

Item 4.

Revised Project Scope - Surry Hills to Central Quietway

File No: X102084

Summary

On 17 March 2025, Council resolved to endorse the project scope and budget for the Surry Hills to Central Quietway (the Quietway) subject to some amendments.

Following Council endorsement of the project scope, the City has received further feedback from local residents regarding existing traffic circulation in the precinct and it is proposed to expand the scope of the Quietway project to include:

- (a) re-opening Holt Street at Devonshire Street as a Shared Zone and
- (b) changing Adelaide Place from one-way northbound to one-way southbound.

In addition to the above it is also recommended to include the provision of designated bike parking areas at several locations along the Quietway route.

This report details the revised project scope It also outlines the cost implications of the additional scope above and relocating the pedestrian crossing in Riley Street as per the March 2025 Resolution of Council.

Recommendation

It is resolved that Council:

- (A) endorse the revised project scope for the Surry Hills to Central Quietway, as described in the subject report for the purpose of proceeding to community consultation (for works at Holt Street and Adelaide Place), design development, documentation and construction; and
- (B) note the financial implications detailed in the subject report.

Attachments

- Attachment A.** Resolution of Council - 17 March 2025 - Project Scope - Surry Hills to Central Quietway
- Attachment B.** Updated Drawings - Quietway at Riley Street (Original Endorsed Scope)
- Attachment C.** Drawings - Additional Scope (Holt Street and Adelaide Place)
- Attachment D.** Drawings - Additional Scope (Designated Bike Parking Areas)

Background

1. In March 2025, Council approved the concept design and budget for the Surry Hills to Central Quietway project (the Quietway) subject to amendments.
2. The proposed Quietway will run along Cooper and Arthur Streets in Surry Hills and will form a key east-west route, connecting Elizabeth Street at Central Station with Moore Park. The route was identified in the planned bike network included in the adopted Cycling Strategy and Action Plan 2018-2030.
3. The Quietway proposal was considered by the Local Pedestrian, Cycling, Traffic Calming and Transport Forum at its February 2026 meeting.

Endorsed Project Scope (March 2025)

4. The project scope endorsed by Council in March 2025 comprises a series of treatments for traffic calming and improved street conditions along the route including:
 - (a) Separated contraflow cycleways flowing one-way eastbound on sections of Cooper and Arthur Streets.
 - (b) Conversion of sections of Cooper and Arthur Streets to one-way traffic. Westbound.
 - (c) Widening footpaths for shorter crossing distances in key locations for people walking and improving pram ramps.
 - (d) New garden beds and trees.
 - (e) Minor lighting and storm water drainage works as required to implement the above.
5. The scope of works endorsed by Council was subject to the following amendment:
 - (a) 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.

Additional Project Scope

6. The CBD and South East Light Rail project implemented by Transport for NSW saw the closure of Holt and Waterloo Streets at their intersections with Devonshire Street.
7. Since the road closures were implemented in 2019, residents have advised that trucks increasingly use the narrow Steel Street and Adelaide Place. During consultation for the Quietway, residents expressed their concerns that this will worsen when Cooper Street is made one-way as part of the Surry Hills to Central Cycleway.

8. In response to these concerns, it is proposed to expand the scope of the Quietway project to include the following additional scope:
 - (a) re-open Holt Street to traffic in a one-way direction entering from Devonshire Street and
 - (b) change Adelaide Place between Devonshire Street and Adelaide Street from one-way northbound to one-way southbound.

Holt Street

9. The re-opening of Holt Street as a shared zone will include:
 - (a) Relocation of the existing walls and stairs.
 - (b) Reconstruction of kerbs and the provision of new vehicle-grade paving.
 - (c) Additional lighting, furniture and planting to support a Shared Zone environment.
 - (d) The removal of one tree and localised pruning to other trees to meet vertical clearance requirements.
10. It is anticipated that the changes will reduce vehicle numbers on Adelaide Place and Steel Street.

Adelaide Place

11. Converting Adelaide Place to one-way south bound will include:
 - (a) Changes to signage and line-marking;
 - (b) Realignment of kerbs at the intersection to facilitate vehicle turning into Devonshire Street; and
 - (c) Installation of a kerb barrier along the Light Rail corridor.
12. The proposed change in direction will require banning heavy vehicles, including garbage trucks, from Adelaide Place. This is required as traffic analysis shows that larger vehicles, including trucks, would not be able to turn out of Adelaide Place without encroaching onto the road corridor.
13. Transport for NSW support for the change is contingent on the City installing a kerb barrier along the Light Rail corridor to prevent vehicle encroachment.

Designated Bike Parking Areas

14. Designated bike parking areas are being provided across the LGA to decrease clutter and footpath impacts from the increasing number of share bikes and food delivery bikes.
15. It is proposed to utilise the opportunity provided by this project to provide designated bike parking at 5 locations along the Quietway route.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

16. 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 5 - A city for walking, cycling and public transport.
 - (i) The objectives related to this proposal are:
 - street space is reallocated for people, places and planting
 - more people ride more because it is an attractive, convenient and safe option for everyday transport
 - 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.

Organisational Impact

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

Risks

18. 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.
19. A Road Safety Audit (RSA) will be carried out on the concept design to identify risks associated with the proposal and amendments to the design as required to improve on road safety aspects. Further RSAs, and design amendments, will be carried out at the completion of the design and construction stages.
20. 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.

Environmental

21. This project aligns with the City of Sydney's environment performance objectives and targets. Key initiatives include:
 - (a) Construction Waste - all recyclable construction waste will be diverted from landfill in line with the City's Recycling and Waste Policies.
 - (b) 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.

Financial Implications

22. There are funds with the 2025/26 capital works budget and the Long-Term Financial Plan for the Quietway, however, additional funds are required in the 2026/27 Long Term Financial Plan to deliver the additional scope.
23. The approved budget of \$3,120,456 was allocated based on a preliminary concept design for the original Surry Hills to Central Quietway scope only.
24. The budget does not allow for the proposed reconfiguration of the Quietway's intersection with Riley Street, or the proposed changes to Holt Street and Adelaide Place, and the designated bike parking areas.
25. There are insufficient funds in the approved budget to deliver the revised scope recommended in this report.
26. The shortfall between the budget and forecast costs is \$1,967,544.
27. If additional Council funds are not allocated for Holt and Adelaide Place, the proposal will not proceed.
28. The total forecast project cost is largely based on a quantity surveyor's cost estimates and references costs from similar projects. Revised cost estimates will be obtained throughout the remaining design process.
29. The revised project budget is reflected in the draft 2026/27 Long Term Financial Plan, proposed for public exhibition concurrently with this report.
30. The City has accepted funding of \$600,000 from the NSW Government through Transport for NSW's Active Transport Program towards the design phase of the Quietway project. The City receives reimbursement of actual expenses up to \$600,000.
31. The City has applied for \$2,000,000 from the NSW Government through Transport for NSW's Active Transport Program to be used towards the construction phase of the Quietway project. A response from Transport for NSW is expected in mid-2026. These funds will help offset the cost of the project to the City. Should Transport for NSW not approve the funding application, the timing of project delivery may need to be reconsidered.

32. 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.

Relevant Legislation

33. 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) has been completed.
34. Environmental Planning and Assessment Regulation 2021.

Critical Dates / Time Frames

35. It is proposed that the additional scope be incorporated into the forthcoming construction of the Quietway project.
36. Key dates for the project are:

Milestone	Target dates
Community Consultation (Holt and Adelaide)	June 2026
Design completion (Quietway)	June 2026
Local Pedestrian, Cycling, Traffic Calming and Transport Forum (Holt and Adelaide)	October 2026
Design completion (Holt and Adelaide)	November 2026
Construction	Late 2026 to late 2027

Options

37. Alternative options to address the concerns raised by local community members were reviewed. These included re-opening Waterloo Street rather than Holt Street. This option is not recommended as Holt Street provides a more direct route to the precinct for most expected trip types. Further, reopening of Waterloo Street would also require more tree removal and a higher volume of demolition and rebuild work.

Public Consultation

38. Further to the earlier public consultation on the Quietway, as outlined in the March 2025 report to Council, it is proposed to undertake community consultation on the Holt Street and Adelaide Place proposal in June 2026, pending Council approval. Refer Attachment C.
39. Transport for NSW did not raise any objections to the proposed changes at Holt Street and Adelaide Place, subject to the condition that vehicles turning from Adelaide Place into Devonshire Street do not encroach onto the Permanent Light Rail Corridor.
40. The community will be notified by letter drop approximately 2 weeks ahead of construction commencement.

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