Item 7.4
At Council
11 March 2025

Relevant Information for Council

FILE:	**X102084**	**DATE:**	14 March 2025
TO:	Lord Mayor and Councillors		
FROM:	Kim Woodbury, Chief Operating Officer		
THROUGH:	Monica Barone PSM, Chief Executive Officer		
SUBJECT:	Information Relevant to Item 7.4 - Project Scope - Surry Hills to Central Quietway		

Alternative 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, ***subject to the following amendment:***

  (i) ***relocation of the existing raised zebra crossing at Riley Street, near Collins Street, to cross Riley Street at Arthur Street, which will result in a net increase of 3 car spaces;***

(B) ***note that a raised threshold with a Continuous Footpath Treatment across Arthur Street is proposed in the Revised Concept Design as shown in Attachment D to the subject report;***

(C) ***note that approvals under the Roads Act 1993 will be required and sought during the detailed design phase;***

(D) note the estimated project costs as detailed in Confidential Attachment F to the subject report; and

(E) note that the City has design stage funding from the NSW Government and that the City will apply for construction stage funding.

Purpose

To provide further information on the proposed Surry Hills to Central Quietway.

Background

At the meeting of the Environment and Climate Change Committee on 10 March 2025, further information was sought about issues related to the proposed Surry Hills to Central Quietway.

Access to properties on Cooper Street

Access to lower Cooper Street from Elizabeth Street will require minor reroutes via Kippax Street. The Traffic Impact Assessment reviewed the reroutes and concluded that Kippax Street can accommodate the trips entering the study area that currently use Cooper Street. This detour will result in negligible additional time (i.e. less than one minute).

Impacts on smaller surrounding streets

The effect of the design on other streets and laneways, including the one-way changes, has been assessed.

Increases in traffic are expected in Kippax Street and other streets, but the overall volume will stay low and within the capacity of a local road. The Traffic Impact Assessment considers the overall impact to be manageable. The City will monitor traffic flow changes after the project to see if further action is needed.

Justification for separation on Cooper Street

The RTA Bicycle Guidelines referred to in "Review of Proposed Quiet Way Along Cooper Street" provided by the owners of 372-294 Elizabeth Street were published in 2005. Those guidelines were superseded by the Transport for NSW Cycleway Design Toolbox in 2020.

The Toolbox recommends that separated bicycle paths and Quietways are suitable for local streets with motor vehicle speeds less than 30 km/h and volumes of up to 2,000 motor vehicles per day. To keep speeds and traffic volumes in Cooper Street under these limits, now and into the future, the project includes making one end of Cooper Street one way.

Preventing traffic turning into Cooper Street from Elizabeth Street is necessary to improve safety for people walking. On 7 May 2017, a pedestrian on Cooper Street near the driveway of 372-394 Elizabeth Street was hit and injured by a 4WD entering from Elizabeth Street. The 4WD fled the scene. Removing the incoming motor traffic removes this hazard for people crossing the street at, or near, the Elizabeth Street intersection.

Safety hazards for cyclists, such as car dooring

The proposed design provides a separated cycleway with a buffer zone between people riding and parked vehicles.

All the City’s cycleways have sufficient median width to provide enough buffer for opening vehicle doors. The direction of bicycle traffic and parked cars is factored into this decision.

Bikes will be travelling in an oncoming direction to parked cars, so drivers' visibility is high and the angle of the door is less dangerous in this direction.

The design complies with Transport for NSW's cycleway design guidelines (the TfNSW Cycleway Design Toolbox).

While dooring is in the top two causes of injury crashes to bicycle riders in the LGA in ordinary street environments, there are no reported cases of any doorings on our separated cycleways.

Swept path analysis and property access

Since public consultation, the site has been surveyed, a swept paths analysis has been completed and the concept design has been revised.

The swept path analysis confirms the feasibility of the design and movements at driveways along one-way sections of road and at the intersections being modified. This includes outside 372-394 Elizabeth Street, the Holt Street intersection, the Riley Street intersection, driveways along Arthur Street, the Crown Street intersection, and the Bourke Street intersection.

One carshare space next to the driveway of 372-394 Elizabeth Street is proposed to be relocated to prevent cars parking incorrectly.

Ausgrid and crane access

Access to the substation within 372-394 Elizabeth Street and crane access to the building will not be impeded by the project.

Loading zone at western Cooper Street (near Elizabeth Street)

It is proposed that the loading zone in the western end of Cooper Street (near Elizabeth Street) be relocated from the northern to the southern side of the street. The relocation will reduce conflicts with people walking and people riding.

The Evening Star Hotel has advised they do not require the loading zone for keg delivery as they use a rear access point on O'Loughlin Street.

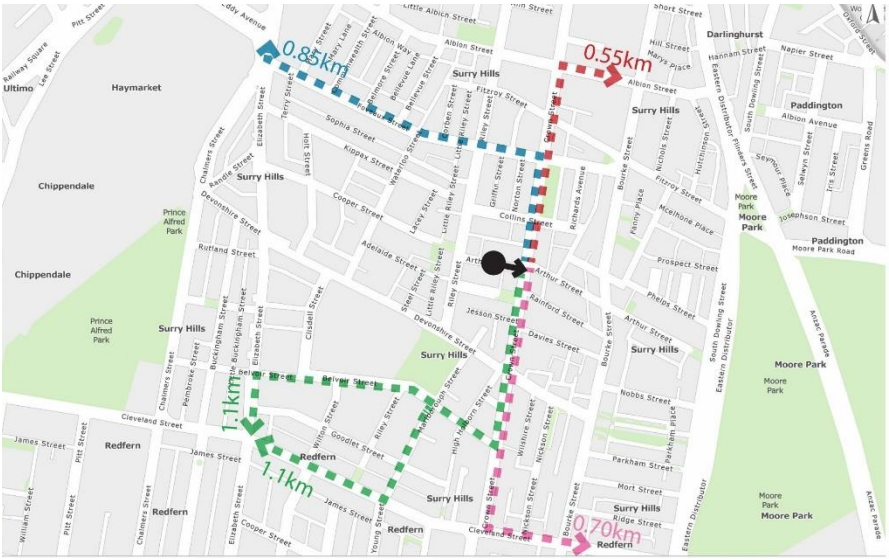
Driving distances due to Arthur Street westbound direction

The WSP Traffic Report (August 2024) reviewed local access and traffic circulation. The diagram below shows that routes out of Arthur Street (via Riley Street under the proposed new conditions) are between 100 metres and 300 metres longer (than via Crown Street under the existing conditions). Although one route to the north-west is 100 metres shorter.

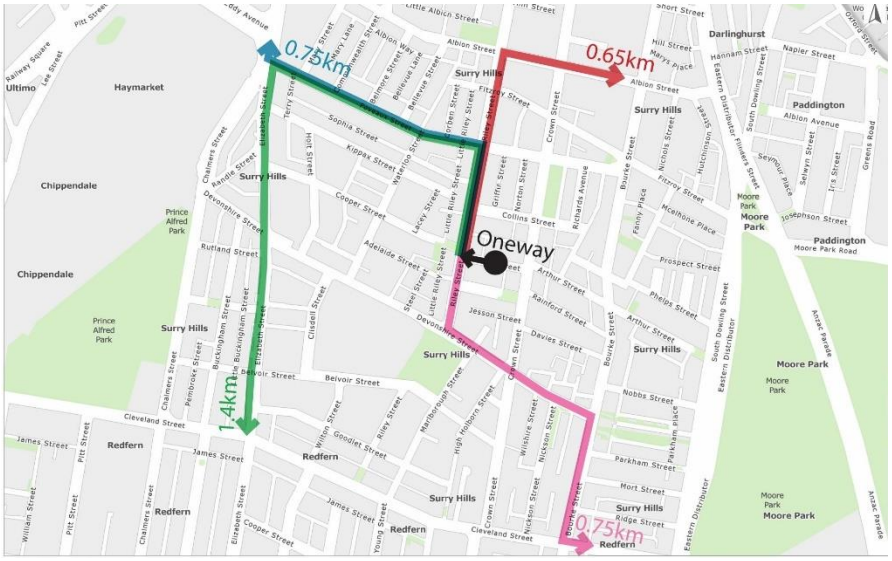
Withers Lane, located parallel to Arthur Street, is a 2-way 4.5-metre-wide laneway that provides local access to garages and access for service vehicles. The laneway is not an appropriate width to be a designated diversion route, but could be used by local vehicles requiring east-bound access towards Crown Street immediately north of Arthur Street.

Refer to diagrams below:

Existing - leave Arthur Street via Crown Street



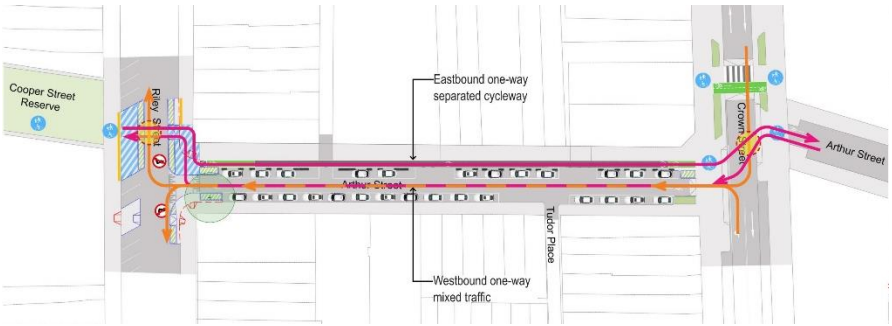
Proposed - leave Arthur Street via Riley Street



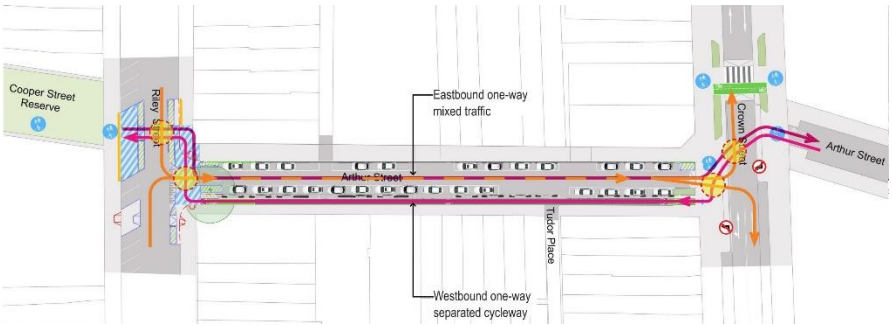
Conflict points on Arthur Street

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 west-bound traffic with an east-bound contraflow cycleway would be safer than the reverse arrangement (i.e. east-bound traffic with a west-bound contraflow cycleway). The recommended arrangement is more accessible with fewer conflict points between people driving, riding and walking. Refer to diagrams below that show conflict points as yellow dots.

One way Arthur Street west-bound (recommended)



One way Arthur Street east-bound (not recommended)



Parking and traffic calming opportunities

An estimated 12 parking spaces require removal for the proposed improvements. To offset the removed spaces, 15 potential new parking spaces have been identified in nearby surrounding streets (refer Attachment E and diagram below). The parking changes are subject to separate community notification and approval under the Road Act including Local Pedestrian, Cycling and Traffic Calming Committee consideration.

It is recommended to relocate the existing zebra crossing on Riley Street near the distance education school to cross Riley Street at Arthur Street. This will provide a direct route crossing at the Cooper/Arthur Streets intersection of Riley Street and would better serve the adjacent SDN childcare centre and the Girls and Boys Brigade. The crossing relocation will provide a net gain of 3 car spaces.

Of the 12 spaces required for removal, 6 are on Riley Street. To offset the removed spaces, 6 potential new parking spaces have been identified within 100m of the Riley Street intersection and are included in the 15 potential new spaces noted above. The diagram below shows 12 of the potential 15 new spaces.

The Revised Concept Design also proposes a Continuous Footpath Treatment across Arthur Street at Riley Street (Attachment D) to calm traffic and increase safety for people walking.

Parking Changes Diagram

Surry Hills to Central Quiet Way - Cycling and Walking Improvements CITY OF SYDNEY

Further detail on comparison of safety

While the current on-road environment between Bourke and Elizabeth Streets may be suitable for strong and confident riders, it does not qualify as a Quietway according to the Transport for NSW Cycleway Design Toolbox. Further, it does not satisfy the City's Cycling Strategy objective of providing infrastructure that is safe for an unsupervised 12-year-old. Students and teachers at Inner Sydney High School at Prince Alfred Park have plentiful and high-quality bike parking and are anticipated to use the proposed Quietway. These students who previously rode to Bourke Street or Crown Street Public Schools need a safe way to reach the high school that the Quietway will provide.

How the City will work with the community during the detailed design phase

Following community feedback, the concept design was revised.

Should Council endorse the revised concept design, City staff will develop a detailed design. During this time, the community will be informed of progress by uploading the final design to the project webpage. During construction we will notify affected properties. Notifications and webpage content will include City staff contacts for any questions.

Memo from Kim Woodbury, Chief Operating Officer

Prepared by: David Baker, Design Manager

Approved

MONICA BARONE PSM

Chief Executive Officer