

Project Scope - Elizabeth Street and Randle Street Cycleway

File No: X102094

Summary

This report describes the proposed walking and cycling improvements on Elizabeth and Randle streets, between Eddy Avenue and Devonshire Street.

The project will deliver a safe and continuous 2-way, north-south connection for people riding between Chalmers Street at Prince Alfred Park and Eddy Avenue and connect to the proposed Surry Hills to Central Quietway at Cooper Street.

The new cycleway will improve safety for people walking and riding and close the existing network gap at the busy pedestrian crossing outside Central Station at Foveaux Street where riders are currently advised to dismount.

The City carried out community consultation for the project from 10 March 2026 to 9 April 2026, which included sending notification letters to 900 residents and businesses and two on-site community information sessions. The Sydney Your Say page was visited 1,759 times and the plans were downloaded 701 times during the consultation period. Of the 18 email submissions and 125 survey submissions, approximately 89% were supportive of the proposal.

This report seeks Council approval of the project scope.

Recommendation

It is resolved that Council:

- (A) approve the project scope for the Elizabeth Street and Randle Street cycleway as shown in Attachment A to the subject report for progression to detailed design and submission of a grant application for construction funding under the Get NSW Active program;
- (B) note the financial implications detailed in the subject report; and
- (C) note that the construction of the project is subject to the City receiving grant funding.

Attachments

- Attachment A.** Sydney Bike Network Map
- Attachment B.** Concept Plans Exhibited for Community Feedback
- Attachment C.** Engagement Report

Background

1. In November 2018, Council adopted the Cycling Strategy and Action Plan 2018-2030, for incorporation into the City's Community Strategic Plan - Delivering Sustainable Sydney 2030-2050. The Strategy includes an overall proposed Bike Network as shown at Attachment A to the subject report.
2. This project will be part of a continuous and safe connection from Green Square to Circular Quay or the Harbour Bridge. The route is part of the NSW Government's strategic cycleway network and Transport for NSW are providing grant funding for the design phase of the project under the Get NSW Active program.
3. There is an existing section of separated cycleway on Chalmers Street which was constructed by Transport for NSW as part of the Light Rail project. However, this existing facility includes a network gap where the cycleway terminates at the dental hospital. Bike riders are advised to dismount and walk their bikes until they reach the next section of separated cycleway near the intersection with Foveaux Street.
4. The existing separated cycleway between Eddy Avenue and Elizabeth Street terminates at the busy pedestrian crossing outside Central Station opposite Foveaux Street. Bike riders have to manoeuvre their bikes through crowds of people walking or waiting at the lights on a narrow section of footpath.
5. The new Metro station exit in Chalmers Street has added another layer of complexity. Here the existing short section separated cycleway runs between the narrow footpath outside the station exit and the Light Rail stop.

Project Scope

6. The proposed new cycleway along Elizabeth Street and Randle Street will improve safety and amenity for people walking and riding. It will close the bike network gap and provide continuous, fully separated cycleway. In detail, the proposal includes the following:
 - (a) a new bi-directional separated cycleway in the western kerbside lane on Randle Street between Devonshire Elizabeth Street and on Elizabeth Street between Randle and Foveaux Street
 - (b) footpath widening on Randle Street with a short section of shared path to provide a connection from the new cycleway to the Quietway on Cooper Street near Elizabeth Street and on Elizabeth Street
 - (c) footpath widening on Elizabeth Street where the indented parking bays are removed
 - (d) continuous footpath treatments on both ends of Randle Lane.
7. The proposal requires the removal of 5 parking and loading spaces on Randle Street and 2, 10-minute parking spaces on Elizabeth Street.

8. Transport for NSW have provided agreement in principle to the required changes at the 3 signalised intersections on the condition that the project also include:
 - (a) removing the existing section of separated cycleway on Chalmers Street outside the Metro Station exit and the dental hospital
 - (b) moving the bus lane on Chalmers Street alongside Prince Alfred Park (between Devonshire and Cleveland Streets) from the kerbside lane into lane 2. This will make approximately 30 spaces available for parking in the kerbside lane for an additional 9 hours on weekdays. Parking is currently not available during the operation of the bus lane from 6am to 10am and 3pm to 8pm Mondays to Fridays.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

9. 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) Objectives under this Direction include developing a network of safe, linked pedestrian and cycle paths integrated with green spaces throughout both the city and inner Sydney; giving greater priority to cycle and pedestrian movements and amenity in the City Centre; and promoting green travel for major workplaces and venues in the city.
 - (ii) As a key part of the cycle network, the cycleways proposed in this project will complete missing links in the bike network, which will provide a viable sustainable transport alternative that will contribute to lower carbon emissions and reduced pollution.

Organisational Impact

10. The project will create additional assets, such as new civil infrastructure and pavement markings, which will require ongoing maintenance.

Risks

11. Risks associated with the proposal have been considered through the concept design and consultation phases. These include safety for people while walking, cycling and driving, environmental and economic impacts, and community concerns. The risks will be further addressed in the forthcoming design development and documentation phases.
12. A Road Safety Audit has been carried out on the concept design and the findings will inform the next stage of the design to improve the safety of all road users. Further Road Safety Audits will be carried out at the completion of the design and at the completion of construction to identify and mitigate any residual risks.

13. This approach is within the City's risk appetite, which states:

- The City has a responsibility to ensure that it has sufficient resources in the short, medium and long term to provide the levels of service that are both affordable and considered appropriate by the community.
- Our primary objective is to prevent harm, injuries and workplace illnesses to our workers, residents, visitors and other stakeholders. We acknowledge that achieving a risk-free environment is not feasible, especially in the public domain. We therefore aim to minimise health, safety and wellbeing risks within our organisation and in the public domain as far as reasonably practicable and in keeping with our legal obligations.
- We recognise the importance of prudent financial management when it comes to our assets and we strive to maintain a financially sustainable position. Our risk appetite acknowledges the need to balance investment in infrastructure with the Council's overall financial capacity.

Social / Cultural / Community

14. People will have improved access to safe cycling infrastructure to enjoy a healthy lifestyle with an increased level of physical activity. As part of the City's bike network, this project will contribute to better connected neighbourhoods and workplaces, increased transport choice and a more socially connected, active and healthier community.

Environmental

15. The project aligns with the strategic directions of Sustainable Sydney 2030-2050 Continuing the Vision which aim to provide a better environment for people walking and riding bikes, resulting in lower carbon emissions and reduced pollution.
16. Cycling and walking are integral to our transport future because they are the most accessible, equitable, sustainable and reliable forms of transport.
17. Opportunities to provide additional street trees and contribute towards the City's canopy targets will be investigated during the detailed design.

Financial Implications

18. Funding for the project is included in the adopted 2025/26 Long Term Financial Plan (LTFP) and the draft 2026/27 LTFP. An allocation of \$4,801,116 has been provided, based on benchmarking against comparable projects.
19. However, the budget does not include an allowance for the additional scope required by Transport for NSW as a condition of their agreement in principle, i.e. the removal of the existing cycleway on Chalmers Street and relocation of the bus lane. The final budget requirements will be reviewed upon completion of the detailed design.
20. The City has secured \$600,000 in design funding from the NSW Government under the Get NSW Active program. Reimbursement has been received for actual costs incurred to date, with further reimbursements available up to the total approved funding amount for the design phase.

21. A further grant application covering the full construction scope will be submitted under the Get NSW Active program once the detailed design is complete. Construction of the project will be contingent on securing future grant funding.
22. The project includes the upgrade of assets owned by third parties, such as traffic signals owned by Transport for NSW. These works will be recognised as expenditure within the City's operating budget for the relevant financial year in which they occur.

Relevant Legislation

23. Roads Act 1993
24. Local Government Act 1993
25. Environmental Planning and Assessment Act 1979 (EP&A) - The scope of works will be reviewed by a planner to assess consent requirements for the project under the EP&A Act. Critical Dates / Time Frames
26. Key dates for the project are:

Milestone	Target dates
Design Development	From June 2026 to October 2027
Funding Application Period	From November 2027 to April 2028
Construction Tender Period (subject to funding from Transport for NSW)	From May 2028 to August 2028
Construction (subject to funding from Transport for NSW)	From September 2028 to August 2029

Options

27. Council has the option not to proceed with the project. This is not recommended as it would not address the existing safety issues due to the network gap nor provide a connection to the Surry Hills Quietway. It would also create a risk of Transport for NSW closing the existing cycleway section on Chalmers Street due to safety concerns, without a safe alternative route being available.
28. Council could proceed with construction without construction grant funding, but this is not recommended due to the impact on the long term financial plan, and does not accommodate all anticipated costs due to the requirements of Transport for NSW.

Public Consultation

29. The City exhibited the concept design for the cycleways and consulted with the community over 4 weeks between 10 March 2026 and 9 April 2026. A total of 20 email submissions and 125 survey submissions were received during the consultation period.
30. Consultation activities included:
 - (a) a webpage on Sydney Your Say Webpage was created. The page included an electronic copy of the concept design, survey and other key information about the consultation. The page also included the online feedback form.
 - (b) the consultation was included in the Sydney Your Say March 2026 e-newsletters.
 - (c) a consultation letter sent to 900 residents and businesses, inviting them to give feedback on the proposal.
 - (d) 2 community information sessions were held on Tuesday 17 March and Thursday March 2026 and were attended by 10 residents and stakeholders.
 - (e) 12 notice boards were installed along the alignment, inviting people to give feedback on the proposal.
31. The Sydney Your Say page was visited 1,759 times and the plans were downloaded 701 times during the consultation period.
32. Approximately 89% of the submissions were supportive of the cycleway works, with some suggestions made to improve the designs.
33. The main themes in comments received during consultation were as follows:
 - (a) safety improvements provided by the cycleways
 - (b) creation of new connections in the city
 - (c) environmental benefits and reduction of traffic
 - (d) supports more active transport and will make more people comfortable riding.

34. Each of the key issues raised by the community and the City's responses are summarised in the attached consultation summary report (Attachment C).

KIM WOODBURY

Chief Operating Officer

Mir Hossain, Specialist Project Manager