

Item 18.

Traffic Treatments and Parking - Contraflow Cycleway, One-way Traffic, Raised Pedestrian Crossings and Parking Changes - Surry Hills to Central Quietway, Surry Hills

TRIM Container No.: 2025/712830

Recommendations

It is recommended that the Committee review the installation of the following traffic treatments along Cooper Street and Arthur Street, Surry Hills, between Elizabeth Street and South Dowling Street and Riley Street between Collins Street and Arthur Street;

- (A) A 2.2 metre-wide one-way separated cycleway on;
 - (i) On the northern side of the Cooper Street between 12.9 metres and 81.5 metres east of Elizabeth Street.
 - (ii) On the northern side of the Arthur Street between 4.4 metres and 106.8 metres east of Riley Street.
- (B) Conversion of street to one-way westbound only on;
 - (i) Cooper Street between Elizabeth Street and Holt Street.
 - (ii) Arthur Street between Riley Street and Crown Street.
- (C) Reallocation of parking to "No Stopping" at the following locations;
 - (i) On the northern side of Cooper Street between Elizabeth and Holt Streets;
 - (a) 14.3 metres to 27.2 metres, east of Elizabeth Street
 - (ii) On the southern side of Cooper Street between Elizabeth and Holt Streets;
 - (a) 19.6 metres to 23.1 metres, east of Elizabeth Street
 - (b) 77.9 metres to 83.9 metres, east of Elizabeth Street
 - (iii) On the northern side of Cooper Street between Hart and Waterloo Streets
 - (a) 55.3 metres to 66.3 metres, east of Hart Street
 - (iv) On the southern side of Cooper Street between Hart and Waterloo Streets
 - (a) 50.4 metres to 54.3 metres, east of Hart Street
 - (v) On the western side of Riley Street
 - (a) 7.1 meters to 28.7 meters, north of Arthur Street

- (b) 72.9 meters to 82 meters, north of Arthur Street
- (vi) On the eastern side of Riley Street
 - (a) 10 meters to 20 meters, north of Arthur Street
- (vii) On the northern side of Arthur Street between Riley Street and Crown Street
 - (a) 48.5 metres to 49.8 metres, east of Riley Street
 - (b) 57.6 metres to 60.0 metres, east of Riley Street
 - (c) 82.7 metres to 84.9 metres, east of Riley Street
 - (d) 91.6 metres to 93.2 metres, east of Riley Street
- (D) Installation of shared path on;
 - (i) The eastern side of Elizabeth Street between -6 meters to 10 meters, north of Cooper Street
 - (ii) The northern side of Cooper Street between
 - (a) 0.0 meters to 12.9 meters, east of Elizabeth Street
 - (b) 81.5 meters to 86.8 meters, east of Elizabeth Street
 - (iii) western side of Holt Street between 0.0 meter to 5.8 meters, north of Cooper Street
 - (iv) western side of Riley Street between 14.4 meters to 27.2 meters, north of Arthur Street
 - (v) eastern side of Riley Street between -2 meters to 12.6 meters, north of Arthur Street
 - (vi) northern side of Arthur Street between 0 meters to 4.3 meters, east of Riley Street
- (E) Installation of Kerb Extension at the following locations.
 - (i) northern side of Cooper Street between 55.2 metres to 63.0 metres, east of Hercules Street
 - (ii) southern side of Cooper Street between 50.4 metres to 58.6 metres, east of Hart Street
- (F) Reallocation of parking to loading zone, 6am to 6pm, Monday to Friday on southern side of Cooper Street between 32.2 meters and 42.25 meters, east of Elizabeth Street
- (G) Installation of "Give Way" signage on:
 - (i) northern side of Cooper Street, east of Holt Street
- (H) Installation of "Give Way" and "To cyclists" signage on:

- (i) western side of Riley Street, at 10 meters, northern of Arthur Street
 - (ii) eastern side of Riley Street, at 20 meters, northern of Arthur Street
 - (iii) western side of Crown Street, at 11.8 meters, north of Arthur Street
 - (iv) eastern side of Crown Street, at 12.1 meters, north of Arthur Street
- (I) Allocation of timed parking as follows:
- (i) On the western side of Riley Street between the points 0 and 4.3 metres south of Arthur Street as "1/4P 7.30 to 10am and 4-6.30pm Mon-Fri" and "1P 10am-4pm, Mon-Fri"
 - (ii) On the northern side of Arthur Street between 107.8 meters and 110.9 meters, east of Riley Street as "2P 8am-10pm, Permit Holders Excepted Area 18"
 - (iii) On the western side of Riley Street between 59.8 meters and 72.9 meters, north of Arthur Street as "2P 8am-10pm, Permit Holders Excepted Area 18"
 - (iv) On the eastern side of Riley Street between 10 meters and 30 meters, north of Withers Lane as "2P 8am-10pm, Permit Holders Excepted Area 18"
- (J) Installation of "No Parking, Authorised Car Share Vehicles Excepted" on:
- (i) The northern side of Cooper Street, between 27.9 meters and 33.3 meters, east of Elizabeth Street
 - (ii) On the western side of Riley Street between 4.32 meters and 7.15 meters, north of Arthur Street
- (K) Installation of signposting for contra-flow bicycle facility in Cooper Street between Elizabeth Street and Holt Street.
- (L) Installation of continuous footpath treatment in Cooper Street at the Elizabeth Street intersection
- (M) Installation of landscaped Kerb-side blisters in Cooper Street between Elizabeth and Holt Street
- (i) On the northern side of Cooper Street between 6.0 metres and 27.9 metres east of Elizabeth Street
 - (ii) On the southern side of Cooper Street between 19.6 metres and 23.1 metres east of Elizabeth Street
 - (iii) On the western side of Riley Street between 72.9 meters and 81.8 meters, north of Arthur Street
 - (iv) On the eastern side of Riley Street between 0 meters and 10 meters, north of Withers Lane
 - (v) On the eastern side of Riley Street between 30 meters and 37.5 meters, north of Withers Lane

- (vi) On the northern side of Arthur Street between 110.9 metres and 113.9 metres east of Riley Street
- (N) Installation of kerb-side extensions on at the Cooper and Holt Street intersection with kerb ramps.
- (O) Installation of a landscaped raised slow point lane on Cooper Street, between the points 43.2 metres to 51.9 metres east of Holt Street
- (P) Installation of landscaped kerbside extensions in Hercules Street, north of Cooper Street, between the points 0 metres and 8 metres.
- (Q) Installation of landscaped kerbside extensions in Cooper Street, east of Hercules Street, between the points 0 metres and 6.5 metres.
- (R) Installation of a raised pedestrian crossing in Cooper Street, just west of Waterloo Street
- (S) Installation of a No Right Turn, Vehicles Over 5.1m Long on Holt Street at its intersection with Cooper Street.
- (T) Installation of a No Left Turn, Vehicles Over 5.1m Long on Cooper Street at its intersection with Little Riley Street.
- (U) Installation of a raised pedestrian and cycleway crossing with kerb extensions on Riley Street, just north of Arthur Street.
- (V) Installation of a continuous footpath treatment with landscaped kerb extensions on Arthur Street, just east of Riley Street.
- (W) Removal of pedestrian crossing, north of Riley Street near Collins Street.
- (X) Installation of cycleway crossing on the existing raised pedestrian crossing on Crown Street, north of Arthur Street
- (Y) Installation of new continuous footpath treatment with landscaped kerb extension on Arthur Street, east of Bourke Street intersection

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – Surry Hills PAC
Representative for the Member for Sydney

Advice

Advice will be updated after the meeting.

Background

In November 2018, Council endorsed the Cycling Strategy and Action Plan 2018-2030, incorporated into the City's community strategic plan, Sustainable Sydney 2030. This strategy outlines a proposed bike network, with priority being the connection of the network to ensure safe and viable cycling options for the public. The target is to complete 80 per cent of the regional route network by 2024 and 100 per cent by 2030.

Research from Transport for NSW indicates that 70 per cent of Greater Sydney residents would cycle more if safer and more convenient infrastructure were available. Surveys conducted in the City of Sydney and neighbouring council areas consistently show that over 70 per cent of resident support building a connected bike network.

The City proposes to introduce a contra-flow bicycle facility and one-way westbound traffic in Cooper Street (between Elizabeth Street and Holt Street) and Arthur Street (between Riley Street and Crown Street), Surry Hills to enhance safety for people who ride bikes and make cycling a safe and convenient option for short local trips.

Comments

Traffic counts commissioned for seven days from 21/02/2024 to 27/02/2024, at Cooper Street (between Elizabeth Street and Holt Street) recorded seven Day Average Traffic volume of 1979 vehicles and per day and an 85th percentile speed of 31.2 km/h.

Similarly, traffic counts commissioned for seven days from 21/02/2024 to 27/02/2024, at Arthur Street (between Riley Street and Crown Street), recorded seven Day Average Traffic volume of 1757 vehicles and per day and an 85th percentile speed of 30 km/h.

The TfNSW Technical Direction for Contra-Flow Bicycle Facilities (TTD 2014/002) allows for the delineation of contra-flow bicycle lanes in one-way streets by signage only if the following conditions apply:

- sight distance is free of obstructions;
- traffic volumes and vehicles speeds are low; and
- road geometry does not present an unacceptable risk.

Given that:

- a site visit undertaken by the City still confirmed that the sight distance in Cooper Street (between Elizabeth Street and Holt Street) and Arthur Street (between Riley Street and Crown Street), Surry Hills are clear and free of obstruction in both directions;
- traffic counts confirmed that the seven Day Average volume for Cooper Street (between Elizabeth Street and Holt Street) and Arthur Street (between Riley Street and Crown Street), Surry Hills is below the limit for local streets (2,000 vpd) stipulated in the TfNSW Road Design Guide;
- speed counts confirmed the 85th percentile speed in Cooper Street (between Elizabeth Street and Holt Street) and Arthur Street (between Riley Street and Crown Street), Surry Hills is below the posted speed limit of 40 km/h; and
- the proposal has been reviewed as part of a Road Safety Audit (RSA) to manage any associated safety risks; the proposal is compliant with the TfNSW Technical Direction.

The proposal is compliant with the Transport for NSW Technical Direction.

Traffic Calming

This proposal would help to improve general safety in the area by reducing the speed of traffic travelling along Cooper Street and Arthur Street between Elizabeth Street and South Dowling Street. This measure is part of the City's commitment to calm traffic and improve residential amenity.

Road Safety

Transport for NSW research has found that 70% of Greater Sydney residents would ride, or ride more, if there were safe cycleways, 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. New raised pedestrian crossings facilitate safe pedestrian links and reduce vehicle speeds along the road.

Tree Planting and Urban Greening

The Greening Sydney Strategy 2021 aims to create a "cool, calm, and resilient" city by increasing tree canopy and green cover. Tree planting along this Quietway is a priority due to the existing low canopy cover and high levels of heat exposure.

In-road tree planting is integral to traffic calming measures for the Quietway. This approach allows for large canopy trees to be placed away from overhead powerlines while increasing green cover by replacing asphalt with garden beds. The proposal includes 3 new in-road trees. The selected tree species will align with the Street Tree Master Plan. The new garden

beds and trees, improving street amenity, contributing to the City's greening targets, calming traffic, and increasing shade

Consultation

The City consulted residents and businesses in the area 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.

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
- 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.

Engagement report is added as an attachment

Financial

Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached.

NEENU MATHEW KUNDARA, SPECIALIST PROJECT MANAGER