damage caused by flooding. The advisory panel will consider a range of flood related issues and make recommendations regarding floodplain risk management studies and plans which may include potential flood mitigation works, changes to planning conditions and property notations, information sharing and education and emergency management. The Advisory Panel will provide oversight to the management of these measures, including the technical, communication and consultation processes associated with these risk management approaches.
14. This approach is within the City's risk appetite which states:
 - We are dedicated to actively identifying and addressing environmental risks associated with our activities and services. We prioritise prevention and proactive measures to minimise our ecological footprint, conserve resources and protect ecosystems.
 - We have an open appetite for changes to procedures and practices to accommodate improved environmental outcomes.
 - We have robust risk management in place to minimise environmental incidents, adapt to climate change impacts and to enhance our resilience against unforeseen challenges.

Social / Cultural / Community

15. The Floodplain Risk Management Advisory Panel will include up to 6 community representatives. The process for reviewing flood risk management studies and plans includes community and stakeholder engagement including local environmental and Indigenous organisations.

Environmental

16. Flooding is recognised as a significant environmental risk. Flood studies and floodplain risk management plans seek to understand and insofar as is possible, manage these risks, including risks associated with climate change. The Floodplain Risk Management Advisory Panel will provide the necessary governance oversight to ensure that the City of Sydney is responsibly managing its floodplains.

Economic

17. Floodplain Risk management studies and plans consider both the direct and indirect economic impacts of flooding and the costs of mitigating the flood risks. The feasibility, cost and benefits of identified flood mitigation options will then be clearly and transparently assessed and prioritised for the benefit of the community and the City of Sydney in developing plans to implement viable flood mitigation measures and strategies.
18. The Floodplain Risk Management Advisory Panel will oversee the City of Sydney's floodplain management activities with the aim of reducing the future economic impacts of flooding.

Financial Implications

19. The Floodplain Risk Management Advisory Panel is advisory in nature and provides recommendations to Council. It will not have any power to incur expenditure or to bind the Council to any recommendation of the panel.
20. The long-term financial plan includes a provision for stormwater drainage enhancement of \$60.8 million over the 10 years from 2024/25. The panel may make recommendations on the prioritisation of floodplain risk management measures to be delivered using these funds, however the decision to commit funds will remain with Council or as delegated to CEO, Executive Directors and staff.
21. Annual operational budgets include allowances to review and update flood studies and floodplain risk management studies and plans.
22. The formation of a panel aligns with recommendations within the Manual. By following the Manual the City of Sydney will ensure that Council is eligible for floodplain management grants awarded by the NSW Government.

Relevant Legislation

23. Local Government Act 1993, section 733, provides councils are not liable for certain advice and activities associated with flood liable land which are undertaken in good faith, which includes managing catchments in accordance with the principles of the Manual.

Critical Dates / Time Frames

24. In May 2024, the City of Sydney commenced updates to flood studies for the Darling Harbour and City Area catchments under the NSW Floodplain Management Program. The City of Sydney was awarded a grant to undertake these updates with the funding awarded on a 2-to-1 basis with the grant covering two thirds of the cost and the City of Sydney funding one third.
25. The floodplain risk management advisory panel is expected to meet on 5 occasions over 2025 to support the process of consultation, review and finalisation of these flood study updates.
26. The City of Sydney is also reviewing flood notations in line Department of Planning requirements and the Panel will oversee this process in accordance with the scope defined in its Terms of Reference.

Options

27. The existing 4 community representative members of the Advisory Panel were not able to be considered to fill either of the 2 proposed specialist community member positions.
28. An Expression of Interest process, with focussed and direct communication with potential candidates, coupled with broad promotion with the entire community is a transparent and equitable means to seek for community representatives. The additional community representative role specialising in biodiversity is recommended to be filled. One specialist community representative role has not been filled, and to address this we have options to:
 - (a) Complete another Expression of Interest process. Given there has been 2 extensive rounds of Expressions of Interests conducted, this is not recommended.
 - (b) Direct appoint a community representative. This option is not recommended as it is not a transparent and equitable means of appointing a community representative.
 - (c) Leave the role vacant, and ensure the matters subject to community engagement are broadly promoted in the community, and that we also engage with local and relevant Indigenous organisations when seeking feedback on each study.

Public Consultation

29. This advisory panel provides an authentic and transparent mechanism to engage. The call for Expressions of Interest for the 2 additional community representative positions on the Floodplain Risk Management Advisory Panel was open from 16 January to 7 February 2025. During this period the City's floodplain risk management approach was promoted to all members of the community. Extensive community and stakeholder engagement will occur as floodplain risk management studies and plans are reviewed. The outcomes of the consultation will be considered by the Panel and the outcomes will be reported to Council.

VERONICA LEE

Executive Director City Services

Stuart McTaggart, Principal Engineer - Environment and Water

Attachment A

Floodplain Risk Management Advisory Panel Terms of Reference
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Floodplain Risk Management Advisory Panel Terms of Reference

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1. Purpose

The primary role of the Floodplain Risk Management Advisory Panel is to assist Council in the development, implementation, and review of floodplain risk management plans. The Panel will:

- Act as a forum for the discussion of technical, social, financial and environmental issues associated with flooding;
- Facilitate coordination between Council, NSW State Government agencies and the local community on flood related matters; and
- Oversee and provide input to Council's floodplain risk management program, including development, implementation and review of flood studies, floodplain risk management studies and floodplain risk management plans.

The Panel complies with the provisions of the NSW Flood Risk Management Manual 2023 for the purposes of section 733 of the Local Government Act 1993, and reports to Council through the Environment and Climate Change Committee.

The Panel's advice must be in alignment with the City's policies, strategies and operational plans.

2. Limitation of Authority

The Floodplain Risk Management Advisory Panel is an advisory body to the City of Sydney Local Government Authority. The Floodplain Risk Management Advisory Panel is not an executive body and does not have the authority to:

- expend money on behalf of Council;
- undertake any work on behalf of the City of Sydney;
- commit the Council to any arrangement;
- consider any matter outside its specific reference;
- direct Council officers in the performance of their duties; or
- represent the Council in any communication with the public or media without the permission of the City of Sydney.

3. Membership

Membership of the Floodplain Risk Management Advisory Panel will include representatives from the local community, elected representatives of Council and representatives of various Government agencies.

Membership of the Floodplain Risk Management Advisory Panel consists of up to 15 formal members, including representatives from:

- Community representatives including two specialist roles (up to 6). One specialist role will be a person from an Aboriginal organisation or an Aboriginal community member, and the second roles will be from a local environmental or community organisation involved in managing and protecting local biodiversity;
- NSW State Emergency Service officers or volunteers (4);
- Sydney Water (1);
- Transport for NSW (1);

- NSW Department of Climate Change, Energy, the Environment and Water (1);
- Other invited government Agencies as and when required ; and
- City of Sydney (2).

All members representing external government agencies shall be appointed to the panel by the agency they represent and hold appointments on a representative basis only. The representative agency can revoke an appointment at any time and appoint a new representative by way of written notice to Council.

The Council representative will act as Chair of the Panel. Council will determine a Chairperson and an alternate Chairperson to serve as the Council representative.

The City of Sydney Chief Engineer, or another City of Sydney staff member nominated by the Chief Engineer, will formally serve as the Council representative when both the Chairperson and the alternate Chairperson are unable to attend the panel meeting.

Other invited Government Agencies include neighboring Councils and State Authorities impacted by a Flood study or Floodplain Risk Management Study and Plan being undertaken by City of Sydney, who may be invited to a meeting on a needs basis.

Key City staff will attend meetings as observers or specialist advisors and will report to the Panel on a needs basis but are not members of the panel.

Specialist consultants engaged by the City of Sydney will serve as additional advisors or observers where invited on a needs basis. Non-member attendees do not have voting rights.

We encourage all Community applicants, including Aboriginal and Torres Strait Islander people, Australian South Sea Islander people, people with disability, LGBTIQ+ and people from culturally diverse communities to nominate for this panel.

4. Term

The Term of the Advisory Panel will match the current Council term. Community members will be appointed for one term and are appointed in a personal capacity only. Community members may be eligible for reappointment for one further term of the Panel.

Regardless of the date of appointment, the Term will end on the day appointed for the next ordinary election of Council.

The panel may at any time be dissolved and disbanded by resolution of Council.

5. Recruitment

A call for nominations of Expressions of interest for Community representatives will be advertised and promoted to relevant groups and organisations via media, community networks, stakeholders and organisations.

The call for nominations will advise that applications will be assessed according to the selection criteria.

The City of Sydney may create a reserve list of Community members for any casual vacancies.

Successful applicants will be notified in writing.

6. Selection and Selection Criteria

An internal assessment of applicants for appointment as a Community member will be undertaken by a panel of City of Sydney staff against the following selection criteria:

- Residence or property ownership or business operator within City of Sydney LGA.
- Representation across different Council's catchments.
- Knowledge of local catchment flooding issues.
- Commitment to represent the interests of the City community concerning floodplain management issues.
- Ability to attend panel meetings and public meetings within LGA as required.
- Ability to commit to a long-term membership of the panel.
- Preparedness to observe Council's Code of Conduct.

For the specialist community representative role relating to the Aboriginal community, the following additional criteria applies:

- Represents an Aboriginal organisation or is an Aboriginal community member with expertise in environmental, land and/or water management.

For the specialist community representative role relating to the environment, the following additional criteria applies:

- Represents a local environmental organisation or a local community organisation involved in managing and protecting local biodiversity.

The community representatives cannot:

- have been employed by the City of Sydney or a joint organisation of which the City is a member in the past 12 months
- have a close personal or business relationship with a City of Sydney Councillor or a person who has a senior role at the City of Sydney that may lead to a real or perceived conflict of interest
- currently, or in the past 3 years, provide any material goods or services – including consultancy, legal, internal audit or advisory services – to the City of Sydney which directly affect subjects or issues considered by the panel; or
- otherwise be employed in a role that may lead to a real or perceived conflict of interest.

All applicants must be prepared to attend an interview as part of the selection process where necessary and, if successful, an induction session prior to the inaugural meeting.

7. Appointment

The Council representatives and Community panel members will be determined by Council.

Any member may resign by giving written notification to the City.

A person may cease to be a panel member if they fail to comply with these Terms of Reference. At the discretion of the Chairperson, a Community member may be determined to have ceased membership where they are absent from at least two consecutive meetings without notification.

The Chairperson may choose to continue to the end of the current term of the panel without replacing the Community panel member.

8. Meeting Administration and Protocol

City of Sydney staff will provide administrative support including:

- scheduling meetings of the Floodplain Risk Management Advisory Panel with at least two weeks' written notice to all members;
- compiling and circulating agenda and relevant documents to all members;
- taking and distributing minutes that include attendance, declaration of interest and meeting resolutions;
- coordinating other meeting arrangements including accessibility of meeting procedure and materials; and
- reporting on progress to Council and the community.

The Floodplain Risk Management Advisory Panel meetings will be called as business demands to discuss Council's floodplain management program. Meetings will be held at least once every six months in a calendar year. More regular meetings will be called if there are pressing issues to be put forward to the panel.

The quorum of a meeting of the panel will be at least 5 attendees, comprising of the Chair and at least 4 members. No business of the Floodplain Risk Management Advisory Panel will be considered unless a quorum is present.

If the Chair is not able to attend or is not present within ten minutes after the time appointed for the meeting commencement, the Alternative Chairperson will chair the meeting where available, or otherwise the Chief Engineer or their nominated representative will chair the meeting.

The Chair is responsible for:

- Determining the most effective way of dealing with the issues raised and making the necessary arrangements to achieve this,
- Allocating times to be devoted to agenda items and ensuring that these times are observed,
- Opening the meeting and following the agenda,
- Encouraging all members of the panel to express their point of view,
- Summarising the progress of the discussion and degree of consensus reached at the end of each agenda items, and confirming this with the Minute taker before moving on,
- Closing the meeting and confirming the date, time and place of the next meeting; and

Matters arising at any meeting of the Floodplain Risk Management Advisory Panel will be decided by a simple majority of the votes of members.

Members can suggest additional agenda items during the meeting, provided that these items do not contravene the objectives stated in these Terms of Reference and if time allows.

The meeting minutes will be approved by the Chairperson and circulated to attendees within three weeks of the meeting. Meeting minutes from previous panel meeting will be included in the meeting agenda.

9. Code of Conduct and Conflicts of Interest

Members of the Floodplain Risk Management Advisory Panel must comply with the City's Code of Conduct in their capacity as a Panel member. Members must act lawfully, professionally, ethically and with integrity.

Information accessed, discussed, received and used in the Floodplain Risk Management Advisory Panel meetings is confidential unless the panel resolves otherwise. A breach of confidentiality is considered a breach of these Terms of Reference and the City's Code of Conduct.

Conflicts of interest must be disclosed and managed in accordance with the Code of Conduct. It is each members responsibility to be aware of their obligations under the Code of Conduct for both pecuniary and non-pecuniary conflicts of interest.

In addition, where members are engaged as City contractors or consultants, outside their work on the Advisory Panel but for work that pertains to an item on the Advisory Panel agenda, the member shall not participate in any discussion, decision-making or voting on that item.

10. Working Parties

The Floodplain Risk Management Advisory Panel has the capacity to establish time-limited working parties to address specific issues and projects.

The Panel may invite relevant Council and community members to be part of these working parties to provide additional expertise where required.

11. Reporting and Review

The City will report to Council on each meeting of the Floodplain Risk Management Advisory Panel meeting via the CEO Update.

The key activities of the Floodplain Risk Management Advisory Panel will be reported in the City's annual report.

Floodplain Risk Management Advisory Panel
Terms of Reference



CONFIDENTIAL

By virtue of the Local Government Act 1993 Section 10A Paragraph 2

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