

22 June 2026

At the conclusion of the Corporate, Finance, Properties
and Tenders Committee

Environment and Climate Change Committee

Agenda

- 1. Confirmation of Minutes**
- 2. Statement of Ethical Obligations and Disclosures of Interest**
- 3. Project Scope - Millers Point Greening and Traffic Calming**
- 4. Project Scope - South Eveleigh to Waterloo Metro Cycleway**
- 5. Project Scope - Elizabeth Street and Randle Street Cycleway**
- 6. Project Scope - Alexandria Park Renewal**

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1. Register to speak by calling Secretariat on 9265 9702 or emailing secretariat@cityofsydney.nsw.gov.au before 10:00am on the day of the meeting.
2. Check the recommendation in the Committee report before speaking, as it may address your concerns so that you just need to indicate your support for the recommendation.
3. Note that there is a 3 minute time limit for each speaker (with a warning bell at 2 minutes) and prepare your presentation to cover your major points within that time.
4. Avoid repeating what previous speakers have said and focus on issues and information that the Committee may not already know.
5. If there is a large number of people interested in the same item as you, try to nominate 3 representatives to speak on your behalf and to indicate how many people they are representing.

Committee meetings can continue until very late, particularly when there is a long agenda and a large number of speakers. This impacts on speakers who have to wait until very late, as well as City staff and Councillors who are required to remain focused and alert until very late. At the start of each Committee meeting, the Committee Chair may reorder agenda items so that those items with speakers can be dealt with first.

Committee reports are available at <https://meetings.cityofsydney.nsw.gov.au/>

Item 1.
Confirmation of Minutes

Minutes of the following meetings of the Environment and Climate Change Committee are submitted for confirmation:

Meeting of 11 May 2026

Item 2.**Statement of Ethical Obligations**

In accordance with section 233A of the Local Government Act 1993, the Lord Mayor and Councillors are bound by the Oath or Affirmation of Office made at the start of the Council term to undertake their civic duties in the best interests of the people of the City of Sydney and the City of Sydney Council and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act 1993 or any other Act, to the best of their ability and judgement.

Disclosures of Interest

Pursuant to the provisions of the Local Government Act 1993, the City of Sydney Code of Meeting Practice and the City of Sydney Code of Conduct, Councillors are required to disclose and manage both pecuniary and non-pecuniary interests in any matter on the agenda for this meeting.

In both cases, the nature of the interest must be disclosed.

This includes receipt of reportable political donations over the previous four years.

Item 3.

Project Scope - Millers Point Greening and Traffic Calming

File No: X110307.001

Summary

This report describes proposed greening and traffic calming measures in Millers Point.

In 2023 and 2024 the City of Sydney (the City) undertook a traffic and transport study for Millers Point, in response to concerns from the community about traffic impacts on safety and amenity. The study collated the ideas put forward by the community, and identified opportunities for the City to further consider.

Throughout 2025 the City has reviewed these opportunities and developed a proposal for implementation of greening and traffic calming measures to provide the best balance between the overall benefits to the precinct, technical feasibility, potential heritage impacts, alignment with other strategic targets and to minimise unintended flow on effects.

The traffic and transport study had identified 4 intersections as key focus areas for traffic calming:

- (a) George Street and Hickson Road in The Rocks
- (b) George Street and Lower Fort Street in Dawes Point
- (c) Lower Fort and Argyle Street in Millers Point and
- (d) Kent and Argyle Street in Millers Point.

The further review has identified an additional opportunity to reallocate road space for additional greening on:

- (e) Lower Fort Street north of George Street in Dawes Point.

The City carried out community consultation from 4 March to 1 April 2026 which included sending notification letters to 2,000 residents and businesses as well as emails to key stakeholders. The Sydney Your Say page was visited 561 times. Approximately 80% of the 69 submissions received were supportive of the proposal.

This report details the recommended scope of works for Greening and Traffic Calming measures in Millers Point, Dawes Point and The Rocks, which has been developed to best meet the project objectives within the available budget of \$4 million.

Recommendation

It is resolved that:

- (A) Council endorse the scope of works for Greening and Traffic Calming in Millers Point as described in the subject report and shown in the concept plans at Attachment A to the subject report, for the purpose of proceeding to design development, documentation and construction;
- (B) Council note:
 - (i) the greening initiatives already under way in Millers Point as described in the subject report and shown in Attachment C to the subject report; and
 - (ii) the financial implications detailed in the subject report; and
- (C) the Chief Executive Officer be requested to write to the Chief Executive of Place Management NSW to request funding for the works on land owned/managed by Place Management NSW.

Attachments

- Attachment A.** Concept Plans Exhibited for Community Feedback
- Attachment B.** Engagement Report
- Attachment C.** Greening Initiatives Underway

Background

1. Millers Point and Dawes Point are located in the northern part of central Sydney and are within the City of Sydney Local Government Area (LGA). The Rocks (to the east of the Sydney Harbour Bridge) is managed by Place Management NSW (NSW State Government). A Location Plan delineating these boundaries and project locations is included in Attachment A.
2. The area forms part of the state heritage-listed *Millers Point and Dawes Point Village Precinct Conservation Area*. The historic forms of the precinct include wide roads, narrow footpaths and limited tree canopy cover. From a heritage protection perspective, a low or no intervention approach is the preferred option. This has been a key factor in why previous proposals to make modifications for pedestrian improvements have not progressed.
3. Vehicles travel through Millers Point to access The Rocks, including the Overseas Passenger Terminal (OPT), while surrounding areas, in particular The Rocks and the Walsh Bay Arts Precinct, are also areas of high walking activity.
4. George Street (between Lower Fort Street and Hickson Road) is regularly closed to vehicles for "The Rock Markets" (every Saturday and Sunday) and events (Vivid Sydney, New Year's Eve etc).
5. In 2023 and 2024, the City undertook a traffic and transport study (the study) which included extensive consultation with the local community and key stakeholders. It followed a number of submissions from the local Millers Points community around traffic and transport issues in the area.
6. The study reviewed the current and future transport context, along with the consultation feedback and identified opportunities to provide a more walkable environment and improve amenity and safety. It identified opportunities to minimise the intrusion of traffic through movements while recognising Millers Point's role as a major contributor to the economic activity of Sydney.
7. The study developed the following objectives for the precinct to guide the identification and assessment of suitability of opportunities proposed for the study area.
 - (a) Provide for a more walkable and accessible environment
 - (b) Maximise the number of trips made by active and sustainable transport modes
 - (c) Provide for a safe environment for all road users
 - (d) Minimise the intrusion of through traffic movements
 - (e) Limit the impact of traffic associated with construction, tourism and events – recognising Millers Point's role as a major contributor of economic activity to Sydney.

8. The study collated the list of ideas put forward by the community and identified 29 opportunities to meet these objectives. It included 12 for Transport for NSW and Place Management NSW to consider and 17 opportunities for the City to consider. City staff have reviewed and further developed the ideas and have prioritised the most effective locations and measured which can be delivered within budget. The physical traffic calming measures are centred around the 4 focus point intersections identified in the traffic and transport study:
 - (a) George Street and Hickson Road in The Rocks
 - (b) George Street and Lower Fort Street in Dawes Point
 - (c) Lower Fort and Argyle Street in Millers Point and
 - (d) Kent and Argyle Street in Millers Point.
9. In addition to the opportunities for traffic calming at these intersections, further initiatives are being developed and delivered by the City as part of several different programs, including:
 - (a) in-road tree planting at the far northern end of Lower Fort Street, which is the fifth location of works recommended in this report
 - (b) increased greening - a total of 375sqm of additional planting area will be added to 110 tree pits along Kent, Lower Fort, Argyle Place, Trinity Avenue, Windmill Street and Dalgetty Road. These works are shown in Attachment C
 - (c) dedicated share bike parking locations
 - (d) works on Watson Road and Upper Fort Street to improve pedestrian safety
 - (e) renewal of pedestrian lighting in Argyle Street, east of Lower Fort Street
 - (f) footpath renewal works
 - (g) review of coach parking arrangements with Transport for NSW.

Project Scope

10. The recommended scope prioritises physical traffic calming measures which provide the best balance between the sometimes-conflicting considerations and has been developed based on the following key principles:
 - (a) using a precinct wide approach with smaller interventions in 5 locations
 - (b) integrating greening and traffic calming measures
 - (c) providing traffic calming while recognising the need for vehicular access to be maintained to and in the local area
 - (d) improving pedestrian amenity and safety while minimising flow on effects such as parking loss
 - (e) balancing heritage considerations with the need for change.

11. A key element of the proposal is planted traffic islands to reduce the road width at key intersections. This approach aims to:
 - (a) slow traffic by narrowing the roadway at key intersections
 - (b) reduce the area of sealed surfaces and integrate additional greening opportunities
 - (c) make the local streets less convenient for through traffic, including large vehicles and thereby encourage drivers to use Hickson Road, which is a Regional Road, to access The Rocks
 - (d) improve amenity and safety for people walking by shortening the distance to cross the street
 - (e) improve safety at existing zebra crossings by physically restricting approaching traffic to one lane
 - (f) protect heritage values by retaining the legibility of the historic road geometry and the alignment of the existing kerbs and gutters
 - (g) reduce impact of existing stormwater and utilities infrastructure
12. In detail, the proposal includes:
 - (a) At George Street and Hickson Road - changes to intersection geometry and traffic priority to encourage through traffic along Hickson Road rather than into Millers Point, planted traffic islands to increase greening and shade canopy, and a new kerb extension to shorten the crossing distance for pedestrians.
 - (b) At Lower Fort and George Street - new planted traffic islands to reduce road widths, slow traffic and discourage unsafe manoeuvres, shorten the crossing distances for pedestrians and increase greening and shade canopy.
 - (c) At Argyle and Lower Fort Street - a new zebra crossing to provide a safe crossing point as well as new traffic islands to reduce the carriage way width and slow traffic, and a new planted traffic island to assist with one-way delineation in Argyle Place and increase greening and shade canopy.
 - (d) At Argyle and Kent Street - new planted traffic islands to reduce lane widths on approach to the existing zebra crossing and improve safety, a new kerb extension to reduce the crossing distance for pedestrians and new bollards closing Kent Street to north bound traffic, simplify the intersection and reduce points of conflict.
 - (e) At the far northern end of Lower Fort Street - new in-road tree planting to increase greening and shade canopy as well as reduce the carriageway width to encourage slower speeds and improve safety.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

13. 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 2 - A leading environmental performer - Urban trees provide mitigation benefits through carbon storage and sequestration which can improve health and air quality. Through the implementation of the proposed greening and traffic calming measures, this project will contribute to the City's target of achieving 40% green cover, including 27% tree canopy coverage by 2050.
 - (b) Direction 3 - Public places for all - The project will contribute to the outcome of local streets having fewer cars and more trees and making them safe for all people to walk.
 - (c) Direction 4 - Design excellence and sustainable development - The design approach has been developed to respect the character of the distinctive neighbourhood of the Millers Point Heritage Conservation Area. Impact on the existing heritage fabric is minimised while distinct traffic calming elements are added to the roadway to reduce traffic speeds and pedestrian crossing distances and discourage large vehicle through traffic.
 - (d) Direction 5 - A city for walking, cycling and public transport - The project aligns with the objective to reallocate street space for people, places and planting and will contribute to the outcome of providing cooler, quieter and calmer streets.

Organisational Impact

14. The project will create additional assets such as planted traffic islands greening and traffic calming measures will provide improved amenity for the people who live, work and visit the area. The assets (new trees, planting, road infrastructure) will require ongoing maintenance.

Risks

15. Risks associated with the proposal have been considered through the development of the concept design. 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.
16. 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.

Social / Cultural / Community

- 17. Local residents, including the Millers Point Community Resident Action Group (MPCRAG), have been advocating for traffic calming and greening in Millers Point for many years. Implementing this proposal will benefit the community by improving pedestrian amenity and safety.

Environmental

- 18. Millers Point forms part of the state heritage-listed Millers Point and Dawes Point Village Precinct Conservation Area. Heritage approvals will be required, and a specialist heritage consultant will be engaged to provide advice and prepare a Heritage Impact assessment. Preliminary discussions with Heritage NSW have confirmed that the City's proposed "light touch" approach is considered reasonable.
- 19. The Greening Sydney Strategy (2021) sets targets for canopy and greening across the LGA. To meet the targets, we generally need to maximise any and all opportunities for planting.

Financial Implications

- 20. A budget of \$4 million has been allocated in the adopted 2025/26 Long-Term Financial Plan. This budget is sufficient to deliver the greening and traffic calming measures described in this report, including the works on land managed by Place Management NSW (PMNSW) and the greening initiatives already under way as described in Attachment C.
- 21. The majority of the intersection of George Street and Hickson Road is not a City of Sydney asset but falls within the area managed by Place Management NSW (PMNSW). The estimated value of the works at this intersection is in the order of \$760,000. PMNSW agrees in principle with the proposed works on their land but does not currently have budget allocated for the works.

Relevant Legislation

- 22. Local Government Act 1993
- 23. Environmental Planning and Assessment Act 1979.
- 24. State Environmental Planning Policy Infrastructure 2007.
- 25. Sydney Local Environmental Plan 2012.
- 26. Heritage Act 1977 (NSW).

Critical Dates / Time Frames

27. Current Program Dates:
- (a) Detailed design - mid to end 2026
 - (b) Tender - early 2027
 - (c) Construction - mid 2027 to early 2028

Options

28. It is recommended to proceed with the delivery of the project scope as outlined in this report.
29. It is an option to make construction at the George Street and Hickson Road intersection contingent on funding to be provided by Place Management NSW for works on their land. This is not recommended as works at this intersection are considered essential to encourage traffic to exit the Rocks via Hickson Road.

Public Consultation

30. From 4 March 2026 to 1 April 2026, we asked the community for feedback on the concept plans for new greening and traffic calming measures in Millers Point. Engagement activities included the following:
- (a) A letter was sent to residents and businesses about the concept designs and invited them to provide feedback.
 - (b) A stakeholder email was sent to local stakeholders, inviting them to give feedback on the proposals. The email was sent to:
 - (i) Placemaking NSW (and for PMNSW to co-ordinate a response from OPT and OPT suppliers)
 - (ii) Transport for NSW
 - (iii) Port Authority
 - (iv) Fort Street Public School
 - (v) Bus NSW
 - (vi) Walsh Bay Precinct
 - (vii) Sydney Dance Company
 - (viii) New Sydney Waterfront
 - (ix) The Garrison Church

- (x) Local Businesses; The Lord Nelson Brewery Hotel, Fortune of War, The Mercantile Hotel, Harbour View Hotel, The Langham, Pier One Sydney Harbour
 - (c) A webpage on SydneyYourSay showing the plans for the consultation. 561 individual users viewed the page.
31. There were 69 submissions received during the public consultation. This included 29 submissions via email and 40 submissions via the online feedback form (Sydney Your Say survey portal).
32. The proposed greening and traffic calming measures were strongly supported by survey responders with:
- the proposed changes to Hickson Road and George Street supported by 75% of survey responders
 - the proposed changes to the intersection of Lower Fort Street, Cumberland Street and George Street supported by 70% of survey responders
 - the proposed changes to the intersection of Argyle Street, Lower Fort Street and Argyle Place supported by 92.50% of survey responders
 - the proposed changes to the intersection of Kent Street, Argyle Street and Argyle Place supported by 85% of survey responders
 - the proposed in-road tree planting in Lower Fort Street supported by 77.50% of survey responders
33. Those who were not supportive of the proposals were either:
- (a) concerned that the proposal doesn't go far enough or
 - (b) concerned that the proposal would negatively impact residents on Hickson Road.
34. City staff have responded to each of the issues raised in the online feedback form, emails and group submissions in Attachment B - Engagement Report.

KIM WOODBURY

Chief Operating Officer

Lucy Farley, Specialist Design Manager

Attachment A

**Concept Plans Exhibited for Community
Feedback**

Overview Map of Locations



Legend

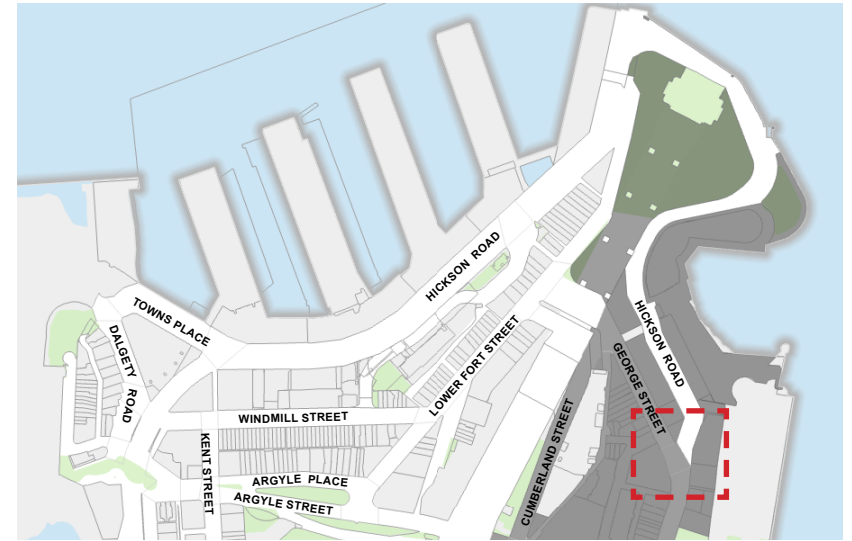
- 01 Hickson Road & George Street**
 - Change in traffic priority from George Street to Hickson Road
 - Widen footpath
 - New planted traffic island
- 02 Lower Fort Street, Cumberland Street & George Street**
 - New planted traffic islands
- 03 Argyle Street, Lower Fort Street & Argyle Place**
 - New zebra crossing across Lower Fort Street at Argyle Street
 - New planted traffic island
- 04 Kent Street, Argyle Street & Argyle Place**
 - Close Kent Street north of Argyle Street
 - New planted traffic islands
- 05 Lower Fort Street**
 - New in-road tree plantings

Place Management NSW Boundary

CONCEPT DESIGN



0 5 10
m



Location Map

LEGEND

- 01** Change traffic priority from George Street (North) to Hickson Road to encourage through traffic along Hickson Road rather than into Millers Point.
- 02** New in-road planted island with tree on George Street to delineate change in traffic priority and increase greening and shade canopy.
- 03** New kerb extension to delineate change in traffic priority and shorten pedestrian crossing distance. New planting and tree to increase greening and shade canopy. New lighting to pedestrian crossing.
- 04** Retain existing at-grade pedestrian crossing across Hickson Road.
- 05** Retain existing raised pedestrian crossing on George Street.
- 06** Existing art element / heritage interpretation (timber block sets) to be retained and protected.

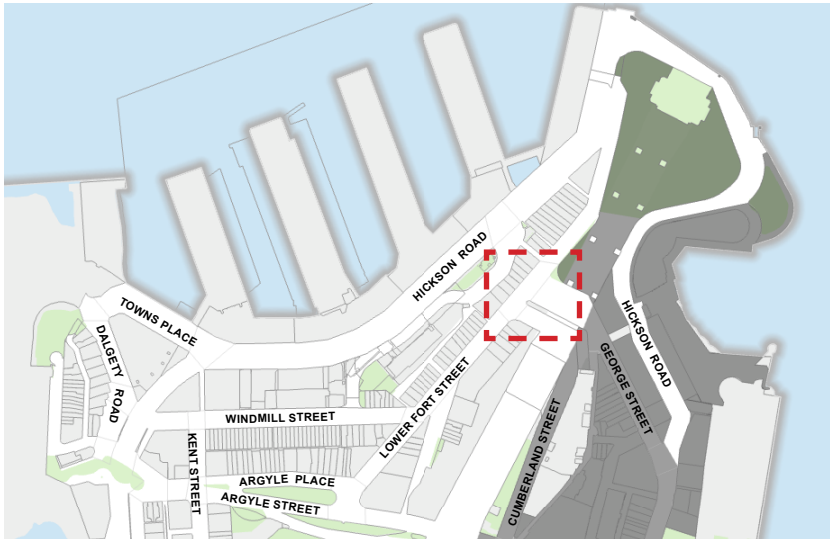
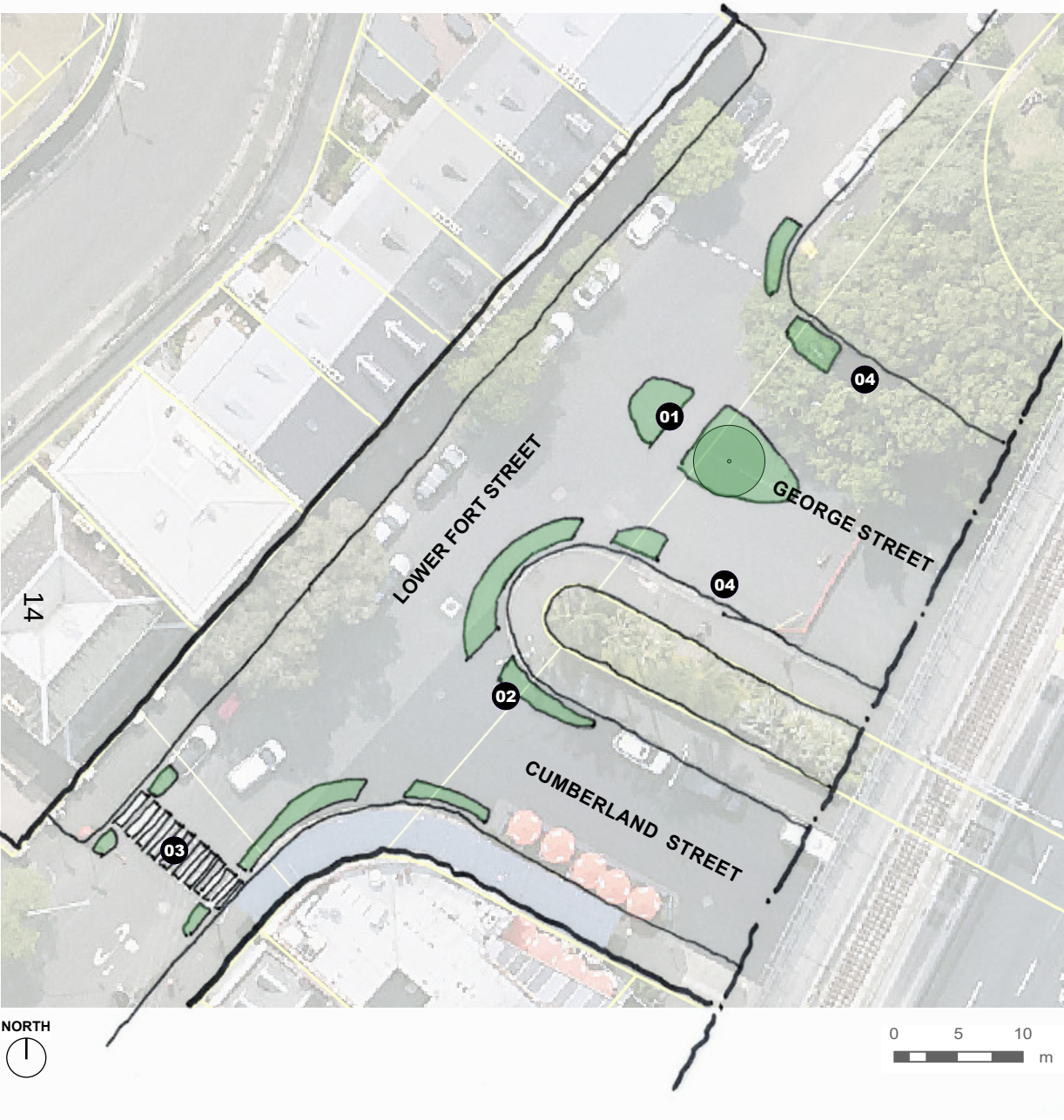


BEFORE



AFTER

CONCEPT DESIGN



Location Map

LEGEND

- 01** New traffic islands and pedestrian refuge on George Street to reduce crossing distances for pedestrians, discourage unsafe manoeuvres and reduce traffic speeds. New planting and tree to increase greening and shade canopy.
- 02** New traffic islands across Cumberland Street to reduce crossing distances for pedestrians, discourage unsafe manoeuvres and reduce traffic speeds. New planting to increase greening.
- 03** Retain existing pedestrian crossing with new planted kerb islands across Lower Fort Street (South) to reduce road width and slow traffic. New planting to increase greening.
- 04** Retain Bus kerbside parking on George Street.



BEFORE



AFTER

CONCEPT DESIGN



Location Map

LEGEND

- 01** New on-grade zebra crossing (line marking) across Lower Fort Street to provide a safe crossing point for pedestrians and slow traffic.
- 02** New traffic island on Argyle Place to reduce carriageway width and assist with one-way delineation. New planting and trees to increase greening and shade.
- 03** Retain existing on-grade pedestrian crossing across Argyle Street and install new paved traffic islands to reduce carriageway width and improve pedestrian safety.

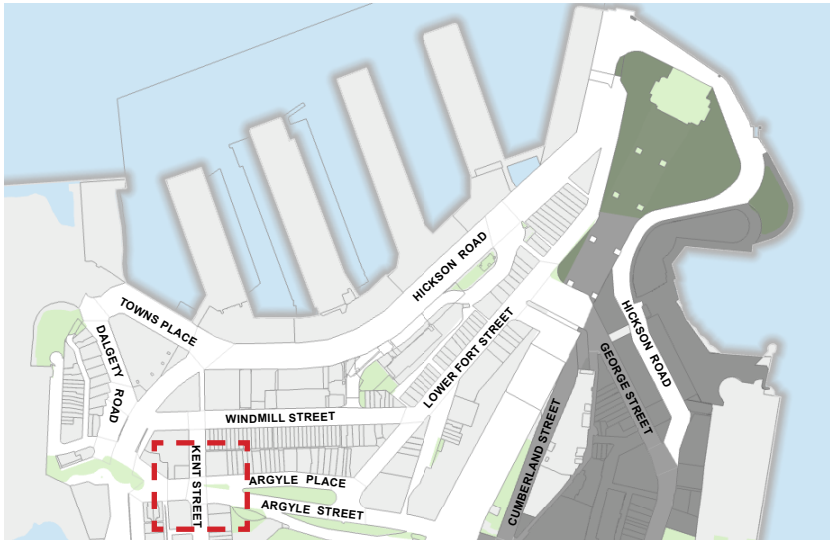
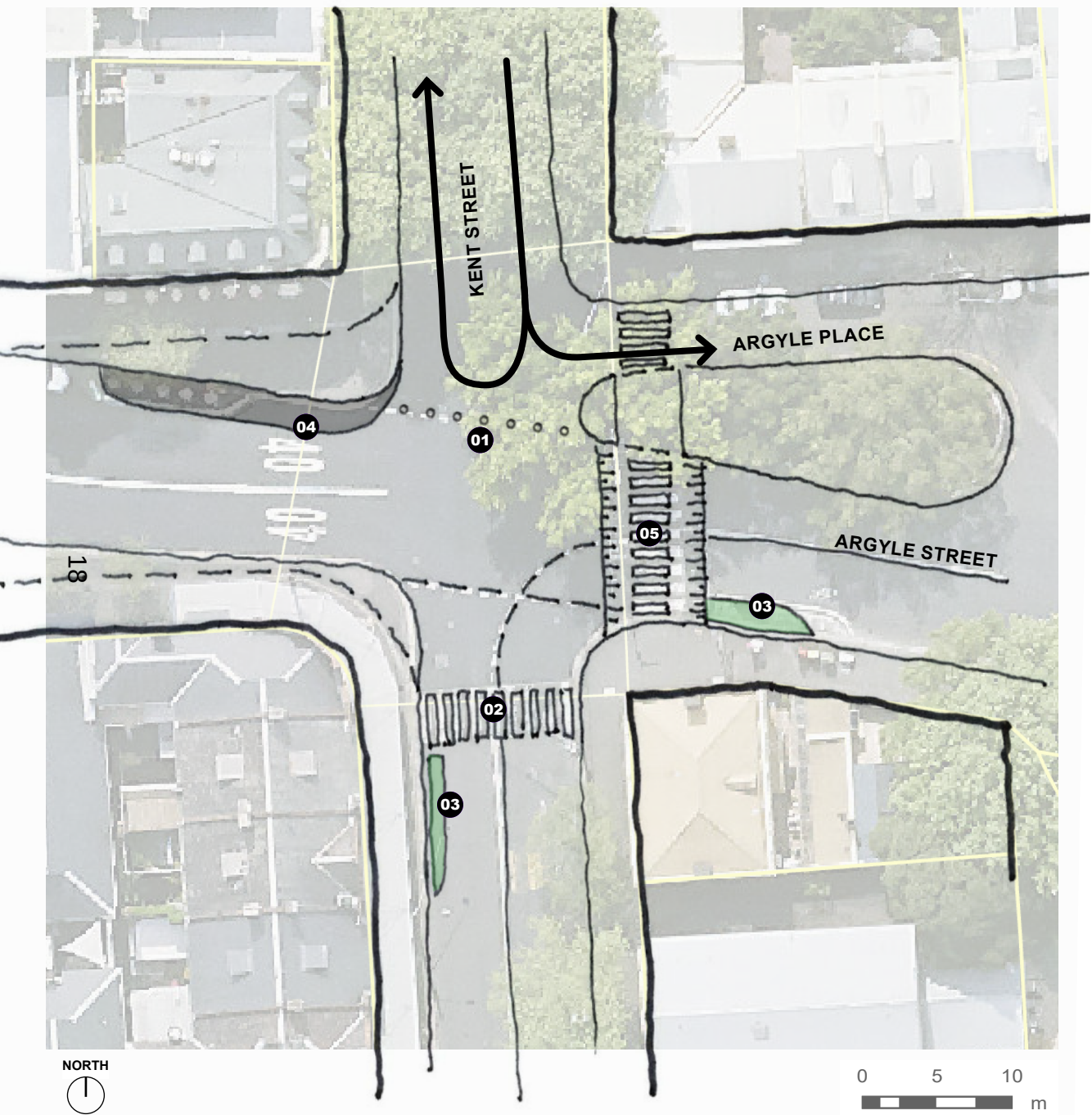


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CONCEPT DESIGN



Location Map

LEGEND

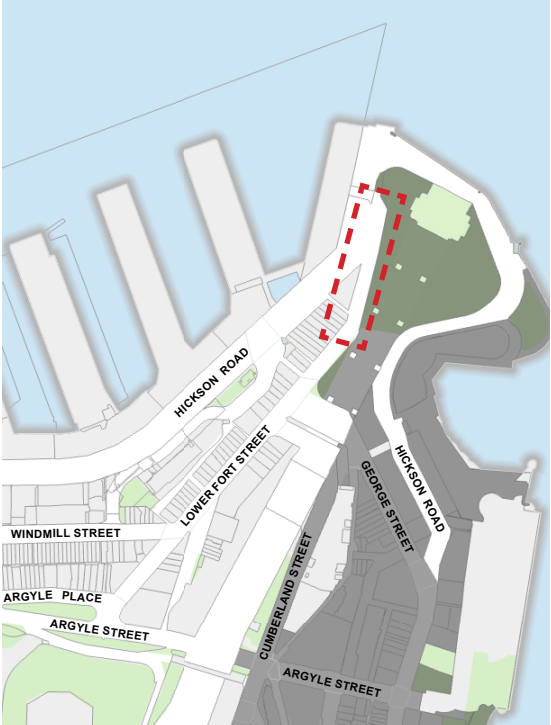
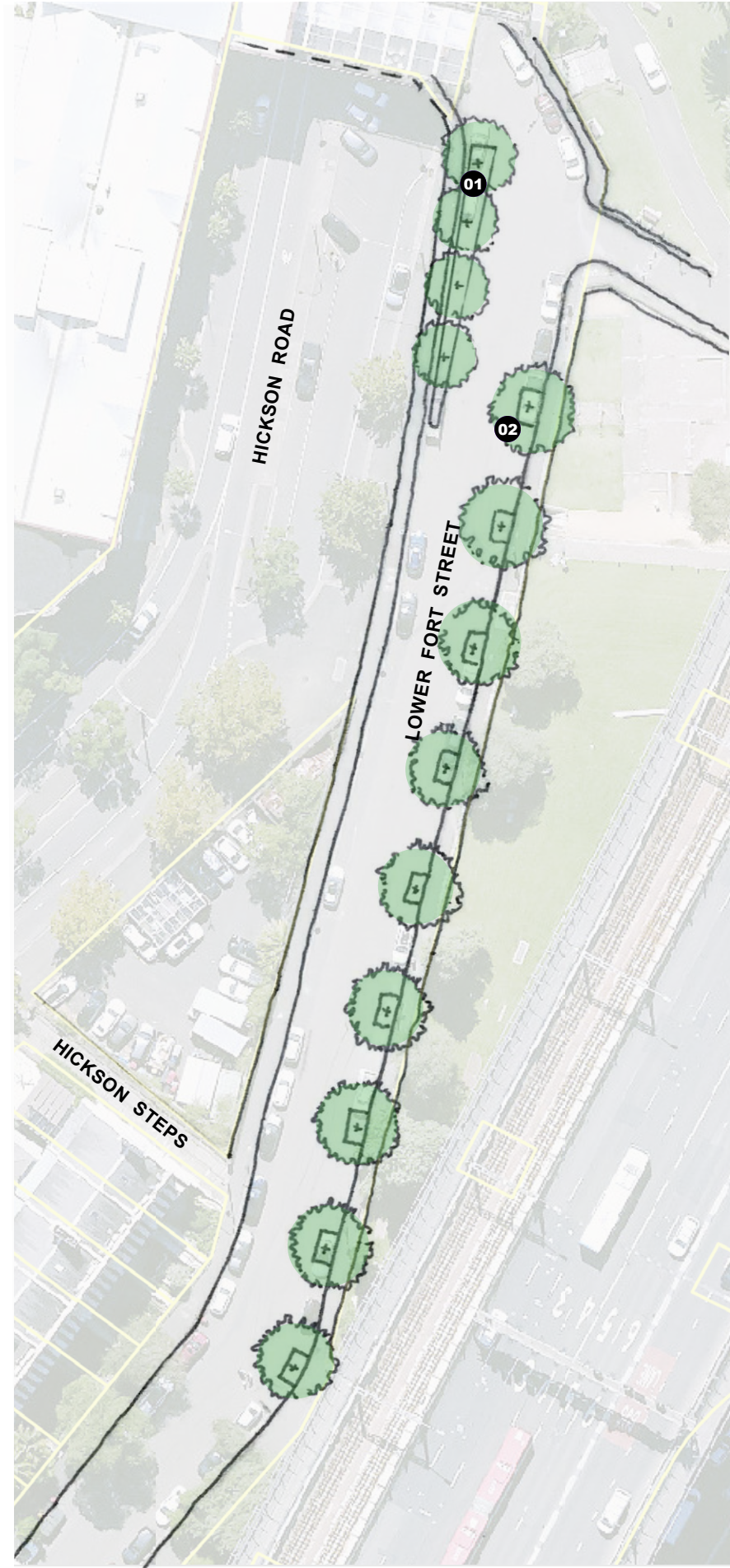
- 01 New bollards across Kent Street to simplify traffic movements and improve intersection safety. Access to Kent Street north of Argyle Street is retained via Windmill Street.
- 02 Retain existing zebra crossing.
- 03 New planted island to reduce carriageway width adjacent to pedestrian crossing (to one lane on approach), increasing safety and greening.
- 04 New kerb extension on Argyle Street to reduce carriageway width and crossing distance for pedestrians, increasing safety.
- 05 Retain existing raised zebra crossing to slow traffic.



BEFORE



AFTER



Location Map

LEGEND

- 01** New trees in planted median. Parking retained alongside.
- 02** New trees planted in parking lane replace 4 kerbside parking spaces.



BEFORE



AFTER

Attachment B

Engagement Report



Engagement report

**New greening and traffic calming measures in
Millers Point**

May 2026

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Engagement summary

From 4 March to 1 April 2026, we asked the community for feedback on a concept plan for new greening and traffic calming measures in Millers Point.

Consultation on the plan provided an opportunity for stakeholders and the community to review and comment on the proposal.

Consultation activities included:

- letters to nearby residents and businesses
- emails to key stakeholders

This report outlines the community engagement activities that took place to support the consultation and summarises the key findings from the consultation.

Purpose of the engagement

The purpose of the engagement was to:

- gather feedback from stakeholders and the community about the proposed upgrade.
 - determine the level of satisfaction with the concept design.
-

Outcomes from the engagement

Submissions received during consultation

We received a total of 69 submissions during the consultation period.

40 submissions were received via the Sydney Your Say survey portal and 29 via email.

The Sydney Your Say page was visited 561 times during the consultation period.

Key findings

Online feedback form – rating the design and elements of the proposed upgrade

Respondents who completed the online feedback form were asked whether they supported the five proposed changes.

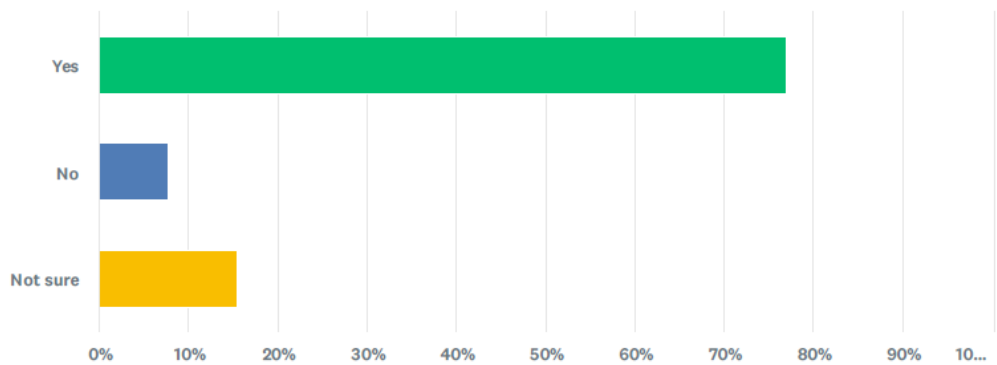
The proposed changes in the five locations were all strongly supported by survey responders:

- the proposed changes to Hickson Road and George Street were supported by **75%** of survey responders
- the proposed changes to the intersection of Lower Fort Street, Cumberland Street and George Street were supported by **70%** of survey responders
- the proposed changes to the intersection of Argyle Street, Lower Fort Street and Argyle Place were supported by **92.50%** of survey responders
- the proposed changes to the intersection of Kent Street, Argyle Street and Argyle Place were supported by **85%** of survey responders
- the proposed in-road tree planting in Lower Fort Street was supported by **77.50%** of survey responders.

The full results from the survey are below:

Q1 Do you support the proposed changes to the intersection of Hickson Road and George Street?

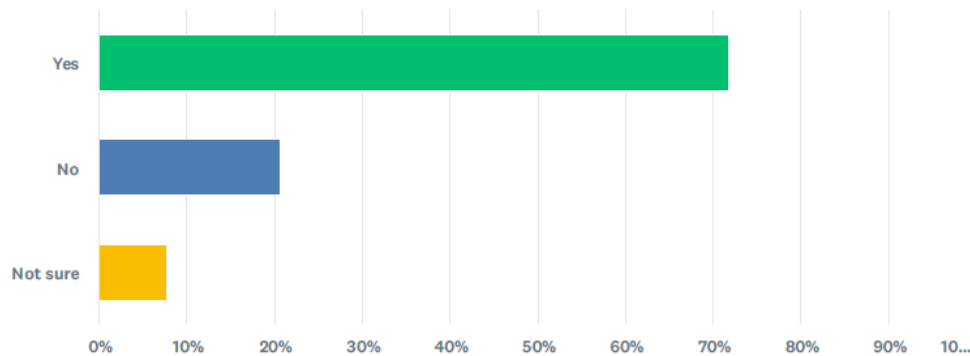
Answered: 39 Skipped: 0



Answer Choices	Percentage	Responses
● Yes	76.92%	30
● No	7.69%	3
● Not sure	15.38%	6
Total		39

Q3 Do you support the proposed changes to the intersection of Lower Fort Street, Cumberland Street and George Street?

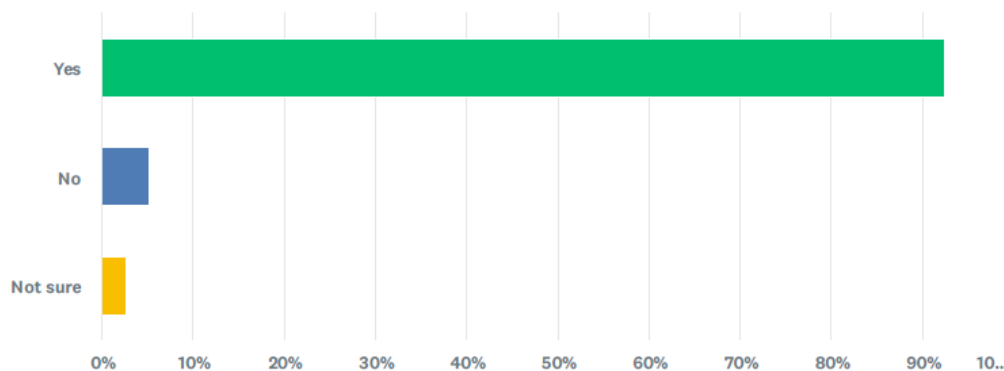
Answered: 39 Skipped: 0



Answer Choices	Percentage	Responses
● Yes	71.79%	28
● No	20.51%	8
● Not sure	7.69%	3
Total		39

Q5 Do you support the proposed changes to the intersection of Argyle Street, Lower Fort Street and Argyle Place?

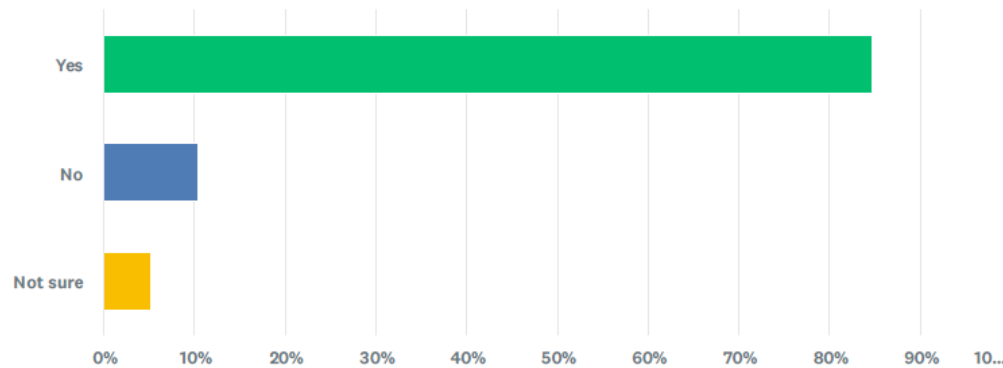
Answered: 39 Skipped: 0



Answer Choices	Percentage	Responses
● Yes	92.31%	36
● No	5.13%	2
● Not sure	2.56%	1
Total		39

Q7 Do you support the proposed changes to the intersection of Kent Street, Argyle Street and Argyle Place?

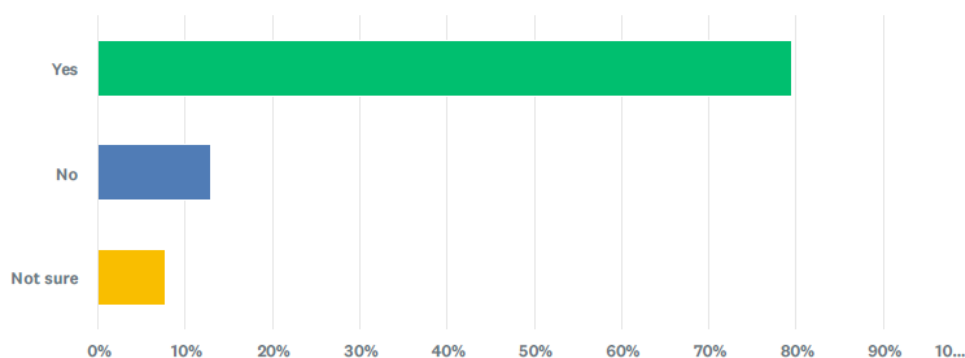
Answered: 39 Skipped: 0



Answer Choices	Percentage	Responses
● Yes	84.62%	33
● No	10.26%	4
● Not sure	5.13%	2
Total		39

Q9 Do you support the proposed in-road tree planting in Lower Fort Street?

Answered: 39 Skipped: 0



Answer Choices	Percentage	Responses
● Yes	79.49%	31
● No	12.82%	5
● Not sure	7.69%	3
Total		39

Subjects/topics raised in submissions

Several subjects/topics were raised in the feedback received. These were presented as concerns, suggestions and/or requests.

This feedback was received through the survey as well as via email during the consultation period.

In addition to individual submissions, 5 group submissions were received from:

- Millers Point Community Residents Action Group (referred to below as **MPCRAG**)
- The Owners Corporation of Strata Plan 76902 (referred to below as **Ro1TP**), representing 67 residential lot owners at 1 Towns Place
- Residents of 5 Towns Place (referred to below as **Ro5TP**), representing 6 households
- A combined community submission (referred to below as **CCS**) from 37 residents of Dawes Point and Sirius Strata Committee and the Hero of Waterloo Hotel with input from the Mercatile Hotel, Bridgeclimb and The Pylon.
- Residents of Lower Fort Street, Dawes Point (referred to below as **RoLFS**) representing 14 households

The table below references comments from both individual and group submissions. Note that there may be an overlap in submissions (i.e. an respondents may have commented individually but also as part of a group).

Proposed changes to the intersection of Hickson Road and George Street

Comments	Individual Submissions	Group Submissions	City of Sydney Response
General support for the proposal	6	MPCRAG	Noted
Comments argue the proposal won't reduce through traffic, mainly because: • Drivers follow GPS, not visual cues • Physical barriers or planting won't influence routing decisions	9		The proposal will change the priority at this intersection as well as the road geometry and make George Street less convenient, especially for large vehicles. Navigation apps are reactive tools. If a road is altered, GPS algorithms detect this slower speed and eventually recalculate, marking the route as less efficient. The apps also rely on governing bodies to provide information (such as road closures for events).
Planting in the area would lock in the design and prevent future improvements such as a full road closure.	6		A full (permanent) road closure of George Street north of Hickson Road is not recommended. The primary purpose of the intersection measures is to calm traffic and improve pedestrian safety when crossing the road, while recognising the need for vehicular access to and through the local area.
Recommend low-cost, reversible or temporary measures such as	6		The proposal is for permanent traffic calming measures.

directional signage and road markings instead			Reversible or temporary measures are not recommended as they would require further works in the future to remove or replace them with permanent elements.
Concern that a visual barrier would reduce walkability and block key sightlines towards the Mercantile Hotel and Harbour Bridge	4		Walkability will be improved by reducing the road width and shortening pedestrian crossing distances. Key sightlines, plant species and exact location will be considered during the detailed design.
Concern the location should not be treated in isolation and must be coordinated with George Street and Lower Fort Street intersection	5		The proposal is based on a precinct wide approach to introduce traffic calming measures in five locations.
Support to permanently close George Street to through traffic	5	CCS1	A full (permanent) road closure of George Street north of Hickson Road is not recommended. The primary purpose of the intersection measures is to calm traffic and improve pedestrian safety when crossing the road, while recognising the need for vehicular access to and through the local area.
Concerns the current proposal will push traffic into Millers Point residential streets and increase congestion on cruise ship days	4		The proposal aims to encourage through traffic to and from The Rock to use Hickson Road, which is a regional road, rather than George, Lower Fort and Argyle Streets.
The proposal will limit access for emergency services, deliveries, trades, and visitors of Hickson Road	1		There are no access changes at this intersection. The proposal aims to encourage through traffic to and from The Rock to use Hickson Road, which is a regional road, rather than George, Lower Fort and Argyle Streets.
Install a sign saying "LOCAL TRAFFIC ONLY" to further encourage traffic to Hickson Road	1		The "LOCAL TRAFFIC ONLY" sign is a guidance sign and is not enforceable. It is not considered appropriate for this location as it is intended for entry points into a local area where access is physically restricted to destinations within the area.
The proposal prioritises aesthetic enhancements over the fundamental requirement of maintaining safe, functional, and reliable access to residential properties	1		The changes proposed at this intersection will not restrict access to properties. The traffic calming measures are designed to prioritise safety, increase greening and encourage through traffic to and from The Rock to use Hickson Road, which is a regional road, rather than George, Lower Fort and Argyle Streets.

Proposed changes to the intersection of Lower Fort Street, Cumberland Street & George Street

Comments	Individual Sub-missions	Group Sub-missions	City of Sydney Response
Support to permanently close George Street at Lower Fort Street with bollards (the road is already frequently closed for events and should be made permanent)	12	RoLFS	A full (permanent) road closure of George Street north of Hickson Road is not recommended. The primary purpose of the intersection measures is to calm traffic and improve pedestrian safety when crossing the road, while recognising the need for vehicular access to and through the local area.
Traffic should be directed towards Hickson Road as the main arterial road in the area and Lower Fort Street should be for local traffic only	6		The traffic calming measures are designed to prioritise safety, increase greening and discourage through traffic. The proposed changes will reduce the size of key intersections and make these routes less convenient, especially for large vehicles.
The proposal will funnel additional vehicle traffic onto Hickson Road, operating already under significant pressure, negatively impacting it further.		Ro1TP Ro5TP	Vehicles already use Hickson Road exclusively when George Street (north of Hickson Road) is closed on Saturdays and Sundays for The Rocks Markets. The proposal aims to encourage through traffic to and from The Rock, to use Hickson Road (which is a Regional Road) rather than local roads.
The proposal will restrict/displace vehicular movement through the area (rather than resolve issues) and only improve amenity for a limited number of residents	1	Ro1TP Ro5TP	There is no change proposed to the permitted vehicular movements at this intersection. The proposal aims to reduce vehicle speeds and encourage through traffic to and from The Rock, to use Hickson Road (which is a regional road) rather than local roads.
The extended planting on Lower Fort Street heading to Cumberland Street appears to make it difficult to do a right-hand turn from Lower fort St to Cumberland Street and a left-hand turn from Cumberland St to get to Lower Fort Street, due to the extended planting on Lower Fort Street heading to Cumberland St	1		This is the intent of the proposal. By reducing the available road space, drivers will have to slow down to navigate this intersection.
Planting at the location will decrease visibility for cars	1		Plant species will be selected to ensure sightlines and visibility are maintained.

No parking should be lost as part of this proposal	1		No changes to parking are proposed at this intersection. The proposed planted traffic islands are located within existing “no stopping” areas.
Make George Street one way with traffic heading south only	1		A one-way restriction of George Street is not recommended. The proposal aims to provide traffic calming while recognising the need for vehicular access to and through the local area.
Request removal of the truck layover bay at the top of George Street due to noise and amenity impacts to nearby businesses and residents		CCS1	Note: It is assumed that this comment relates to the bus zone as there is no truck layover bay in this location. City staff are reviewing coach parking arrangements with Transport for NSW independently of the proposed physical traffic calming measures.
Requests the Bus Zone at the top of George Street is changed to Coach Pick-up and Drop-off		RoLFS	The proposed traffic calming measures will make this location less attractive for large vehicles, including coaches. City staff are reviewing coach parking arrangements with Transport for NSW independently of the proposed physical traffic calming measures.
Erect a No U-Turn sign 50 metres down George Street in front of the median strip near the pedestrian crossing under the Harbour Bridge Structure		RoLFS	The existing continuous double line already indicates that a U-turn is not permitted in this location. Additional signage would add to clutter.
Requests the planted islands (round shape intersection) to be deleted or replaced with a standard-width median strip because it appears to encourage unsafe driving behaviours such as illegal U-turns and risky manoeuvres through the intersection		RoLFS	The geometry of the proposed planted islands will be further developed during the detailed design to ensure permitted movements are possible but the opportunity for unsafe manoeuvres is reduced.

Proposed changes to the intersection of Argyle Street, Lower Fort Street and Argyle Place

Comments	Individual Sub-missions	Group Sub-missions	City of Sydney Response
General support for the proposal	16	MPCRAG CCS1	Noted.

Request for another complementary traffic island on the other side of Argyle Place, in the location of the bus “set down” zone (60-64 Argyle Street)	8	MPCRAG CCS1	This intersection enables the 311 bus route to turn-a-round at the end of its route and includes a “set down only” bay. Transport for NSW (TfNSW) is not proposing any changes to the existing bus route or stops.
Preference for the 311 bus stop/zone/”set down only bay” to be removed/moved to Argyle Street, and that it’s removal will provide for additional parking, improved visibility and reduce the amount of party busses that use the bus stop as a resting stop.	6		Transport for NSW (TfNSW) is not proposing any changes to the existing bus route or stops.
Requests for additional on-road share bike parking bay adjacent to the proposed on-road planter at the Village Green	6		Additional share bike parking in this location will be investigated during the detailed design. This will include separate consultation.
An additional crossing should be installed outside 87 Lower Fort Street	2		An additional crossing in this location is not proposed as it is only 50m from the proposed new crossing at Argyle Street.
Steps need to be taken to slow traffic on the lead up to the new crossing	1		Appropriate signage and line marking will be installed on approach to the new zebra crossing.
New crossing should be raised to reduce the traffic speed on this location	1		The new crossing is proposed at road level to minimise required civil works and impact on utilities and heritage fabric. It includes a central traffic island to slow turning vehicles.
‘No entry’ signs should be installed on the new traffic island	1		The location of the existing “No Entry” sign at the eastern end of Argyle Place will be reviewed during the detailed design to ensure it is visible.
The new light pole over the crossing needs to be directed over the crossing, and not shine into the windows of residents of Argyle Place	1		The lighting design will include measures to prevent light spill into adjacent buildings.
Planting must not block visibility for pedestrians and vehicles	1		Plant species will be selected to ensure sightlines and visibility are maintained.
Additional changes requested to disincentive speeding drivers doing the rat run from Argyle St into Argyle Place and Lower Fort Street	1		The proposal aims to calm traffic by reducing the size of the intersection of Argyle Place and Lower Fort Street, while maintaining access for public buses which use this area to turn around at the end of the 311 bus route.

Lower Fort Street should be narrowed as much as possible at this location		CCS1	The geometry of the intersection will be further developed during the detailed design to maximise traffic calming while ensuring permitted movements are possible.
Kerb extensions should be assertive and highly visible, reducing crossing distances to a minimum and clearly signalling pedestrian priority		CCS1	Reducing pedestrian crossing distances and improving safety are key objectives of the proposal.
The refuge island needs to be large enough to accommodate tour group usage		CCS1	The design of the central traffic island will be further developed during the detailed design to maximise the width of the island while accommodating buses turning at the end of the 311 route.
The Argyle Place planted blister needs to allow for a clear, unimpeded route for pedestrians or they will walk into Lower Fort Street, where possible, they should encroach into the road and not the pedestrian path of travel.		CCS1	The geometry of the planted island will be further developed during the detailed design.

Proposed changes to the intersection of Kent Street, Argyle Street and Argyle Place

Comments	Individual Submissions	Group Submissions	City of Sydney Response
General support for the proposal	10	MPCRAG CCS1	Noted
The corner treatment outside the Corner Store must be designed to physically prevent vehicles from occupying both the right-turn and left-turn lanes simultaneously when exiting Kent Street	5		The proposal will reduce the road width on the southern approach to the zebra crossing to improve sightlines and pedestrian safety. A change to the existing kerb alignment north of the zebra crossing is not required to achieve that outcome and is not proposed.
The new crossing should be installed on the western side of the intersection	3		The proposal aims to improve the safety of the existing crossings. It does not include new crossings at this intersection.
Consider a roundabout at the intersection instead	2		A roundabout is not considered appropriate to meet the objectives of traffic calming and pedestrian safety improvements.

			Roundabouts are intended to improve traffic flow and prioritise vehicle movements over pedestrians.
The closure at Kent Street will divert more vehicles into Argyle Place. Request that Council monitor traffic in Argyle Place to see if the changes to the intersection cause an increase in traffic.	2	MPCRAG	South bound traffic volumes on Kent Street north of Argyle Street are very low. Drivers will have the option of turning around to exit north via Kent Street or to exit via Argyle Place. The anticipated increase in vehicles exiting via Argyle Place is considered acceptable.
The closure of Kent Street to Argyle Street will severely impact access to 20 Windmill Street. Blocking this connection forces vehicles to detour around the block and removes convenient drop-off access directly outside the building	2		The proposal has been developed to simplify traffic movements and improve intersection safety. The detour from Kent Street to Windmill Street via Dalgety Road will add less than 200m to the journey.
The current outdoor dining area at the Lord Nelson Hotel should be formalised and the concrete barriers removed	2		The proposal includes a kerb extension / footpath widening in the area of the existing on-road outdoor dining area on Argyle Street. Concrete barriers will no longer be required.
The Lord Nelson Hotel has requested the loading zone on Kent Street be increased as it is currently too small for their delivery trucks	1		The loading zone will be further reviewed during the detailed design.
Extend Argyle Place Park (ie the grass and trees) out from its current location 3-4 meters for its full length, while leaving a narrowing Argyle Place slightly to avoid Argyle Place being used as a rat run	1		An extension of Argyle Place Park is not proposed as it would result in a significantly higher impact on the heritage fabric and construction cost.
A 30KM/h speed sign should be put at the entrance to Argyle Place or a speed ramp to slow and calm traffic	1		Changes to speed limits are the responsibility of Transport for NSW and are beyond the scope of this project. However, the City is separately requesting the review of speed zones from TfNSW. Speed humps are not recommended as they can increase noise and vibration issues and pose a hazard to bike riders and bus passengers.
Service vehicles for the Lord Nelson pub need to be accommodated as they use this part of Kent St North every day. This could be a good place to trial	1		The existing loading zone outside the Lord Nelson Hotel will be retained and the requirements further reviewed during the detailed design.

45 degree angle parking (on the eastern side).			The introduction of angle parking is not recommended as it would require additional works at the intersection of Windmill and Kent Street.
Object to the installation of bollards on Kent Street as residents use this route to avoid congestion on Hickson Road	1		Access to Windmill Street will remain from Argyle Street, Dalgetty Road and Lower Fort Street without the need to use Hickson Road.
To avoid Argyle Place receiving unnecessary traffic, the bollards that used to exist near the Argyle Place crossing, adjacent to the public housing units, should be reinstated. This is also important for pedestrian safety at the crossing.	1		A closure of Argyle Place at Kent Street is not recommended as it would result in the loss of 3 parking spaces.
Changes will further restrict already limited parking access for residents and visitors	1		The proposal does not include changes to existing parking restrictions or number of spaces.
Request the council supplies flat / level footpath for safety and accessibility reasons on the proposed Argyle Street footpath extension so it can be used for outdoor dining	1		The proposed kerb extension will be level with the existing footpath.
A No Left-Hand Turn into Kent Street from Argyle Place for vehicles over 6m would improve amenity for Kent Street	1		Note: It is assumed that this comment is intended to read: "... from Kent Street into Argyle Place..." South bound traffic volumes on Kent Street north of Argyle Street are very low. Drivers will have the option of turning around to exit north via Kent Street or to exit via Argyle Place.

Proposed in-road tree planting in Lower Fort Street

Comments	Individual Sub-missions	Group Sub-missions	City of Sydney Response
General Support for the proposal	4		Noted
Support for trees/planter beds to discourage 'hoon' driving	7		Noted
Concerns the proposal will displace 'hoon' cars into surrounding streets	1		The proposal includes physical measures to calm traffic but cannot address anti-social behaviour. Anti-social behaviour should be reported to the police.

Trees should not obstruct any existing views	5	CCS1	Exact tree locations and species selection will be further developed during the detailed design. A Heritage Impact Assessment will review the proposal's impact, including key views and approval will be sought from the Heritage Office.
Objection to the first three southernmost trees as the will block views to the Opera House	8	MPCRAG	Exact tree locations and species selection will be further developed during the detailed design. A Heritage Impact Assessment will review the proposal's impact, including key views and approval will be sought from the Heritage Office.
Trees should instead be planted North of Hickson Steps	3		Additional locations were investigated for tree planting but found not to be feasible due to heritage and utility services constraints or requiring excavation in rock.
Objection to all the proposed tree on Lower Fort Street due to (heritage) concerns that they will obstruct the sandstone retaining wall (at Tara Park)	2		Exact tree locations and species selection will be further developed during the detailed design. A Heritage Impact Assessment will review the proposal's impact, including key views and approval will be sought from the Heritage Office.
Requests for more trees to be planted	1		The proposed locations for new trees have been developed considering heritage values, co-location with traffic calming measures and technical feasibility.
Implement traffic speed limit signage inclusive of Local Traffic Area	1		Changes to speed limits are the responsibility of Transport for NSW and beyond the scope of this project. However, the City is separately requesting the review of speed zones from TfNSW.
Recommend council extend road markings, delineating the lanes along Lower Fort St to Argyle Street	1		This will be considered during the detailed design.

Other comments

Comments	Individual Sub-missions	Group Sub-missions	City of Sydney Response
Would like the City to implement all (29) recommendations in the Millers Point Traffic & Transport Study (2024)	10	CCS1	The Millers Point Traffic and Transport Study (2024) did not make recommendations. It identified and documented a long list of opportunities, put forward by the community during workshops. Staff have now reviewed this list and developed the recommended scope which has been prioritised to best meet the project objectives within the available budget.
The proposals don't go far enough and further intervention measures should be considered	8	CCS1 RoLFS	These proposed measures have been developed to balance the competing requirements for: traffic calming while also retaining vehicle access for residents, visitors, businesses and emergency vehicles, as well as heritage considerations and budget constraints.
The Windmill St / Lower Fort St intersection is too wide, difficult to cross, and unsafe and should be addressed	11	MPCRAG CCS1	The recommended scope has been developed to best meet the project objectives within the available budget. Changes in this location are considered a lower priority since traffic calming measures are proposed close by at Argyle Street approx. 110m to the south and at George and Cumberland Street, approx. 160m to the north of Windmill Street.
Windmill Street and High Street are neglected, hot, and lacking greenery. Suggest upgrades include; footpath widening, in-road planting, and redesigning parking to improve safety and amenity	10		Verge planting is proposed on the southern side of Windmill Street. Footpath widening is not proposed due to the extensive civil works and heritage impacts.
Line marking may help the speeding issues to the north of Lower Fort Street that has consistent dangerous hoons speeding and doing burn outs	5		In-road tree planting is proposed on the northern end of Lower Fort Street. This will physically narrow the roadway and is considered a more effective traffic calming measure.
The proposal has not addressed the noise pollution and anti-social behaviour occurring in the area (Millers Point and Dawes Point).	1	Ro1TP Ro5TP	The proposal includes physical measures to calm traffic but cannot address anti-social behaviour. Anti-social behaviour should be reported to the police.

The proposals fail to address persistent anti-social behaviour associated with car and motorcycle gatherings on Friday and Saturday nights	1		The proposal will reduce the available road space at key intersections and therefore the space available for large groups of vehicles and motorbikes. Anti-social behaviour should be reported to the police.
The current proposal represents a "failure to show regard for environmental impacts" on the built heritage environment. The traffic impacts and the obstruction of iconic vistas render the project inconsistent with the zone objectives of the Sydney LEP, which require the "protection and enhancement of views and vistas to the harbour"	2		Exact tree locations and species selection will be further developed during the detailed design. A Heritage Impact Assessment will consider the proposal's impact, including key views and approval will be sought from the Heritage Office.
The proposal will not stop the trucks, buses, taxis and Ubers using Kent St, Argyle St, Lower Fort St and George St as a "rat race" to the Overseas Passenger Terminal	1		The proposed changes will reduce the size of key intersections and make these routes less convenient, especially for large vehicles. The proposal has been developed to balance the competing needs for: traffic calming while also retaining vehicle access for residents, visitors, businesses and emergency vehicles.
Requested the creation of rain gardens, or similar, on the western side of Harrington Street, to prevent vehicles parking either side of the driveway to number 129, to make egress from the building safer	1		Harrington Street is outside the scope of this project as it falls under the responsibility of Place Management NSW (NSW Government). For enquiries about Placemaking NSW email contactustherocks@property.nsw.gov.au
Add flowers to the planting palette	1		Species selection will be further developed during the detailed design.
Claims that these measures will reduce heat and bring nature into the city are overstated, given the small amount of new greening proposed and the nearby presence of Barangaroo Headland Park	1		The Greening Sydney Strategy (2021) sets targets for canopy and greening across the Local Government Area. To meet the targets, we generally need to maximise any and all opportunities for planting.
The Kent Street footpath on the Eastern side between the Agar Steps and Argyle Street is a hazard and should be resurfaced	1		Footpath renewal works on Kent Street are planned for the financial year 26/27. These works are separate to the greening and traffic calming proposal.

When George Street is closed for event (such as The Rocks Markets) between Hickson Road and Lower Fort Street, temporary fencing should be erected in line with the edge of the roadway in Lower Fort Street		RoLFS	The existing Traffic Management Plan for The Rocks Markets will be reviewed with Place Management NSW and updated to reflect the proposed new intersection layout.
When George Street is closed for events (such as The Rocks Markets), between Hickson Road and Lower Fort Street, traffic should be discouraged from travelling on Lower Fort Street north of Cumberland Street. This could be indicated by temporary signage and/or temporarily narrowing the Lower Fort Street carriageway just north of Cumberland Street		RoLFS	The existing Traffic Management Plan for The Rocks Markets will be reviewed with Place Management NSW and updated to reflect the proposed new intersection layout.
Investigate a 30km/h speed trial for the precinct	1		Changes to speed limits are the responsibility of Transport for NSW and are beyond the scope of this project. However, the City is separately requesting the review of speed zones from TfNSW.
Including parking for share bikes	1		Additional Bike Share parking spaces will be installed in Kent Street south of Argyle Street to replace the redundant bus zone. Share Bike parking is also proposed in the existing “no stopping” area on Lower Fort Street just south of Windmill Street.
High Street footpaths are too narrow. Widening them—by reconfiguring parking (angled or rear-to-kerb) and adding raised planting—would improve pedestrian space, add greenery, calm traffic, and support local businesses.	1		High Street is not used for through traffic to The Rocks and traffic volumes are lower than on other streets in the precinct. Further traffic calming measures are currently not a priority as speed counts show that most drivers travel below the 40km/h speed limit, including on weekends.
The intersection of Argyle Street and Harrington Street presents safety and amenity concerns. The area is frequently cluttered with stored e-bikes, which obstruct access to the pedestrian crossing	1		Harrington Street is outside the scope of this project as it falls under the responsibility of Place Management NSW (NSW Government). For enquiries email contactustherocks@property.nsw.gov.au

The southern side footpath of Grosvenor Street between York Street and Lang Street is extremely un-even and narrow because of the large Monstera Deliciosa type leaves that grow over the path and out from Lang Park	1		This area is outside of this project's scope of works. Please note that you can always Report an issue at: https://www.cityofsydney.nsw.gov.au/report-issue
Harrington Street, The Rocks, is in poor condition since George Street was closed and should be fixed first	1		Harrington Street is outside the scope of this project as it falls under the responsibility of Place Management NSW (NSW Government). For enquiries email contactustherocks@property.nsw.gov.au
Provide greater transparency around how community submissions have been weighed in developing these proposals		Ro1TP Ro5TP	The proposals have been developed based on the opportunities identified in the 2024 Millers Point Traffic and Transport Study, which included extensive consultation in 2023.
Requests that Council and Placemaking NSW monitor the effect the changes make		MPCRAG	Before and after traffic surveys will be undertaken.
Requests for the City to commission and publish independent traffic modelling, demonstrating net community benefit across the whole precinct, not localised improvement only.		Ro1TP Ro5TP	The proposals have been developed based on the opportunities identified in the 2024 Millers Point Traffic and Transport Study which included extensive consultation in 2023.
Requests the development of a Global Traffic Management Plan for the top of George Street, Cumberland Street and the broader Millers Point peninsula		CCS1	The proposals have been developed based on the opportunities identified in the 2024 Millers Point Traffic and Transport Study which included extensive consultation in 2023.
Undertake a thorough assessment of emergency vehicle access implications, particularly on Hickson Road		Ro1TP Ro5TP	The proposal does not change any access routes to/from Hickson Road. It aims to encourage through traffic to and from The Rock to use Hickson Road rather than George, Lower Fort and Argyle Streets. George Street (north of Hickson Road) is already closed on Saturdays and Sundays for The Rocks Markets, requiring all vehicles to use Hickson Road.
Develop a precinct-wide strategy to address anti-social vehicle behaviour, rather than measures that risk displacement.		Ro1TP Ro5TP	The proposal includes physical measures to calm traffic but cannot address anti-social behaviour. Anti-social behaviour should be reported to the police.

Ensure that the cumulative impact on residential parking and visitor access is fully considered before any measures are finalized.		Ro1TP Ro5TP	Four kerbside parking spaces at the northern end of Lower Fort Street will be replaced by in-road tree planting. All other existing parking spaces will be retained.
Request the development of a comprehensive Master Plan for the Northern Harbour Peninsula, encompassing Millers Point, Dawes Point, Walsh Bay and The Rocks		CCS1	The proposals have been developed based on the opportunities identified in the 2024 Millers Point Traffic and Transport Study which included extensive consultation in 2023.

Submission from Millers Point Community Resident Action Group

A submission was received from the Millers Point Community Resident Action Group (MPCRAG).

MPCRAG supports the City's green infrastructure and traffic-calming measures for Millers Point. They state the measures would enhance community wellbeing, improve street safety, and support more sustainable transport options.

Proposed changes to the intersection of Hickson Road and George Street

MPCRAG strongly support these intersection changes and hope that this intervention will divert traffic to utilise Hickson Road to exit the area and limit large vehicles and bus exit through the neighbourhood.

Proposed changes to the intersection of Lower Fort Street, Cumberland Street & George Street

MPCRAG supports the on-road planting and narrowing of the intersections.

Proposed changes to the intersection of Argyle Street, Lower Fort Street and Argyle Place

MPCRAG supports the proposed traffic calming measures for the intersection.

Proposed changes to the intersection of Kent Street, Argyle Street and Argyle Place

MPCRAG support the proposed changes and greening at this intersection.

Submission from The Owners Corporation of Strata Plan 76902 (1 Towns Place)

A submission was received by The Owners Corporation of Strata Plan 76902, representing 67 residential lot owners at Towns Place objecting to the proposal based on the following:

Increased Traffic on Hickson Road

"The combined effect of these proposals will push more traffic onto Hickson Road, a key access route for the precinct. This would affect daily resident access, pedestrian and vehicle safety around Towns Place, and the usability of nearby parking."

Hickson Road is already heavily congested. Past events, such as Vivid, have shown that reducing capacity on nearby streets can lead to gridlock and delays for emergency vehicles. Any changes that could worsen this situation should be subject to independent traffic modelling and careful review."

Traffic displacement

"Measures proposed for Lower Fort Street, Cumberland Street and George Street are likely to move traffic problems elsewhere rather than solve them."

Traffic diverted from these streets will relocate to surrounding roads, spreading impacts across a wider community while benefiting only a small number of residents."

The Owners Corporation considers this outcome inequitable.

Anti-Social Behaviour

“The main amenity issue in the precinct is ongoing anti-social behaviour linked to vehicle gatherings on Friday and Saturday nights. Isolated, street-by-street changes are unlikely to resolve this. A coordinated, precinct-wide approach is required, and Council should prioritise this.”

Governance and Consultation

“There is concern that these proposals have been driven by a single organised resident group. Council must ensure consultation fairly represents all affected residents, including the 67 households of Towns Place, not just the most vocal or organised stakeholders.”

Submission from six residents of 5 Towns Place

Six residents of 5 Towns Place reflected the same concerns as those raised by The Owners Corporation of Strata Plan 76902, as seen above.

Combined community submission

A submission was received from 37 of Dawes Point and Sirius Strata Committee and The Hero of Waterloo Hotel with input from The Mercantile Hotel, Bridgeclimb and The Pylon

The Group strongly supports the overall direction of the plan, particularly initiatives that enhance greenery, improve pedestrian safety, and reduce vehicle speeds. They feel, whilst the proposal represents a positive shift toward a more people-focused precinct, stronger design interventions—especially reduced carriageway widths and clearer pedestrian priority—are required to fully align with the City’s walkable city vision.

Proposed changes to the intersection of Argyle Street, Lower Fort Street and Argyle Place

The group supports the proposed pedestrian crossing across Lower Fort Street at Argyle Street and the broader intersection improvements.

Proposed changes to the intersection of Kent Street, Argyle Street and Argyle Place

The group strongly supports the proposed closure and bollards at Kent Street North, which are expected to significantly improve pedestrian safety and reduce unsafe vehicle behaviour.

Submission from fourteen residents of Lower Fort Street

A submission was received from the residents of Dawes Point. It represents 14 households on Lower Fort Street, Dawes Point.

Their submission relates only to the proposed changes to the intersection of Lower Fort, George and Cumberland Street.

Coaches

The group states, *“since Covid, Millers Point—particularly around George Street—has seen a sharp increase in coaches, leading to congestion and safety risks. Coaches often exceed available bus zones, park two or three abreast, reverse unpredictably, and make unsafe manoeuvres such as U-turns across double lines, creating chaotic and dangerous conditions, especially during road closures.”*

Closing George Street at Lower Fort Street

The group states that *“The Millers Point Greening and Traffic Calming Plans do not explain how the intersection works when George Street is closed, even though closures are frequent. When the street is closed, the area becomes chaotic and unsafe for pedestrians. Temporary No Stopping signs are in place,*

but they are mostly ignored. Coach, taxi and rideshare drivers take over the space, doing U-turns, reversing, stopping illegally, and blocking pedestrian crossings.”

Ultimately, the group would like to see George Street closed permanently at Lower Fort Street.

Issues with the current plan

The group has the opinion that the plans shown within the 2024 Millers Point Traffic and Transport Study would *“have reduced traffic by restricting access and slowing vehicles through narrowed streets and added pedestrian crossings”*. They also believe that the 2025 “work in progress” sketch plans (requested by the community as an update) *“slowed traffic and better prioritise pedestrians through large planted islands and clearer crossing paths”*. The group has the opinion that *“the current plans reduce these features to allow coach movements, limiting its traffic-calming effect and potentially increase vehicle speeds. While it may prevent passenger pick-ups in the middle of the intersection, concerns remain that its roundabout-like design could encourage unsafe driving and should be replaced with a narrow median strip or removed.”*

Engagement activities

Overview of engagement

1. Sydney Your Say webpage

A Sydney Your Say webpage, "[Your say on new greening and traffic calming measures in Millers Point](#)" was created. The page included a copy of the concept design, survey and other key information about the consultation.

2. Online feedback form via Survey Monkey

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.

3. Consultation letter

A letter was posted to residents in Millers Point, inviting them to give feedback on the proposal. 2000 letters were distributed.

4. Stakeholder email

A stakeholder email was sent to local stakeholders, inviting them to give feedback on the proposals. The email was sent to:

- Placemaking NSW (and for PMNSW to co-ordinate a response from OPT and OPT suppliers)
- Transport for NSW
- Port Authority
- Fort Street Public School
- Bus NSW
- Walsh Bay Precinct
- Sydney Dance Company
- New Sydney Waterfront
- The Garrison Church
- Local Businesses; The Lord Nelson Brewery Hotel, Fortune of War, The Mercantile Hotel, Harbour View Hotel, The Langham, Pier One Sydney Harbour.

5. Sydney Your Say e-newsletter

An email was sent to 3985 of our Sydney Your Say e newsletter

Appendix

Notification letter



The Rt. Hon. The Lord Mayor of Sydney
CLOVER MOORE AO

4 March 2026

Your feedback on new greening and traffic calming measures

I invite you to provide your feedback on the City of Sydney's plan to provide new greening and traffic calming measures on:

- Hickson Road and George Street, The Rocks
- Lower Fort Street, Cumberland Street and George Street, Dawes Point
- Argyle Street, Lower Fort Street and Argyle Place, Millers Point
- Kent Street, Argyle Street and Argyle Place, Millers Point
- Lower Fort Street, Dawes Point.

This is a series of traffic calming and landscaping treatments that will improve pedestrian amenity and reduce traffic speeds. Our concept plan responds to the recommendations of the Millers Point traffic and transport study (2024). The changes will encourage large vehicles to use Hickson Road, rather than Argyle and Lower Fort Streets, to access the Rocks.

To simplify traffic movements and reduce conflict points, we are proposing to place bollards at the intersection of Kent Street and Argyle Street to close Kent Street to through traffic. As with the arrangements on Pottinger and Windmill Streets, where there are also bollards, southbound traffic on Kent Street will be directed to either turn around or enter Argyle Place.

These changes are in line with our vision to reduce urban heat impacts and bring nature into the city. Increasing greening with more street trees and verge gardens are key priorities in our Greening Sydney Strategy 2030.

How to give feedback

A map of the works is on the back of this letter. You can view more detail of each location and give your feedback at sydneyyoursay.com.au until 5pm on 1 April 2026.

For more information about this project, you can contact Lucy Farley, Design Manager, on 02 9265 9333 or at sydneyyoursay@cityofsydney.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink that reads "Clover Moore".

Clover Moore AO
Lord Mayor of Sydney

Sydney Your Say webpage

Proposed works & maintenance

Your say on new greening and traffic calming measures in Millers Point

Our proposal to help make walking easier, cut traffic speeds and reduce temperatures.

Millers Point

 **Under review**

Contributions to this consultation are closed for evaluation and review. The project team will report back on key outcomes.

PUBLIC CONSULTATION PERIOD
4 March 2026 to 1 April 2026

What we're doing

We propose new greening and traffic calming measures on:

- The Intersection of Hickson Road and George Street, The Rocks
- The intersection of Lower Fort, Cumberland and George streets, Dawes Point
- The intersection of Argyle Street, Lower Fort Street and Argyle Place, Millers Point
- The intersection of Kent Street, Argyle Street and Argyle Place, Millers Point
- Lower Fort Street, Dawes Point.

Lucy Farley

SPECIALIST DESIGN MANAGER (LANDSCAPE)

 [02 9265 9333](tel:0292659333)

 sydneyyoursay@cityofsydney...

COPY EMAIL ADDRESS

Why we're doing this

These improvements will make walking easier, cut traffic speeds and reduce urban heat by bringing more nature into the city.

E-Newsletter



Image: Lucy Farley / City of Sydney

New greening and traffic calming measures in Millers Point

These improvements will make walking easier, cut traffic speeds and reduce temperature.

Review the proposed locations and share your thoughts by Wednesday 1 April.

[Read more](#)

Attachment C

Greening Initiatives Underway

LOCATION PLAN



 New Planting in Existing Tree Pits



ARTIST IMPRESSION OF NEW PLANTING IN EXISTING TREE PITS



Before



After

Item 4.

Project Scope - South Eveleigh to Waterloo Metro Cycleway

File No: X102108

Summary

This report describes the project scope for the proposed walking and cycling improvements on Henderson Road and Raglan Street between Mitchell Road and George Street (Waterloo).

The project will deliver a safe and continuous 2-way connection and close the network gap for people riding east-west between the existing cycleway on Henderson Road and the major north-south bike network spine on George Street at Waterloo.

The proposed scope includes the re-allocation of road space on Henderson Road, east of Mitchell Road and on Raglan Street between Botany Road and George Street. This will provide the space for a 2-way cycleway along the northern side of the corridor, separated from traffic lanes by wide, planted medians to provide an opportunity for additional tree planting wherever possible.

The City carried out community consultation for the project between 4 February 2026 and 4 March 2026, which included sending notification letters to 1,635 residents and businesses, 2 on-site community information sessions as well as staff attending three local events and meetings. The Sydney Your Say page was visited 3,982 times and the plans were downloaded 924 times during the consultation period. A total of 180 email submissions were received, including 11 on behalf of local community groups/organisations and 207 people left 585 comments on the interactive map. While there was strong support for the cycleway, key concerns included changes to local vehicle access, parking loss and congestion.

This report seeks Council's approval of the project scope.

Recommendation

It is resolved that Council:

- (A) approve the project scope for the South Eveleigh to Waterloo Metro cycleway as shown at Attachment B to the subject report and with amendments as described below in (B) for progression to detailed design and submission of a grant application for construction funding under the Get NSW Active program;
- (B) approve the following amendments to the exhibited concept design shown at Attachment B to the subject report:
 - (i) remove the bus-only restriction on Raglan Street between Botany Road and Cope Street; and
 - (ii) retain kerbside parking on the southern side of Henderson Road between garden Street and Wyndham Street;
- (C) note the financial implications detailed in the subject report; and
- (D) 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 Sustainable Sydney 2030. The Strategy includes an overall proposed Bike Network as shown in Attachment A to the subject report.
2. Priority 1 of the Strategy and Action Plan is to connect the bike network, as there is strong evidence that safe, connected cycling infrastructure is essential to making bike riding a viable transport option for the majority of the population, and doing so has strong support from the community.
3. Henderson Road and Raglan Street are currently a missing link in the City's planned regional bike network. The proposed new cycleway will complete this key east-west link and close the network gap between the existing cycleway on Henderson Road and the major north-south bike network spine on George Street.
4. Completing important regional cycling connections such as the South Eveleigh to Waterloo cycleway is a key road safety intervention. Without this cycleway, the large (and increasing) number of people riding along this route for transport and/or work will be subject to significantly higher risk of being injured or killed by motor vehicle drivers.
5. When the City builds new separated cycleways, it is common for the number of bike trips along that route to double within the first year and to double again within another one to 2 years. The existing cycleway further west on Henderson Road currently has an average of 510 bike trips per day (between February 2026 and May 2026), with very few people riding on the section with no cycleway. We expect the new cycleway may reach up to a thousand daily trips within a year of opening.
6. The design approach is consistent with the NSW Government's Movement and Place Framework, its Road User Space Allocation Policy and its hierarchy of road users, which prioritises people walking. The City has collaborated closely with Transport for NSW on the reallocation of road space for the cycleway. Transport for NSW have provided agreement in principle to the changes required at the signalised intersections.

Concept Design as Exhibited for Community Consultation

7. The City exhibited the concept design as shown in Attachment B to the subject report and consulted with the community over 4 weeks from 4 February 2026 to 4 March 2026. The key features of the concept design include:
 - (a) a 2-way cycleway along the north side of Henderson Road and Raglan Street, connecting to existing cycleways and providing safe access to Waterloo Metro
 - (b) kerb extensions on Davy Road and Garden Street to widen the footpath and reduce crossing distances for people walking
 - (c) up to 28 new trees in new planted median strips which separate the cycleway from vehicle traffic, and removing 6 trees struggling to grow against private awnings
 - (d) retaining existing access to buses, including a new bus stop platform next to the cycleway west of Garden Street and providing space for a new bus stop on the northern side of Raglan Street at Waterloo Metro station

- (e) removing 45 car parking spaces along the length of the 600 metre corridor. This includes 20 spaces on Henderson Road between Mitchell Road and Wyndham Street, and 25 spaces on Raglan Street between Cope and George streets
 - (f) restricting Raglan Street to bus-only access between Botany and Cope streets.
8. Community feedback included key concerns about loss of on-street parking, local access changes and traffic congestion.
 9. The City has reviewed the concept design in response to the community feedback and has identified opportunities to address these concerns. Further background and proposed changes to the concept design to address these concerns is provided below.

Local Access

10. The concept design showed a "bus only" section on Raglan between Botany Road and Cope Street, closing this block to general traffic. It also proposed consolidating existing and future bus stops in this block, in line with the NSW Government's Interchange Access plan for the Waterloo Metro Station.
11. This arrangement would prioritise public transport and active transport and simplify traffic movements at the Raglan Street and Botany Road intersections and allow longer green times for pedestrians waiting to cross Botany Road.
12. The proposal also provided the opportunity for new trees to be planted in a wide median between the cycleway and the roadway in this block.
13. The community raised concerns about the impact on local access for east-west traffic movements and the displacement of traffic onto other streets in the precinct. In response, the City proposes to amend the concept design and retain access for general traffic on Raglan Street between Botany Road and Cope Street.
14. Transport for NSW have indicated their support for this change which will be further developed during the detailed design stage. Further changes to the lane arrangements in this block may be required and may result in a reduced opportunity to plant new trees in this block.

On-Street Parking

15. The majority of the existing 45 parking spaces along the 600m length of the corridor are currently unrestricted and the community benefit from turnover of spaces is very low.
16. There are 6 spaces on the southern side of Henderson Road between Garden and Wyndham Street are restricted to 2-hour parking. This results in higher turnover and the spaces being more frequently available to residents and businesses in this block where no on-site parking or rear lane access is available.

17. During consultation the community raised concerns about the reduction in kerbside parking spaces. In particular, the 6 spaces on the southern side of Henderson Road, between Garden and Wyndham Street are seen as important to service the adjacent buildings. In response to this feedback, the City will work to develop the detailed design with the aim of retaining the parking spaces between Garden and Wyndham Street.
18. Separately to the project, the City is reviewing parking restrictions, in particular areas of unrestricted parking in line with the City's Neighbourhood On-Street Parking Policy to increase availability of parking for residents.

Congestion

19. The concept design includes road space reallocation on Henderson Road and a reduction from 2 eastbound lanes to one lane between Mitchell Road and Gerard Street.
20. Community feedback included concerns about increased congestion arising from this lane reduction as well as the bus-only section on Raglan Street.
21. Traffic modelling was a key aspect of developing the concept design, recognising the importance of understanding the implications for traffic congestion in this area. The City worked closely with Transport for NSW on the design of the project and they provided agreement in principle for the proposed changes to the signalised intersections.
22. While community feedback often raises concerns that changes to street configuration will result in traffic congestion, the City is confident based on past experience that it has a good understanding of potential traffic impacts and they are not anticipated to be substantial in this instances.
23. Recent cycleway projects in busy traffic environments where the City has successfully managed this risk include Oxford Street (Taylor Square to Hyde Park) which removed an inbound traffic lane, and Castlereagh Street which was reduced to one traffic lane with an evening peak bus lane that is loading/parking the rest of the day.

Concept Design Amendments

24. In response to community feedback the proposal will be amended and changes incorporated in the detailed design to:
 - (a) retain access for general traffic on Raglan Street between Botany Road and Cope Street
 - (b) retain parking as many parking spaces as possible on the southern side of Henderson Road between Garden and Wyndham Streets.
25. These changes will have further flow on effects to the road geometry and will result in fewer opportunities for new trees to be planted.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

26. 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

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

Risks

28. 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.
29. 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.
30. This approach is within the City's risk appetite, which states:
- (a) 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.
 - (b) 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.

- (c) 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

- 31. 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

- 32. The project aligns with the City's Sustainable Sydney 2030 goals which aim to provide a better environment for people walking and riding bikes, resulting in lower carbon emissions and reduced pollution.

Cycling and walking are integral to our transport future because they are the most accessible, equitable, sustainable and reliable forms of transport.

Financial Implications

- 33. 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 \$5,016,810 has been provided, based on benchmarking against comparable projects.
- 34. The City has secured \$580,000 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.
- 35. 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
- 36. 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

- 37. Roads Act 1993
- 38. Local Government Act 1993
- 39. 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

40. Key dates for the project are:

Milestone	Target dates
Design Development	July 2026 to May 2028
Funding Application Period	November 2027 to June 2028
Construction Tender Period (subject to funding from Transport for NSW)	August 2028 to March 2029
Construction (subject to funding from Transport for NSW)	March 2029 to July 2030

Options

41. Council has the option not to proceed with the project. This is not recommended as it would not close the network gap to provide safe access for riders to the Metro station and between the existing cycleways on Henderson Road and George Street.
42. Council has the option to proceed to construction of the project without construction grant funding. This is not recommended due to financial constraints. .

Public Consultation

43. The City exhibited the concept design for the cycleways and consulted with the community over 4 weeks from 4 February 2026 to 4 March 2026. A total of 180 email submissions were received, including 11 submissions on behalf of local community groups/organisations. 207 people left comments on the interactive map. Further detail is provided in the Engagement Report (Attachment C)
44. Consultation activities included:
- (a) A letter was posted to residents, inviting them to give feedback on the proposal. 1,635 letters were distributed.
 - (b) A Sydney Your Say webpage was created. The page included an electronic copy of the concept design, survey, interactive map and other key information about the consultation.
 - (c) 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.
 - (d) 2 community information sessions were held on Thursday 12 February and Saturday 14 February 2026 and were attended by 10 residents and stakeholders.
 - (e) A total of 12 notice boards were installed along the alignment, inviting people to give feedback on the proposal.
 - (f) City staff attended Summer on the Green at Waterloo, Waterloo Wellbeing and Safety Action Group and a REDWatch committee meeting.

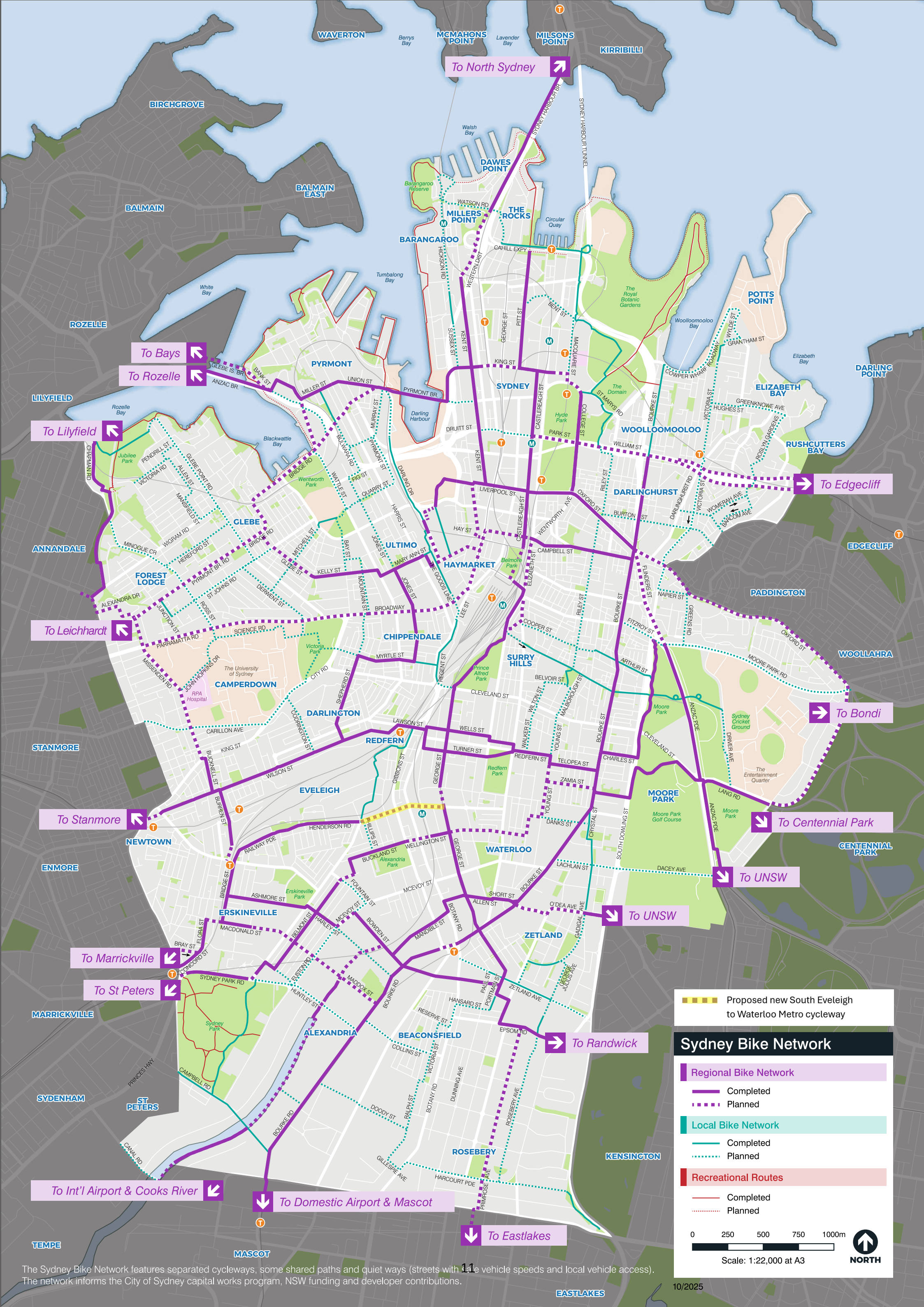
KIM WOODBURY

Chief Operating Officer

Maren Parry, Development Manager

Attachment A

Sydney Bike Network Map



Proposed new South Eveleigh to Waterloo Metro cycleway

Sydney Bike Network

Regional Bike Network

Completed

Planned

Local Bike Network

Completed

Planned

Recreational Routes

Completed

Planned

02505007501000m

Scale: 1:22,000 at A3

NORTH

The Sydney Bike Network features separated cycleways, some shared paths and quiet ways (streets with 40km/h vehicle speeds and local vehicle access). The network informs the City of Sydney capital works program, NSW funding and developer contributions.

10/2025

Attachment B

Concept Plans Exhibited for Community Feedback
--

Concept design – Section one: Henderson Road (between Mitchell Road and Garden Street)

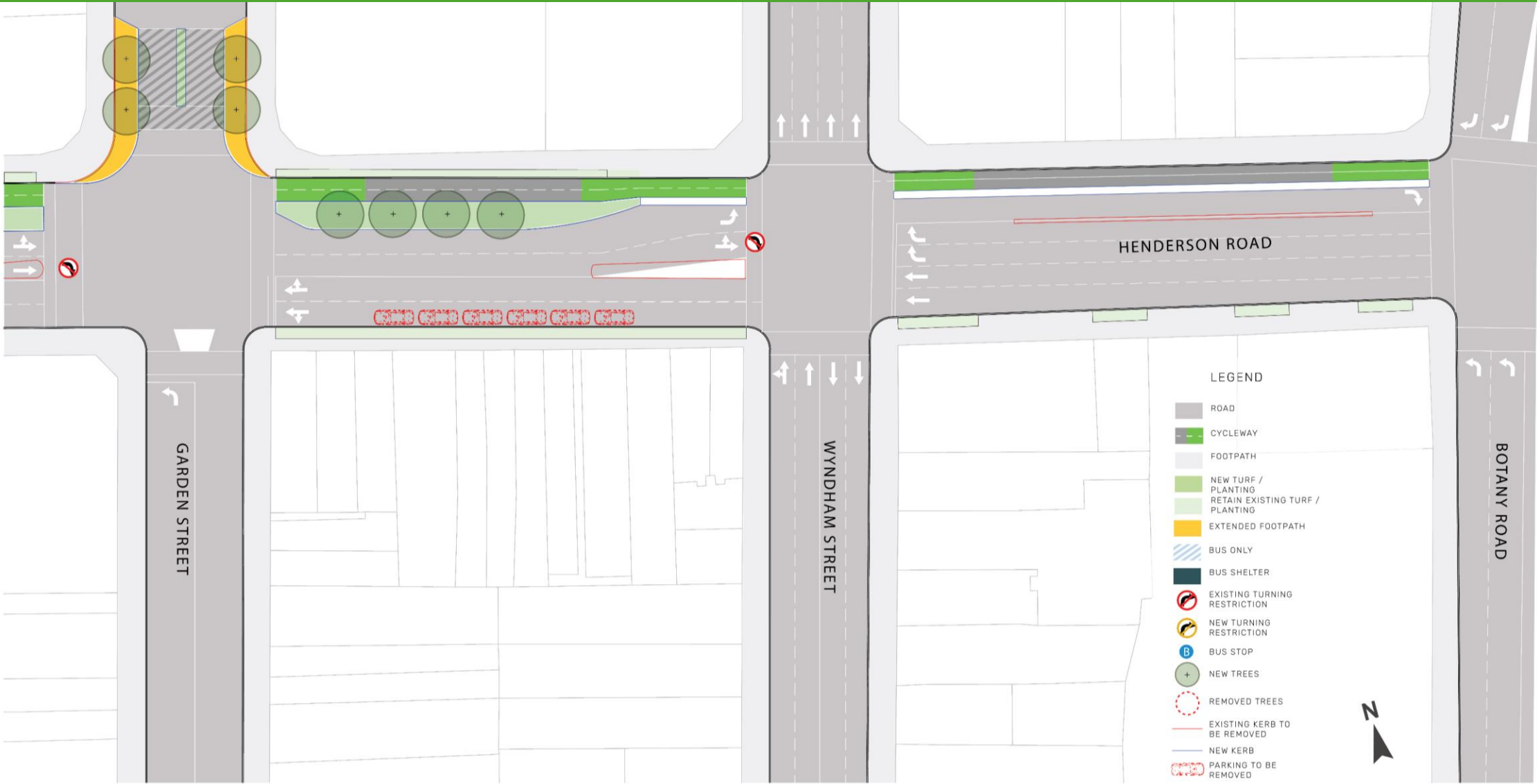
as exhibited



Concept design – Section two: Henderson Road (between Garden Street and Botany Road)

as exhibited

14



Concept design – Section three: Raglan Street (between Botany Road and Cope Street)

as exhibited

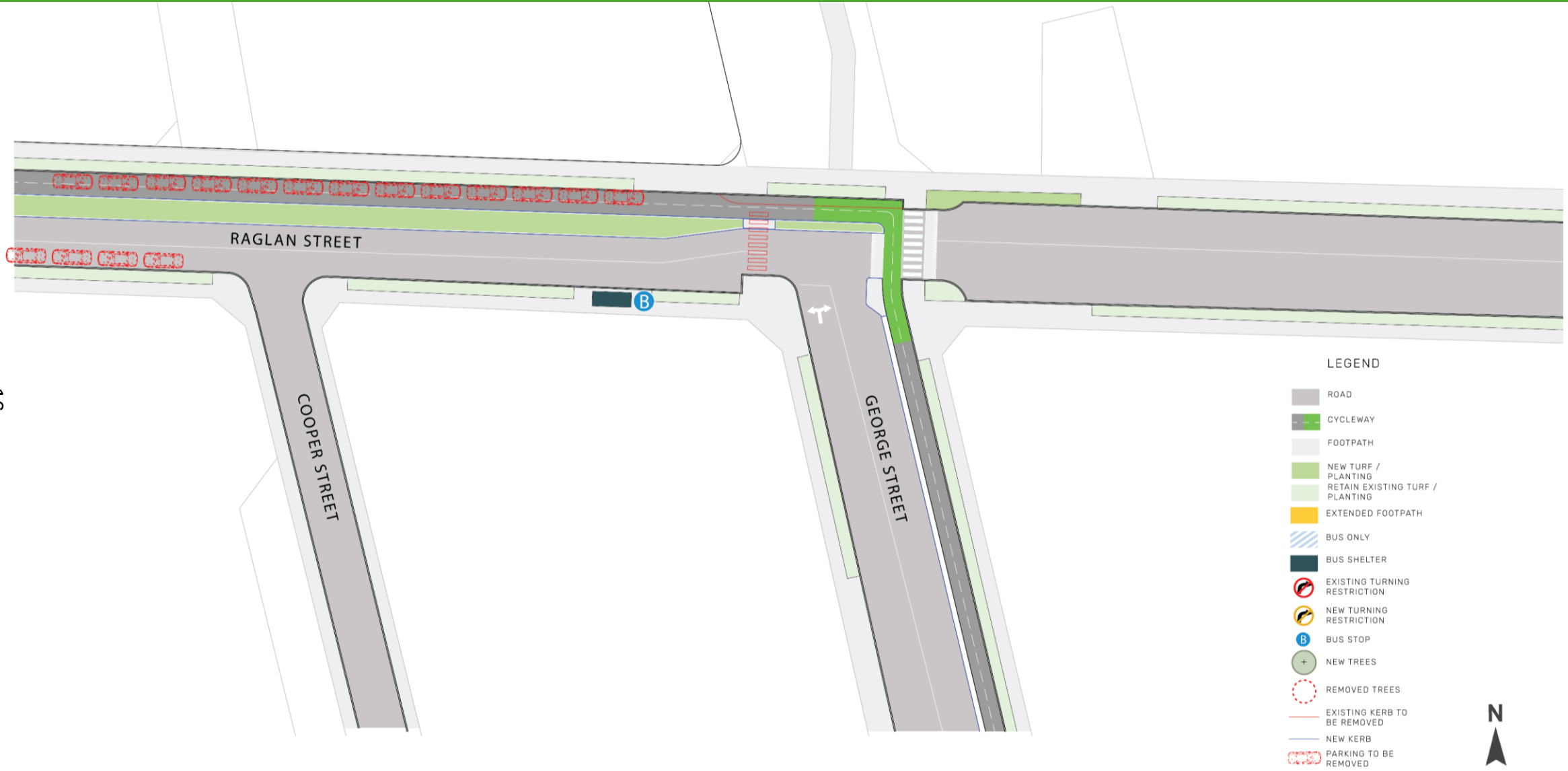
15



Concept design – Section four: Raglan Street (between Cooper Street and George Street)

as exhibited

16



Attachment C

Engagement Report



Engagement report

**South Eveleigh to Waterloo Metro walking and
cycling improvements**

March 2026

Contents

Overview	3
Key findings	5
Submissions summary table	6
Engagement activities	10
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Overview

Background

From 4 February to 4 March 2026, we asked the community for feedback on our proposal to reduce traffic lanes and to help make cycling safer and walking more comfortable along Henderson Road and Raglan Street in South Eveleigh.

Scope

Our plans include:

- installing a 2-way cycleway along the north side of Henderson Road and Raglan Street, connecting to existing cycleways and providing safe access to Waterloo Metro
- extending the kerb at Davy Road and Garden Street
- planting up to 28 new trees, including a new median strip between Davy Road and Wyndham Street, and removing 6 trees struggling to grow against private awnings
- retaining existing access to buses, including a new platform next to the cycleway west of Garden Street and providing space for a new bus stop at Waterloo Metro station.
- removing 45 car parking spaces on Henderson Road (north and south sides), and Raglan Street (between Cope and George streets, and between Cope and Cooper streets)
- restricting Raglan Street to bus-only access between Botany and Cope streets.

Background and context

This cycleway project will complete the missing link, along Henderson Road and Raglan Street, between the employment hub at South Eveleigh (formerly known as Australian Technology Park) and the new Waterloo Metro station. The first stage of the cycleway on Henderson Road, between Erskineville Station and South Eveleigh was built as a pop-up in 2020 and made permanent in 2023. This will extend it to connect all the way to the Metro station and to the George Street cycleway (to Central to the north, or to Green Square to the south). It will connect housing areas (including Ashmore, Erskineville and Explorer) with employment and transport hubs.

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 169 email submissions and 207 people left 585 comments on the interactive map during the public exhibition period. The Sydney Your Say page was visited 3,982 times during the consultation period.

An additional 11 email submissions were made on behalf of local community groups/organisations, as listed below.

- Bicycle NSW
- Bike Leichhardt
- Bike Marrickville
- Transport for NSW
- Sydney Park Village
- Better Streets
- Sydney Metro
- REDWatch
- Counterpoint
- Stockland
- Homes NSW

Submissions and engagement activity

Quantity	Description of activity
766	Total submissions received
180	Emailed submissions received
3,982	Sydney Your Say webpage visits
924	Document downloads

Key findings

Overview of key findings from the interactive map

Primary sentiment	Count
Support	119
Oppose	22
Design/Suggestions	213
Mixed/Neutral	231

Top recurring themes

Top recurring themes across the 585 comments:

1. **Cycleway – 245** mentions
2. **Trees and greening – 196**
3. **Pedestrian crossings, safety and ease of access – 193**
4. **Parking – 113**
5. **Speed / safety – 79**
6. **Traffic & congestion / rat running – 67**
7. **Bus only / public transport priority – 53**
8. **Signals, arrows & cyclist detection – 39**

Submissions summary table

Map submissions

Issue / Theme	Times Raised	Description	City Response
Cycleway	245	Strong interest in completing the safe cycling connection to Waterloo Metro. Many comments express clear support for the cycleway as a missing link.	Noted
Trees, landscaping and greening	196	Support for shade, planting, and greening while ensuring footpaths remain wide enough.	We will plant the new trees in the new medians.
Pedestrian crossings & wait times and footpaths	193	Calls for shorter pedestrian wait times, wider footpaths, safer kerb ramps and better connectivity.	The project includes kerb extensions at Davy and Garden Streets to reduce crossing distance. Having a new waiting area for bus passengers near the Alexandria Hotel will improve space on the footpath. Kerb ramps will be made compliant. The City will ask Transport for NSW to shorten pedestrian wait times.
Parking (loss, time limits, enforcement)	113	Concerns about removal of parking spaces and requests for time limits, metering, and enforcement.	The City will look at parking controls and enforcement in the area to improve parking availability for residents. The detailed design will further develop the proposal and work towards retaining the parking spaces on the southern side of Henderson Road between Garden and Wyndham Street.
Speed & safety	79	Interest in lower speed limits and traffic calming to improve safety.	Noted
Traffic & congestion impacts	67	Concerns about congestion, rat-running, and desire for transparent traffic modelling.	The introduction of a bus-only section on Raglan Street will be removed from the proposal, reducing the changes to local access. The City's strategic direction to make a city for walking, cycling and public transport has informed the proposal to reallocate road space, in line with TfNSW's Road User Space Allocation Policy. Strong in principle support from people in this area indicates there is likely a latent

Issue / Theme	Times Raised	Description	City Response
			demand for more cycling trips, which are currently not being taken due to this missing link. The City often removes traffic capacity to make space for cycleways. Experience shows that traffic will adapt and some people will choose other modes of transport, resulting in negligible impacts.
Bus-only restrictions / PT priority	53	Feedback on proposed bus-only sections, especially noise impacts of the existing buses on Raglan Street; questions about access impacts.	The bus only section was included at the request of Transport for NSW, in part to enable longer pedestrian crossing times at the intersection with Botany Road. In response to the concerns raised, City staff have now confirmed with TfNSW that the bus-only restriction can be removed from the proposal. To address the concern about noise impacts of existing buses on Raglan, we will continue to push hard for TfNSW to service Raglan Street bus routes with electric buses.
Signals, turn arrows & cyclist detection	39	Requests for turn arrows, improved signal detection, and consistent timing for riders.	Bicycle lantern turn arrows are not yet included in TfNSW guidance. The project will use quadruple loop detectors which are reliable and effective across the whole width of the cycleway. We are hopeful of decent cycleway signal timing, especially as usage grows.
Trucks / heavy-vehicle restrictions	24	Requests to restrict or enforce limits on trucks and heavy vehicles.	Noted This issue is unrelated to this project.
Enforcement & compliance	21	Requests for parking, speed, and restriction enforcement.	City staff will review parking controls and enforcement to improve parking availability for residents. NSW Police are responsible for speed enforcement.
Local east-west access	20	Concerns about maintaining easy access between neighbourhoods.	The bus-only restriction is being removed from the proposal, retaining the existing east-west access for general traffic.
Lighting & amenity	20	Requests for improved lighting and night-time amenity near the Metro.	Lighting within the Metro public domain is TfNSW responsibility. The project includes a lighting audit and bringing all lighting along the cycleway up to standard.

Email submissions

Issue	Times Raised	City Response
Support for the project	79	Noted
Opposition to Raglan bus-only	58	The bus only section was included at the request of Transport for NSW, in part to enable longer pedestrian crossing times at the intersection with Botany Road. City staff will work with TfNSW to review the need for bus only and other ways better pedestrian times can be achieved.
Traffic congestion & traffic movement	47	The introduction of a bus-only section on Raglan Street will be removed from the proposal, reducing the changes to local access. The City's strategic direction to make a city for walking, cycling and public transport has informed the proposal to reallocate road space, in line with TfNSW's Road User Space Allocation Policy. Strong in principle support from people in this area indicates there is likely a latent demand for more cycling trips, which are currently not being taken due to this missing link. The City often removes traffic capacity to make space for cycleways. Experience shows that traffic will adapt and some people will choose other modes of transport, resulting in negligible impacts.
Parking loss & pressure	43	City staff will review parking controls and enforcement to improve parking availability. We will work with businesses along the route to consider accommodating any special needs. The detailed design will further develop the proposal and work towards retaining the parking spaces on the southern side of Henderson Road between Garden and Wyndham Street.
Pedestrian safety and ease of access	5	The project includes kerb extensions at Davy and Garden Streets to reduce crossing distance. Having a new waiting area for bus passengers near the Alexandria Hotel will improve space on the footpath. Kerb ramps will be made compliant. The City will ask Transport for NSW to shorten pedestrian wait times.
Bike network connections	5	City staff will consider future connections into the existing network.

Issue	Times Raised	City Response
Cycleway design feedback	4	Feedback will be incorporated, where possible, in the detailed design.
Oppose the project	1	Noted
Anti-social behaviour near metro	1	The City supports NSW Police in managing anti-social behaviour.

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-south-eveleigh-waterloo-metro> -

was created. The page included an electronic copy of the concept design, survey and other key information about the consultation.

Online feedback form via interactive map

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 February 2026 e-newsletters (4013 subscribers).

Consultation letter

A letter was posted to residents, inviting them to give feedback on the proposal. 1,635 letters were distributed.

Community consultation information sessions

2 community information sessions were held on Thursday 12 February and Saturday 14 February 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.

Other activities

City staff attended Summer on the Green at Waterloo, Waterloo Wellbeing and Safety Action Group and a REDWatch committee meeting.

Appendix

Signage

CITY OF SYDNEY

Have your say

Walking and cycling improvements between South Eveleigh and Waterloo Metro

We Invite your feedback on walking Improvements and a cycleway between South Eveleigh and Waterloo Metro. The proposal will help make cycling safer and walking more comfortable along Henderson Road and Raglan Street.



How to give feedback
You can give feedback at [cityofsydney/consultations](https://cityofsydney.nsw.gov.au/consultations) or use the QR code.

Consultation closes at:
5pm Wednesday 4 March, 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



City of Sydney
Gadigal Country
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Sydney NSW 2000

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council@cityofsydney.nsw.gov.au
GPO Box 1591 Sydney NSW 2001
cityofsydney.nsw.gov.au

4 February 2026

**Walking and cycling improvements
between South Eveleigh and Waterloo Metro**

We invite your feedback on walking improvements and a cycleway between South Eveleigh and Waterloo Metro. The proposal will help make cycling safer and walking more comfortable along Henderson Road and Raglan Street in South Eveleigh.

Proposed changes

- Installing a 2-way cycleway along the north side of Henderson Road and Raglan Street, connecting to existing cycleways and providing safe access to Waterloo Metro
- Extending the kerb at Davy Road and Garden Street
- Planting up to 28 new trees, including a new median strip between Davy Road and Wyndham Street, and removing 6 trees struggling to grow against private awnings
- Retaining existing access to buses, including a new platform next to the cycleway west of Garden Street and providing space for a new bus stop at Waterloo Metro station.
- Removing 45 car parking spaces on Henderson Road (north and south sides), and Raglan Street (between Cope and George streets, and between Cope and Cooper Streets)
- Restricting Raglan Street to bus-only access between Botany and Cope Streets

How to give feedback

You can view details and give your feedback by Wednesday 4 March at sydneyyoursay.com.au.

You can also chat to us at the northern entrance of Waterloo Metro station at 3:30pm to 4:30pm on Thursday 12 February and at 12pm to 1pm on Saturday 14 February. These events are subject to weather conditions.

Contact us

For more information, please contact Craig Ryan, Senior Community Engagement Coordinator 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

ATTACHMENT A - DRAFT CONSULTATION LETTER - SOUTH EVELEIGH TO WATERLOO METRO - CR



Your say on walking and cycling improvements between South Eveleigh and Waterloo Metro

We're proposing to reduce traffic lanes and to help make cycling safer and walking more comfortable along Henderson Road and George Street in South Eveleigh.

View the plans and have your say by Wednesday 4 March.

[Learn more](#)

Item 5.

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).

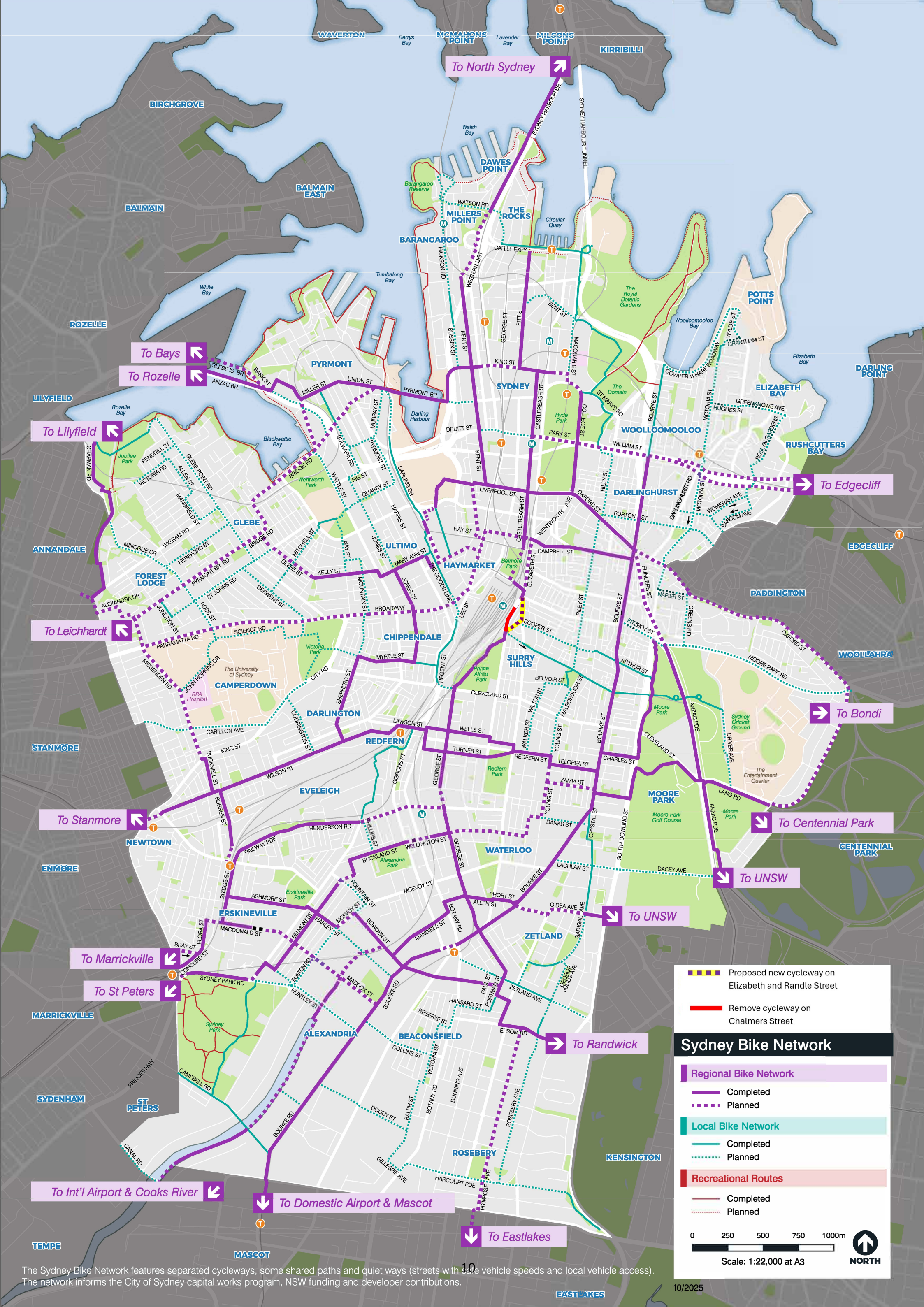
KIM WOODBURY

Chief Operating Officer

Mir Hossain, Specialist Project Manager

Attachment A

Sydney Bike Network Map



The Sydney Bike Network features separated cycleways, some shared paths and quiet ways (streets with low vehicle speeds and local vehicle access). The network informs the City of Sydney capital works program, NSW funding and developer contributions.

Proposed new cycleway on Elizabeth and Randle Street

Remove cycleway on Chalmers Street

Sydney Bike Network

Regional Bike Network

Completed

Planned

Local Bike Network

Completed

Planned

Recreational Routes

Completed

Planned

02505007501000m

Scale: 1:22,000 at A3

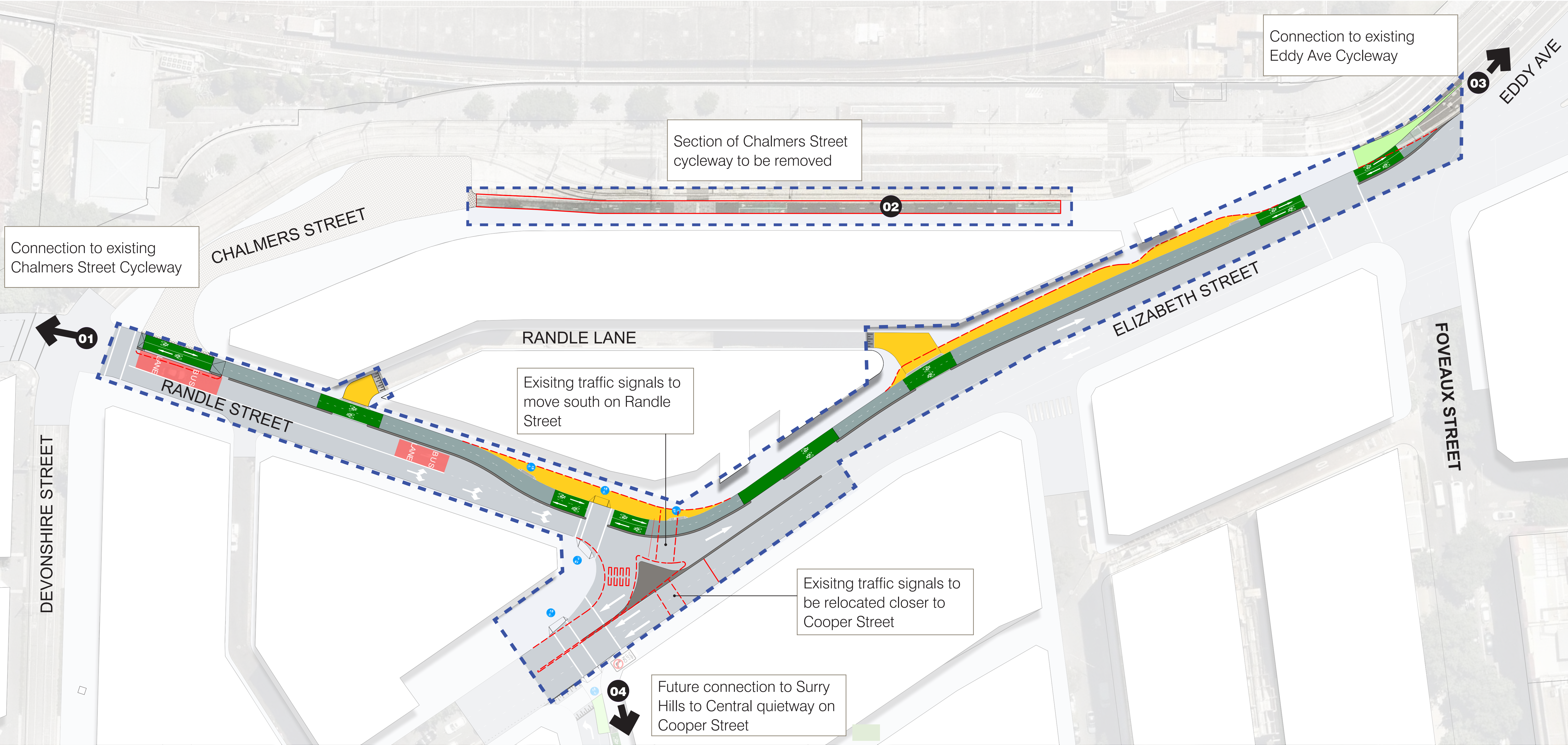
NORTH

10

Attachment B

**Concept Plans Exhibited for Community
Feedback**

Proposed Concept Design



Legend

- 01 Connection into existing Chalmers Street Cycleway
- 02 Section of Chalmers Street Cycleway to be removed
- 03 Connection to existing Eddy Avenue Cycleway
- 04 Future connection to Surry Hills to Central quietway on Cooper Street
- Existing kerb to be removed
- Extent of works boundary

Legend

- New footpath
- New garden area
- New Cycleway
- Existing Road
- Existing Footpath
- Bus Lane

Attachment C

Engagement Report



Engagement report

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

April 2026

Contents

Overview	3
Key findings	5
Engagement activities	13
Appendix	14

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.

Engagement report – Randle and Elizabeth streets walking and cycling improvements

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.

Engagement report – Randle and Elizabeth streets walking and cycling improvements

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.

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.

Engagement report – Randle and Elizabeth streets walking and cycling improvements

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/consultations](https://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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cityofsydney.nsw.gov.au

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.

Item 6.

Project Scope - Alexandria Park Renewal

Document to Follow