

Attachment C

**Outdoor dining – Implementation plan for
permanent footpath extensions**

Outdoor Dining - Implementation Plan for Permanent Footpath Extensions



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Overview

Background

This Implementation Plan outlines the proposed delivery approach for converting temporary on-street dining spaces across the city to permanent footpath extensions. These are located within former parking lanes and are currently protected by concrete barriers.

The City will program the delivery of footpath extensions in the most time efficient way, integrating with other planned public domain works where possible. The City will also prioritise sites that create the least disruption to businesses and support other key City policies such as tree planting and bike parking. There will be no construction during events, weekends or the summer months to avoid busy trading periods.

Figure 1 – example of a temporary on-street dining space, protected from traffic by concrete barriers



Current on-street dining program

As of 31 July 2026, there are 173 on-street dining sites in place across the City of Sydney local government area. Of these:

- 24 are located within planned public domain upgrade areas
- 149 are outside of public domain upgrade areas
- 2 are planned for removal as part of new cycleway works on Campbell Street, Haymarket.

There are three planned public domain upgrade areas where existing on-street dining sites will be converted to permanent footpath as part of that upgrade. These are:

- Victoria Street – programmed for FY 2027-2028
- Erskineville Road – programmed for FY 2027-2029
- Stanley Street – programmed for FY 2028-2029

This leaves a total of around 147 on-street dining sites to be made permanent as part of this program.

It is anticipated that between 20 to 30 footpath extensions will be completed annually over the first 3 years with all current sites (as of 30 July 2026) planned for completion within 8 years of this implementation plan.

Scope and delivery categories

The 147 on-street dining sites that are outside of public domain upgrade areas have been grouped into three categories based on complexity and delivery requirements.		Number of sites (as of 31 July 2026)
Category 1 – Standard		54
Category 2 – Moderate		47
Category 3 – Complex		46
Total		147

Delivery timeframes and considerations

Program sequencing

The City will program the delivery of the current temporary sites over 8 years in the most time-efficient way whilst minimising disruption to businesses, local neighbourhoods and the community. This will include:

- coordinating with other City planned works and utility works
 - integrating with neighbourhood and village delivery plans
 - using spatial planning tools (e.g. mapping systems) to manage construction impacts
 - exploring opportunities to deliver joint objectives such as shared bike parking and tree planting
 - consolidating adjacent sites into one job where there are clusters
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Delivery Program

The City has developed an eight-year delivery program that outlines the number of sites planned for delivery in each suburb. This program has factored in individual site requirements, as far as is known at the time of drafting, at suburb level, based on delivery efficiencies and to reduce overall disruption to the community.

The indicative program delivery program also considers:

- planning, design, and approvals will occur all year-round.
- minimising impacts to businesses, construction will not take place during peak trading periods, including weekends, events and the summer months (November to February)
- Local Pedestrian, Cycling, Traffic Calming and Transport Forum (LPCTCTF) endorsement may be required prior to the construction rollout.

The program will be subject to change over time based on factors including, but not limited to, newly approved sites, authority approvals, third-party works, cost efficiency, safety, accessibility and design requirements. See Appendix 1 for draft indicative program

Category 1 – Standard

Planning, design, approval and construction details

Category Planning	Summary details
Site characteristics	• Readily accessible locations • More than 20m from traffic signals • No drainage or utility impacts
Delivery requirements	• Delivered using existing City technical specifications for footpaths • Minimal design development • No external authority approvals required prior to construction
Design and Approval Period	• Approximately 2 to 4 months
Construction period	• Approximately 5 to 10 days
Programmed Construction Financial Years	• FY2026/27 to FY2030/31

Category 2 – Moderate

Planning, design, approval and construction details

Category Planning	Summary details
Site characteristics	• Readily accessible locations • More than 20m from traffic signals • Requires drainage design • Located at or near intersections
Delivery requirements	• Detailed design required • Utility coordination and approvals required prior to construction
Design and Approval Period	• Approximately 8 to 12 months
Construction period	• Approximately 10 to 20 days
Programmed Construction Financial Years	• FY2027/28 to FY2033/34

Category 3 – Complex

Planning, design, approval and construction details

Category Planning	Summary details
Site characteristics	• Located at major or signalised intersections • Drainage requirements • Utility and traffic signal impacts • Large scale
Delivery requirements	• Detailed design required • Utility coordination and approvals required prior to construction
Design and Approval Period	• Approximately 16 to 20 Months
Construction period	• Approximately 20 to 60 days depending on specific site requirements
Programmed Construction Financial Years	• FY2028/29 to FY2033/34

Footpath extension design, drawings

The construction of footpath extensions will follow the Sydney Streets Code, Sydney Streets Technical Specifications and Outdoor Dining Guidelines, and will be completed to closely match surrounding footpath.

Clear path of travel

A clear path of travel is to be maintained on all public footpaths before other uses are considered. The Outdoor Dining Guidelines specify minimum clearances for footpath dining, including clear path of travel. The minimum width of the clear path of travel according to street type in the Sydney Streets Code shown at Appendix 2 of the Outdoor Dining Guidelines needs to be:

- 3.0 metres for City Centre and Gateway streets
- 2.0 metres for Village Main streets
- 1.5 metres for Neighbourhood Hub, Connecting Main streets Local streets
- 1.2 metres for Central Sydney laneways, and
- 2.8 metres in shared zones used by vehicles.

In areas of high or increasing pedestrian volume or where closeness to traffic might pose a safety risk, the City may:

- require a greater clear path than the minimum widths
- not allow outdoor dining.

Figure 2. Diagram of indicative design

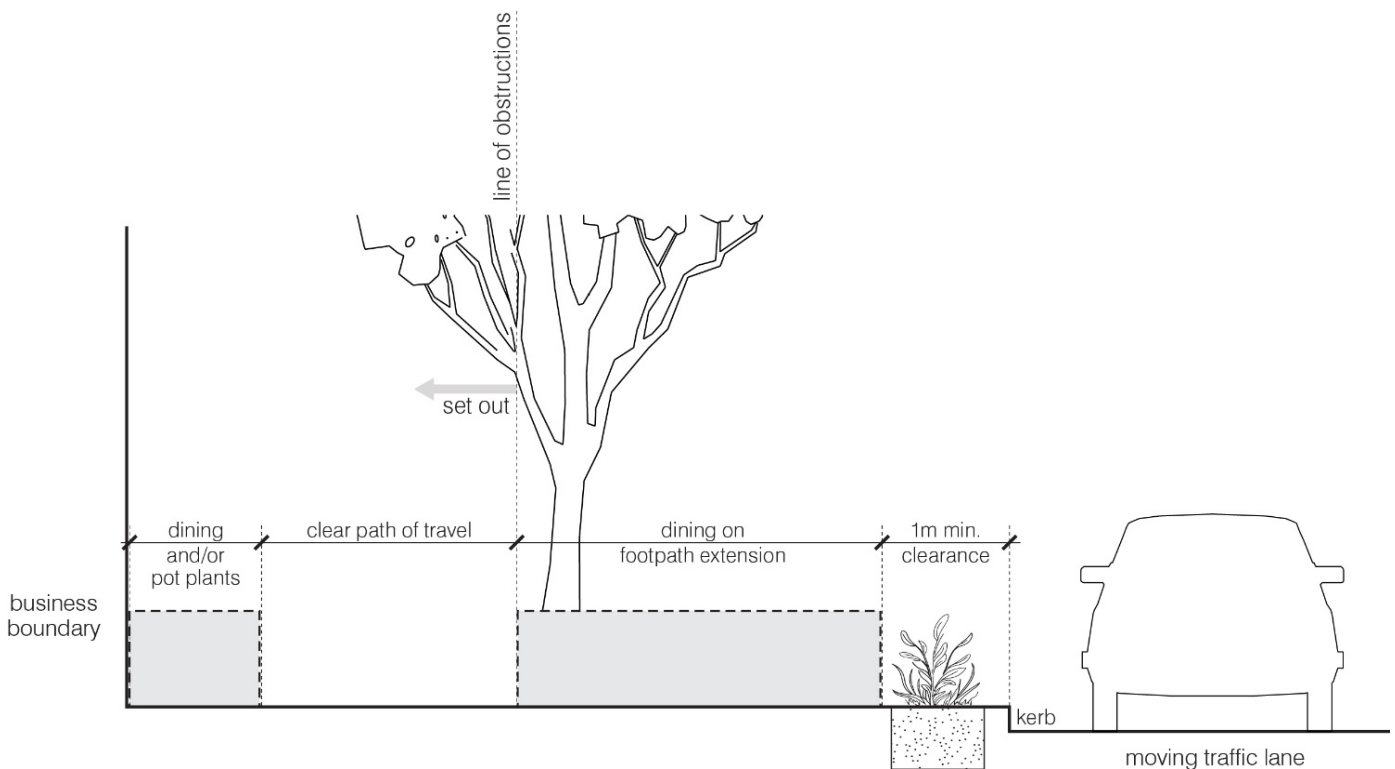


Figure 3. Example of completed footpath extension



Stakeholder communication and engagement

Clear, timely communication and engagement will help businesses to understand the program scope and timing, and plan for the period when their on-street dining is unavailable. In addition, it will be important to keep neighbouring businesses and residents updated on the program and informed of potential works that may impact them.

The program of engagement with key stakeholders is outlined in Table 1 below.

Table 1: Engagement program

Engagement Phase	Stakeholder	Engagement Format	When
Business notification	On-street dining permit holders	Written notification FAQs Social media campaign Webinar for on-street dining permit holders	After the Implementation Plan has been noted by Council
Design notification	On-street dining permit holders Neighboring businesses Local residents	Written notification	Before Local Pedestrian, Cycling, Traffic Calming and Transport Forum 4-6 months before construction
Construction notification	On-street dining permit holders Neighbouring businesses	Written notification Face-to-face	4 weeks before construction
Construction confirmation	On-street dining permit holders	Written notification Face-to-face	2-5 days before construction

Appendix 1 Draft Indicative Delivery Program

