

Attachment C

Engagement Report



Engagement report

**Randle and Elizabeth streets walking and cycling
improvements**

April 2026

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Overview

Background

From 10 March to 9 April 2026, we asked the community for feedback on our proposal to replace the cycling connection on Chalmers Street with a cycleway on Randle and Elizabeth streets.

Scope

Our plans include:

- installing a 2-way cycleway along the west side of Randle and Elizabeth streets, between Devonshire and Foveaux streets.
- extending the kerb to create wider footpaths along sections of the west side of Randle and Elizabeth streets
- removing about 5 parking and loading spaces on Randle Street
- removing 2 Elizabeth Street 10-minute parking zones
- continuing the footpath across both ends of Randle Lane.

Background and context

The cycleway project will provide a bi-directional separated cycleway along the western side of Elizabeth and Randle Streets. The cycleway will link the existing separated cycleway along the Light Rail at Eddy Avenue with the proposed new Quietway on Cooper Street and the existing separated cycleway on Chalmers Street.

This project will address safety and access issues between Prince Alfred Park and Eddy Avenue. The existing cycleway next to the Light Rail stop does not connect to Eddy Avenue and requires people riding to dismount near Foveaux Street. The proposed cycleway will remove interactions between people walking and riding that have the potential to lead to an accident.

Purpose of engagement

The purpose of the engagement was to:

- notify stakeholders of the proposal.
- gather feedback from stakeholders and the community.

Outcomes of engagement

Submissions received during the February and March 2026 consultation

We received 18 email submissions and 125 survey submissions during the public exhibition period. The Sydney Your Say page was visited 1,759 times during the consultation period.

An additional 3 submissions were made on behalf of local community groups/organisations, as listed below.

Bicycle NSW

Bike Marrickville

Better Streets

Submissions and engagement activity

Quantity	Description of activity
166	Total submissions received
125	Surveys completed
21	Emailed submissions received
1,759	Sydney Your Say webpage visits
701	Document downloads

Key findings

Overview of key findings from the survey

Primary sentiment	Count
Support	112
Oppose	8
Mixed/Neutral	5

Key findings from the survey

Top recurring themes across the survey submissions:

Submissions supporting the project

Support the project	44	Noted
Continue the cycleway along Elizabeth Street to connect to the northern cycleways	19	The connection along Elizabeth Street to Campbell Street is part of the City's adopted Cycling Strategy and we will pursue it with Transport for NSW as a separate project in the future.
Retain cycle access to metro and light rail	13	The existing Shared Zone (which allows motor vehicles and bikes) will be retained and provide access to the Metro and light rail stops.
Incorporate more greening into the project	6	Opportunities to plant additional street trees will be investigated during the detailed design phase along the proposed widened footpath on Elizabeth Street.
Prioritise light phasing for people walking and riding	5	Traffic light phasing is controlled by Transport for NSW. The City always advocates for phasing to prioritise people walking and cycling.
Improve access to the Surry Hills Quietway	4	New shared path crossings at the intersection of Elizabeth and Randle Street will provide a connection for riders between the Elizabeth and Randle Street cycleway and the Surry Hills Quietway.

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Requests widened intersection at Elizabeth & Foveaux streets for people walking	3	The proposed cycleway on Elizabeth Street will separate bike riders from people walking in this location. This means more footpath space will be available for people walking.
Concern about bus congestion and priority	2	The proposal has been developed to maintain bus service levels. Transport for NSW have reviewed the proposal and provided Agreement in Principle.
Maintain bike connections during construction	2	Maintaining bike connections during construction will be a key consideration of the construction traffic management plans.
Ensure there is clear wayfinding	2	Bike network wayfinding signage will be reviewed and updated as part of the project.
Concern about rat running through Randle Lane	1	Randle Lane is one-way southbound. Vehicles can only enter from Elizabeth Street and turn left onto Randle Street which leads back to Elizabeth Street.
More bike parking	1	Requests for additional bike parking can separately be submitted via the City's website https://www.cityofsydney.nsw.gov.au/transport-parking/request-new-bike-parking-space-or-find-existing
More CCTV	1	This is beyond the scope of this project.
Use Randle Lane to avoid traffic impacts	1	A bike route via Randle Lane would not provide a network connection to the proposed Surry Hills Quietway.
Consider a connection from Foveaux Street	1	Foveaux Street is not part of the City's proposed bike network. However, the detailed design will consider how bike riders can move between the separated cycleway and adjacent roads.
Suggests a wombat crossing of Randle at Elizabeth to give people riding right of way	1	The intersection of Randle and Elizabeth Street is controlled by traffic signals.
Existing shared crossing of Eddy Avenue is dangerous	1	Changes to the existing cycleway on Eddy Avenue are beyond the scope of this project.
Manage overpowered e-bikes	1	The NSW Government has actions underway to address issues related to e-bikes and share bikes.
Contraflow on Foveaux Street to access Terry Street	1	Foveaux Street is not part of the City's proposed bike network.
Requests a bike connection from Elizabeth Street to Railway Square	1	This is beyond the scope of this project.

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Requests cycling infrastructure to remove potential accidents between people walking and riding in Prince Alfred Park	1	The existing shared path through Prince Alfred Park is part of the City's bike network. We regularly conduct Share the Path education sessions in Prince Alfred Park to talk with path users about safe and courteous behaviour.
Suggests cycleway infrastructure that doesn't cause interactions between people walking and riding - bridges over railway property etc	1	Noted. This is beyond the scope of this project.

Submissions opposing the project

Oppose	1	Noted
People riding will use the most direct route on Chalmers Street	2	Transport for NSW have provided agreement in principle for the project on the condition that the existing cycleway in Chalmers Street is removed. The existing route includes a network gap and requires riders to dismount to navigate the busy pedestrian waiting area outside Central Station at Foveaux Street. The new cycleway alignment will provide a continuous, separated facility and improve safety for all road users. It will also provide a connection to the proposed Quietway on Cooper Street.
An uphill cycleway is less desirable than a flat one	2	Refer above
Concern about bus congestion and priority	1	The proposal has been developed to maintain bus service levels. Transport for NSW have reviewed the proposal and provided Agreement in Principle.
Against e-bikes, share bikes and rider behaviour	1	The NSW Government has actions underway to address issues related to e-bikes and share bikes. We regularly conduct Share the Path education sessions to talk with path users about safe and courteous behaviour.
Congestion concerns	1	Transport for NSW have reviewed the proposal, including impacts on traffic flows and have provided Agreement in Principle.

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Submissions with neutral/mixed feedback

Use Randle Lane to avoid traffic impacts	1	A bike route via Randle Lane would not provide a network connection to the proposed Surry Hills Quietway. Randle Lane will also be serving as a construction zone for the adjacent development in the near future.
Retain short term parking	1	The proposal reallocates the road space to provide a wider footpath and a separated cycleway, which is aligned with the NSW Road User Space Allocation Policy.
Manage overpowered e-bikes	1	The NSW Government has actions underway to address issues related to e-bikes and share bikes.
Congestion concerns	1	Transport for NSW have reviewed the proposal and provided Agreement in Principle. They are satisfied with the likely impacts.
Requests widened intersection at Elizabeth & Foveaux streets for people walking	1	The proposed cycleway on Elizabeth Street will separate bike riders from people walking in this location. This means more footpath space will be available for people walking.

Overview of key findings from email submissions

All email submissions were supportive of the project

Key findings from email submissions

Top recurring themes in 17 email submissions

Retain cycle access to metro and light rail	5	The existing Shared Zone (which allows motor vehicles and bikes) will be retained, and provide access to the Metro and light rail stops.
Continue the cycleway along Elizabeth Street to connect to the northern cycleways	4	The connection along Elizabeth Street to Campbell Street is part of the City's adopted Cycling Strategy and we will pursue it with Transport for NSW i as a separate project in the future.
Prioritise light phasing for people walking and riding	3	Traffic light phasing is controlled by Transport for NSW. The City always advocates for phasing to prioritise people walking and cycling.
More bike parking	2	Requests for additional bike parking can separately be submitted via the City's website https://www.cityofsydney.nsw.gov.au/transport-parking/request-new-bike-parking-space-or-find-existing
Maintain street parking	2	The proposal reallocates the road space to provide a wider footpath and a separated cycleway, which is aligned with the NSW Road User Space Allocation Policy.
Improve access to the Surry Hills Quietway	1	New shared path crossings at the intersection of Elizabeth and Randle Street will provide a connection for riders between the Elizabeth and Randle Street cycleway and the Surry Hills Quietway.
Remove vehicle lane on Devonshire Street to make bike access safer	1	Changes to Devonshire Street are beyond the scope of this project.
Maintain two traffic lanes on Randle Street	1	The proposal reallocates one of the two existing traffic lanes to create the bi-directional cycleway.
Use Randle Lane	1	A bike route via Randle Lane would not provide a network connection to the proposed Surry Hills Quietway.

Make the cycleway lanes wider	1	The cycleway lanes will be made as wide as possible within the available road space. However, the design will also need to ensure the remaining vehicle lanes can operate safely.
Continue the cycleway on Elizabeth Street, south to Rutland Street to connect to Devonshire and Buckingham streets	1	Elizabeth Street south of Cooper Street is not part of the bike network in the City's adopted cycling strategy.
Reduce southbound traffic lanes on Elizabeth Street.	1	The Agreement in Principle provided by Transport for NSW requires the two southbound traffic lanes to be maintained.
Connection north through Eddy Avenue and Belmore Park needs to be improved	1	The proposed renewal of Belmore Park will improve the existing shared path connections through the park.
Requests widened intersection at Elizabeth & Foveaux streets for people walking	1	The proposed cycleway on Elizabeth Street will separate bike riders from people walking in this location. This means more footpath space will be available for people walking.
Suggests a cycling connection to Fitzroy Street on Foveaux Street	1	Foveaux Street is not part of the bike network in the City's adopted cycling strategy.

Key stakeholder submissions

Bicycle NSW

Thank you for the opportunity to provide feedback on the plans to upgrade Randle Street and part of Elizabeth Street.

Bicycle NSW strongly supports the proposal to reallocate traffic lanes for a bidirectional separated bicycle path and widened footpaths, and reconfigure the intersection of Randle and Elizabeth streets to create a safe, seamless connection to the future Surry Hills to Central 'Quietway' on Cooper Street.

The new bicycle path will be a very welcome improvement to the existing facility on Chalmers Street. Currently, riders using the regional cycleway between the CBD and Redfern must mix with crowds of pedestrians waiting to cross Elizabeth Street and public transport passengers moving from the new Metro entrance to the light rail.

Bicycle NSW congratulates both Transport for NSW and the City of Sydney for collaborating to develop a solution for safe cycling on a section of Elizabeth Street. This project will be another significant step forward in the practical application of the Road User Space Allocation Policy to create liveable, accessible cities where people, not cars, are prioritised.

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Lane by lane, space for vehicles is being reduced and the City is becoming safer, quieter and more attractive - and easier to traverse by bicycle.

The concept plans look great, and we don't have any suggestions to improve the design.

However, we have **two key recommendations** for the project team to discuss with Transport for NSW:

- Access to the Metro and light rail must be maintained for bike riders, without any need to dismount. If the Chalmers St separated cycleway is removed, the space it occupied should be combined with the footpath to create a wide shared path. This will also provide a low-speed option for bike riders who are not keen, or able, to climb the hill up to the intersection of Randle and Elizabeth streets.
- Plans should be advanced as soon as possible to extend the cycleway along Elizabeth Street to Campbell Street. Transport for NSW will need to relinquish a little more road space on Elizabeth Street. A dedicated cycleway here would provide a direct and comfortable alternative to the constrained shared path through Belmore Park. This path is under increasing pressure as the number of bike riders using Belmore Park continues to grow. Data from two bike counters on either side of the park proves this. The George Street Cycleway saw a growth in use of 50% over the last 12 months. The Castlereagh Street Cycleway is 23% busier. The data can be viewed on the [Transport for NSW Walking and cycling counts dashboard](#).

We look forward to working with the City of Sydney to advance the project's detailed design and other key elements of the cycling network in this area. Please do not hesitate to contact us if we can help in any way. If requested, we would be delighted to amplify advocacy to Transport for NSW to ensure that the very best outcomes for bike riders are achieved.

We look forward to riding on the new cycleway very soon!

Better Streets

Thank you for the opportunity to provide feedback and for the ongoing work the City of Sydney does to build safer, more liveable streets for us all.

Better Streets Australia strongly supports the proposed walking and cycling improvements for Randle and Elizabeth Streets.

We commend the City of Sydney for its continued leadership in creating safer, more accessible streets for people walking and riding. Projects like this play a vital role in making everyday travel safer, healthier and more enjoyable for the community.

Improving safety and comfort for people of all ages and abilities is essential to increasing walking and cycling, reducing congestion, and supporting more vibrant local streets. These upgrades will help create a more people-focused environment and better connections across the city.

We encourage the City to continue prioritising high-quality, protected infrastructure and to deliver more walking and cycling improvements throughout the city.

Bike Marrickville

We're writing to express our strong support for the walking and cycling improvements on Randle and Elizabeth streets (as well as the City's ongoing cycleway delivery program).

While we're nominally a Marrickville-based organisation, many of our members travel to the City for work, study, and leisure. We prefer to travel to your LGA without driving and firmly believe that Sydney is better when more people choose to leave the car at home more often - especially during a fuel crisis and with rising costs of living.

However, please consider retaining the Chalmers Street cycleway, or at least a shared path between the station entrance and light rail stop, to enable less confident riders who wish to avoid hills, or connect directly to public transport, to do so via the most convenient route.

In saying this, we do support and anticipate that the new route on Randle and Elizabeth streets will be the most obvious, and preferred option for most riders, as it improves the comfort of both pedestrians and riders alike.

Any scope increases to reallocate more road space from private vehicles, and for people walking and riding are also welcome, especially along Elizabeth, Eddy, and all surrounding streets. It's great to see the City implementing Transport for NSW's Road User Space Allocation Policy better than any other jurisdiction!

Engagement activities

Overview of engagement undertaken

[Sydney Your Say webpage](#)

A Sydney Your Say webpage -

<https://www.cityofsydney.nsw.gov.au/proposed-works-maintenance/have-your-say-walking-cycling-improvements-randle-elizabeth-streets> - was created. The page included an electronic copy of the concept design, survey and other key information about the consultation.

[Online feedback form via survey](#)

The community and stakeholders were able to give feedback using an online feedback form. A link to the feedback form was provided on the Sydney Your Say website.

[Sydney Your Say e-news](#)

The consultation was included in the Sydney Your Say March 2026 e-newsletters (4013 subscribers).

[Consultation letter](#)

A letter was posted to residents, inviting them to give feedback on the proposal. 900 letters were distributed.

[Community consultation information sessions](#)

2 community information sessions were held on Tuesday 17 March and Thursday 19 April 2026 and was attended by 10 residents and stakeholders. Their feedback has been incorporated into the key findings of this report.

[On-site signage](#)

12 notice boards were installed along the alignment, inviting people to give feedback on the proposal.

Appendix

Signage

CITY OF SYDNEY

Have your say

Walking and cycling improvements on Randle and Elizabeth streets

We invite your feedback on walking improvements and a cycleway between Prince Alfred Park and Eddy Avenue.

The proposal will replace the cycling connection on Chalmers Street with a cycleway on Randle and Elizabeth streets.



How to give feedback
You can give feedback at cityofsydney.nsw.gov.au/consultations or use the QR code.

Consultation closes at:
5pm Thursday 9 April, 2026.

For more information, please contact
Craig Ryan, Senior Engagement Officer on:
02 9265 9333
sydneyyoursay@cityofsydney.nsw.gov.au

cityofsydney.nsw.gov.au

Notification letter



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10 March 2026

Walking and cycling improvements on Randle Street and Elizabeth Street

We invite your feedback on walking improvements and a cycleway at Central station. The proposal will help make cycling safer and walking more comfortable between Prince Alfred Park and Belmore Park.

The improvements include the removal of the existing cycleway on Chalmers Street north of Devonshire Street. There are known conflict points here between people crossing over the cycleway existing and entering Central Station and light rail stop. The proposed cycleway will make access to public transport safer for people walking as well as improving the riding experience.

Proposed changes

- Installing a 2-way cycleway along the west side of Randle and Elizabeth streets, between Devonshire and Foveaux streets
- Extending the kerb to create wider footpaths on the west side of Randle and Elizabeth streets
- Removing approximately 5 parking and loading spaces on Randle Street
- Removing two 10 minute parking spaces on Elizabeth Street
- Raised crossings at both ends of Randle Lane.

How to give feedback

View details of the proposal and give your feedback by Thursday 9 April at sydneyyoursay.com.au.

You can also chat to us at Belmore Park from 4:30pm to 6pm on Tuesday 17 March and 8am to 9:30am on Thursday 19 March, weather permitting.

Contact us

For more information, please contact Senior Community Engagement Coordinator, Craig Ryan on 02 9265 9333 or email sydneyyoursay@cityofsydney.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Maren Parry".

Maren Parry
Development Manager

E-Newsletter



Image: City of Sydney

Have your say on walking and cycling improvements on Randle and Elizabeth streets, Surry Hills

We're proposing to replace the current cycling connection on Chalmers Street with a cycleway on Randle and Elizabeth streets.