

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.

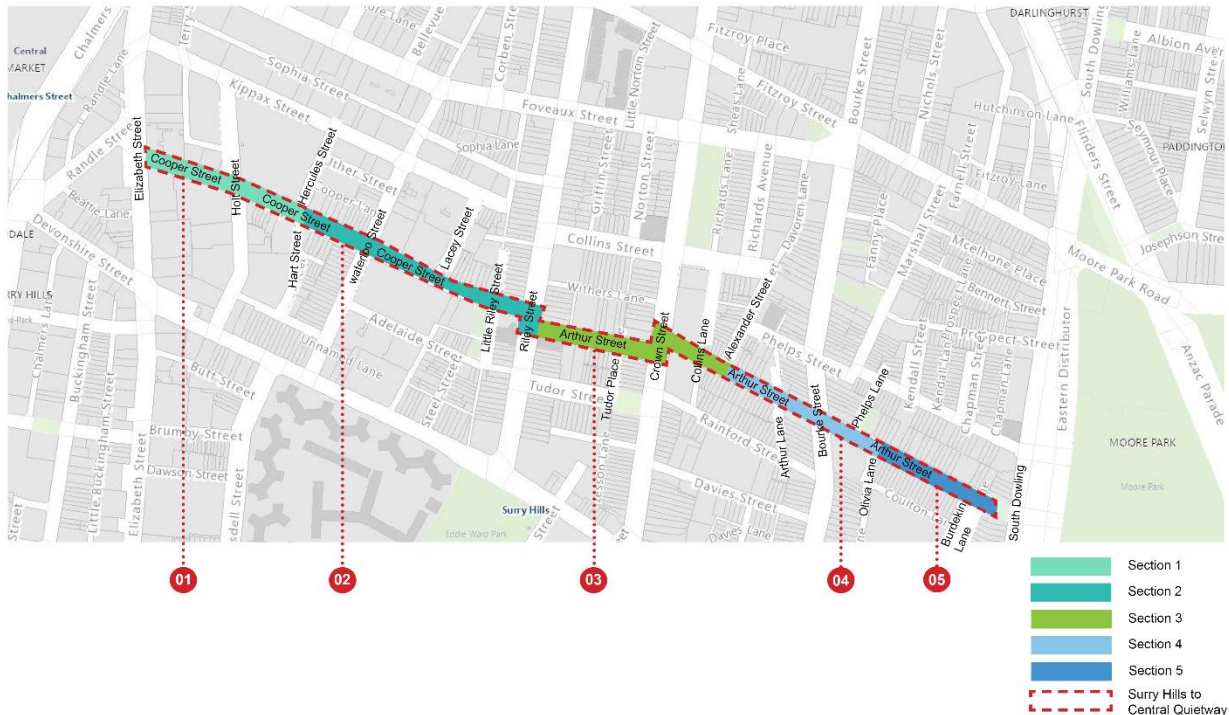
Transport for NSW research has found that 70 per cent of Greater Sydney residents would ride, or ride more, if it were safe and convenient¹. Recent surveys of residents in the City of Sydney and neighbouring council areas have consistently found over 70 per cent support for building a bike network.

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.

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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.
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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).
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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

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- 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.

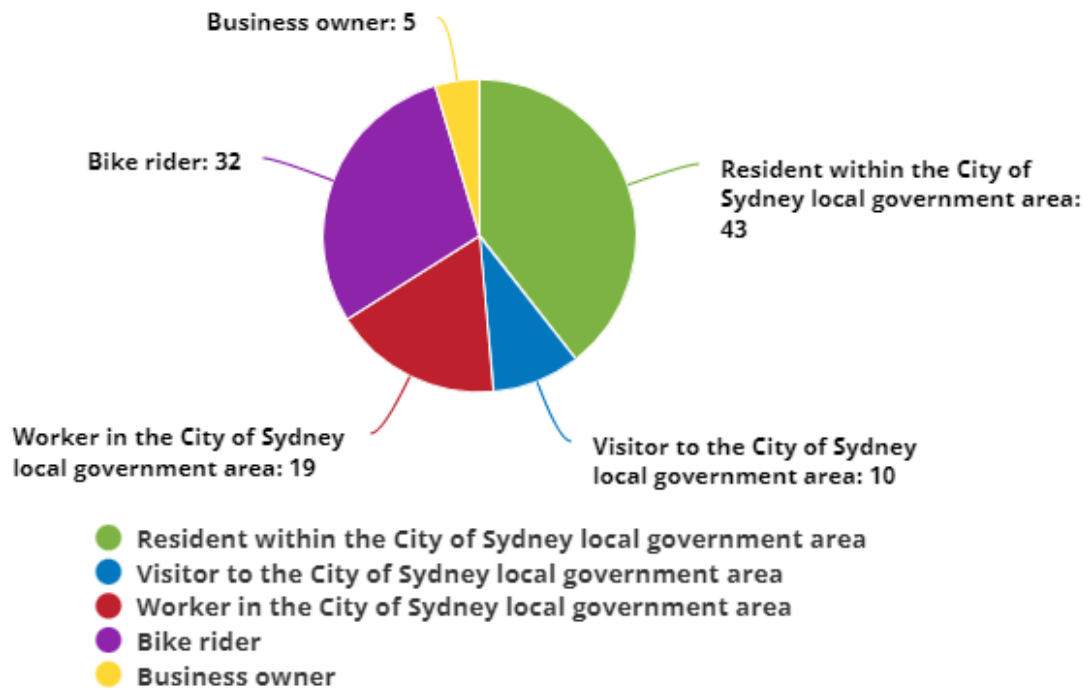
Email feedback and organisation feedback has been included in separate tables.

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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

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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.
	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.
	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			City of Sydney response
			(agree)	(disagree)	
	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
	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			City of Sydney response
			(agree)	(disagree)	
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			City of Sydney response
			(agree)	(disagree)	
					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			City of Sydney response
			(agree)	(disagree)	
	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.
	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			City of Sydney response
			(agree)	(disagree)	
	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.
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			City of Sydney response
			(agree)	(disagree)	
	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			City of Sydney response
			(agree)	(disagree)	
	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			City of Sydney response
			(agree)	(disagree)	
	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 form 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.

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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.

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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.

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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

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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.

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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

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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

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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.
	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

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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	

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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. .