Item 3.

Project Scope – Moore Park Road and Fitzroy Street Cycleways

File No: X138767

Summary

This report describes the project scope for the upgrade and permanent retention of the Moore Park Road and Fitzroy Street cycleways. It also seeks Council approval for the permanent ongoing use of the cycleway, and temporary approval of the existing cycleway until the permanent works can be completed.

The pop-up cycleways on Moore Park Road and Fitzroy Street were installed by Transport for NSW in mid-2020 to provide a safe connection for people riding between the city and the east.

Consistent with the adopted Cycling Strategy and Action Plan 2018-2030, to address safety and the growing number of people riding on this part of the network, following a Council resolution in April 2026 to consider the permanent retention of the cycleway, Council has been taking steps to enable the permanent retention and upgrade of the Moore Park Road and Fitzroy Street cycleways.

In April 2026, Council resolved that the Chief Executive Officer be requested to prepare and exhibit a Review of Environmental Factors (REF) for the upgrade and permanent retention of the Moore Park Road and Fitzroy Street cycleways and to report back to Council following public consultation on the REF.

The Review of Environmental Factors and concept design were publicly exhibited in July and August 2026. A total of 287 submissions were received. Feedback included support for improved safety, connectivity and active transport, as well as concerns about parking, access and elements of the design. Feedback has informed the concept design and will continue to be considered through detailed design.

Funding of $3M is included in the City's Long Term Financial Plan. To offset this cost, the City has also applied for $1.5M in Federal Government funding, however the project is not dependent on this funding.

This report seeks Council endorsement of the project scope and the upgrade of the cycleways to permanent infrastructure.

Recommendation

It is resolved that Council:

(A) approve the project scope for the upgrade and permanent retention of the Moore Park Road and Fitzroy Street Cycleways as shown in Attachment B to the subject report for progression to detailed design, documentation and construction of works

(B) approve the ongoing temporary operation of the cycleways along Moore Park Road and Fitzroy Street until the construction of the permanent cycleways is complete

(C) approve the permanent operation and use of the Moore Park Road and Fitzroy Street cycleways in accordance with Part 5 of the Environmental Planning and Assessment Act 1979

(D) note that the Chief Executive Officer exhibited a Review of Environmental Factors and the community feedback is summarised and considered in Attachments C and D to the subject report.

Attachments

Attachment A. Sydney bike network map

Attachment B. Concept plans exhibited for community feedback

Attachment C. Engagement report

Attachment D. Review of environmental factors - July 2026 (revised October 2026)

Background

1. The temporary cycleways on Moore Park Road and Fitzroy Street were installed by Transport for NSW in mid-2020 to provide a safe connection for people riding between the city centre and the eastern suburbs.

2. In May 2021, Council endorsed a Review of environmental factors allowing the cycleways to remain until 31 May 2023.

3. In May 2023, Council extended the approval under the 2021 Review of environmental factors, allowing the cycleways to remain until 31 May 2026 if the Oxford Street east section was not finalised earlier.

4. Since that 2023 Council resolution, usage of Moore Park Road cycleway has increased by 93% and Fitzroy Street cycleway by 87% (comparing the daily average of May 2023 and October 2026).

5. In the 5 years since the cycleways on Moore Park Road and Fitzroy Street opened there have been no reported fatal or serious injuries, compared to one fatal and 4 serious injuries in the 5 years before the cycleways opened.

6. There are now up to 1,300 bike trips a day on each of these cycleways, the removal of which would put many people riding at serious risk and would also present a risk to people walking were those riders to avoid the dangers of riding in traffic by using footpaths or shared paths.

7. Oxford Street, Moore Park Road and Fitzroy Street all serve different cycling desire lines and different functions in the City's adopted cycleway network. Oxford Street provides a direct route between Bondi Junction/the East and the city centre - with a gentle and consistent grade. Moore Park Road and Fitzroy Street provide a direct route between Bondi Junction / the East and Surry Hills, Central Station and the West. Fitzroy Street also provides a connection between Anzac Parade / the South East and Surry Hills, Central Station and the West.

8. They are all valid and necessary network connections and this is supported by the significant increase in cycling trips along all these routes. Oxford Street (west) cycleway had an average of 4,058 bike trips daily in October 2026 (peaking at 5,277 daily bike trips) and Transport for NSW is progressing the cycleway on Oxford Street (east) with a Review of Environmental Factors (REF) due soon.

9. As part of the process for reviewing the cycleways, staff assessed the impacts on: safety of people walking, riding and driving on the road, the significant increase in demand for cycling along this route (and in the surrounding area), the costs (and impacts) of removal and providing an alternative cycling connection to serve the demand along this route. Based on this assessment, staff found that the risks of removing the cycleways would likely outweigh any benefits of their removal.

10. The planning approval process for the permanent retention of the cycleways required a Review of environmental factors of the proposal to be developed and publicly exhibited to the community to provide feedback for consideration before it is reported to Council under Part 5 of the Environmental Planning and Assessment Act 1979.

11. In April 2026, Council approved the continued operation of cycleways until 31 December 2026 and requested the Chief Executive Officer prepare and exhibit a new Review of environmental factors for their upgrade and permanent retention, with the outcomes of public consultation to be reported back to Council within 6 months. Further information and detail can be found in the April 2026 Committee report.

12. The new Review of environmental factors dated July 2026 was exhibited for public consultation in July and August 2026. An updated Review of environmental factors was prepared taking into account all submissions made during the public consultation and noting that no amendments are recommended to the project as a result of those submissions.

13. The cycleways have been in operation for 6 years, with usage increasing substantially over that period. Average daily usage on Moore Park Road is now 906 bike trips, 3 times the 302 recorded in May 2021. On Fitzroy Street, average daily usage is also 906 bike trips, nearly 2 and a half times the 382 recorded when it opened in April 2021. This growth supports upgrading the cycleways to permanent infrastructure.

14. The proposal retains the existing functional arrangement and allocation of road space established by the temporary cycleways.

15. Upgrading the cycleways with permanent materials will improve safety, amenity and durability. The more robust materials will reduce maintenance requirements and improve separation between people riding and driving, while additional line marking and signage will improve awareness of people riding.

16. Transport for NSW has taken much longer than expected to progress the cycleway on Oxford Street, east of Taylor Square, which is currently in design stage. Transport for NSW is currently preparing the Review of Environmental Factors, after multiple rounds of community consultation and the release of the Oxford Street Revitalisation Project Public Domain and Activation Strategy.

17. The Cycling Strategy bike network map, shows planned cycleways for both Oxford Street and Moore Park Road, to ensure that destinations such as the stadium, Sydney Cricket Ground and Entertainment Quarter are connected and residents are within reach of a safe bike network.

18. Council has adopted the Cycling Strategy that includes both Oxford Street and Moore Park Road and Fitzroy Street routes.

19. Cycling data on Moore Park Road and Fitzroy Street shows heavy and growing use. This includes people accessing local destinations (including the stadium precinct) and a high number of workers using bikes to service local destinations.

Concept design and scope of works

20. The proposal, as shown in Attachment B, includes:

    (a) upgrade of the existing 1,430m bi-directional separated cycleways along Moore Park Road and Fitzroy Street, between Lang Road and Bourke Street, to permanent construction including replacement of the temporary plastic "Klemmfix" barriers with concrete separator kerbs

    (b) replacement of existing stormwater grates with bike-safe grates

(c) renewal of the cycleway pavement, which is deteriorating in some areas, using a pavement mix better suited to cycling to improve safety and riding conditions

(d) upgraded line marking, signage and surface treatments to delineate the cycleway, footpath and shared path sections from the roadway

(e) renewal of signage and line marking at 3 existing shared path locations: near Oatley Road, at the Cook Road intersection and at the Lang Road intersection, consistent with the existing arrangement

(f) improvements to cycleway crossings at both signalised and un-signalised intersections, including upgraded line marking, separator kerbs and signage to improve safety for people walking and riding.

21. No realignment of kerbs, changes to traffic signals or lighting upgrades are proposed.

22. Following a resolution of Council in April 2026, The City requested a parking review with Transport for NSW (TfNSW) to investigate parking changes on the southern side of Moore Park Road between Cook Road and Poate Road, including the implementation of timed parking outside of morning peak periods and on weekends.

23. The City requested changes to parking arrangements from Transport for NSW based on traffic count data and lane capacity analysis. Transport for NSW agreed to limited changes as it considered the impact on the road network operation for the full changes requested by the City unacceptable.

24. Parking restrictions on the northern side of Moore Park Road between Poate Road and Cook Road will be adjusted on weekends and public holidays, reducing the 'No Stopping' period and increasing parking availability. Weekday restrictions will remain unchanged. Staff will work with contractors to minimise temporary parking impacts during construction. The revised parking arrangements were included in the Review of Environmental Factors.

Key implications

Strategic alignment - Sustainable Sydney 2030-2050 Continuing the Vision

25. 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

26. The project will create additional assets, including civil infrastructure and pavement markings. Permanent materials will meet City specifications and require substantially less ongoing maintenance than the current temporary materials (for example, "Klemmfix").

Risks

27. Project risks have been assessed through the Review of environmental factors and informed by 6 years of experience with the temporary cycleway. Key risks, including safety, environmental and economic impacts and community concerns, will continue to be managed through detailed design and construction.

28. A Road safety audit of the existing cycleways informed the concept design, which largely retains the existing configuration.

29. 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

30. The proposal supports healthy lifestyles by improving access and safety for people riding, increasing transport choice and strengthening connections with the wider transport network.

31. As part of the City’s bike network, the cycleways have improved connections between neighbourhoods and workplaces, and contribute to active, healthy and connected communities.

Environmental

32. The project aligns with the strategic directions of Sustainable Sydney 2030-2050 Continuing the Vision by formalising infrastructure that supports walking and cycling as sustainable forms of transport, helping to reduce transport emissions and pollution.

33. The Review of environmental factors found that the proposal would not result in any significant environmental impacts.

Financial implications

34. Funding of $3M for the project is included in the adopted 2026/27 Long Term Financial Plan, based on cost benchmarking against comparable projects.

35. The City has applied for $1.5M of Federal Government co-funding through the Active Transport Fund, which, if successful, will offset the City's contribution. The project is fully funded by the City and is proposed to proceed if the grant application is unsuccessful.

36. Funding for ongoing maintenance is included within the City's operating budget and future year forward estimates.

Relevant legislation

37. Roads Act 1993.

38. Local Government Act 1993.

39. Environmental Planning and Assessment Act 1979 (EP&A) - and State Environmental Planning Policy (Transport and Infrastructure) 2021. The City is the determining authority for the proposed activity. The proposed works may be carried out without development consent, subject to assessment under Part 5 of the Environmental Planning and Assessment Act 1979. The Review of Environmental Factors has been prepared in accordance with the Environmental Planning and Assessment Regulation 2021 and concludes that, subject to the identified mitigation measures, the proposal will not have a significant impact on the environment.

Critical dates / Time frames

40. Key project milestones are:

Milestone	**Target Date**
Detailed design and documentation	Complete early-mid 2027
Construction	Mid 2027 to late 2027

Options

41. Retaining the temporary cycleways in their current form is not recommended due to safety and maintenance costs. Upgrading the cycleways to permanent infrastructure will improve durability and further increase safety and amenity while largely retaining the existing configuration.

Public consultation

42. The Review of environmental factors and concept design were publicly exhibited from 22 July to 19 August 2026. The City notified the community through 1,622 letters and 3,606 emails.

43. The City received 287 submissions, comprising 172 survey responses and 115 email submissions. Of these, 94 supported the proposal, 40 opposed it, 71 provided design feedback and 82 supported the proposal on the basis that the Oxford Street East cycleway would not proceed.

44. An assessment of the submissions has been undertaken in the finalisation of the REF and no changes are proposed to the project as a result of issues raised in submissions.

45. Issues raised during consultation have been reviewed by the planning consultant and an updated review of environmental factors and considered in developing the concept design and will continue to inform detailed design and project delivery.

46. Key themes raised in support included:

    (a) safety for people riding

    (b) improved network connectivity

    (c) support for active transport

    (d) increased cycleway use.

47. Key concerns raised, with relevant commentary, include:

    (a) Resident parking and property access - no further parking will be removed.

    (b) Access for deliveries and trades - Footpath access to properties will be maintained. Trades and services can access nearby parking.

    (c) Cycleway under-use - since 2023, bike trips have increased by 89% on Moore Park Road and 74% on Fitzroy Street.

48. Feedback on design, with relevant commentary included:

    (a) Safety at Poate Road - The permanent cycleway will retain the existing right of way for vehicles accessing Poate Road.

(b) The Driver Avenue connection and shared path conflicts - The space west of Oatley Road is road reserve currently used by vehicles. A shared path is considered the safest option within existing constraints.

(c) Event-day operations - The City is working with NSW government agencies, property owners and stadium operators to maintain safe event access.

(d) Lighting and maintenance - Durable materials will minimise maintenance. Lighting and signals will support safe use of the route.

(e) Barrier design - median kerbs will be upgraded.

(f) Parking arrangements - no further parking will be removed.

49. While no changes to the project are proposed as a result of issues raised in submissions, the cycleway plans as exhibited inadvertently omitted a new egress onto Moore Park Road approved as part of Modification No 7 to State Significant Development Application SSD-9835 for the Precinct Village and multi-storey carpark associated with the Sydney Football Stadium. This egress is only intended to be used for major events and has been demonstrated to help with the efficient distribution of event traffic.

50. An additional mitigation measure has been included in this REF (Mitigation Measure G2) requiring that the cycleway plans be amended to incorporate the additional approved egress onto Moore Park Road. This will be incorporated into the detailed design for the cycleway.

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