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## Bicycle NSW submission - walking and cycling improvements on Randle and Elizabeth streets

1 message

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To: SydneyCycleways <sydneycycleways@cityofsydney.nsw.gov.au>, sydneyoursay@cityofsydney.nsw.gov.au

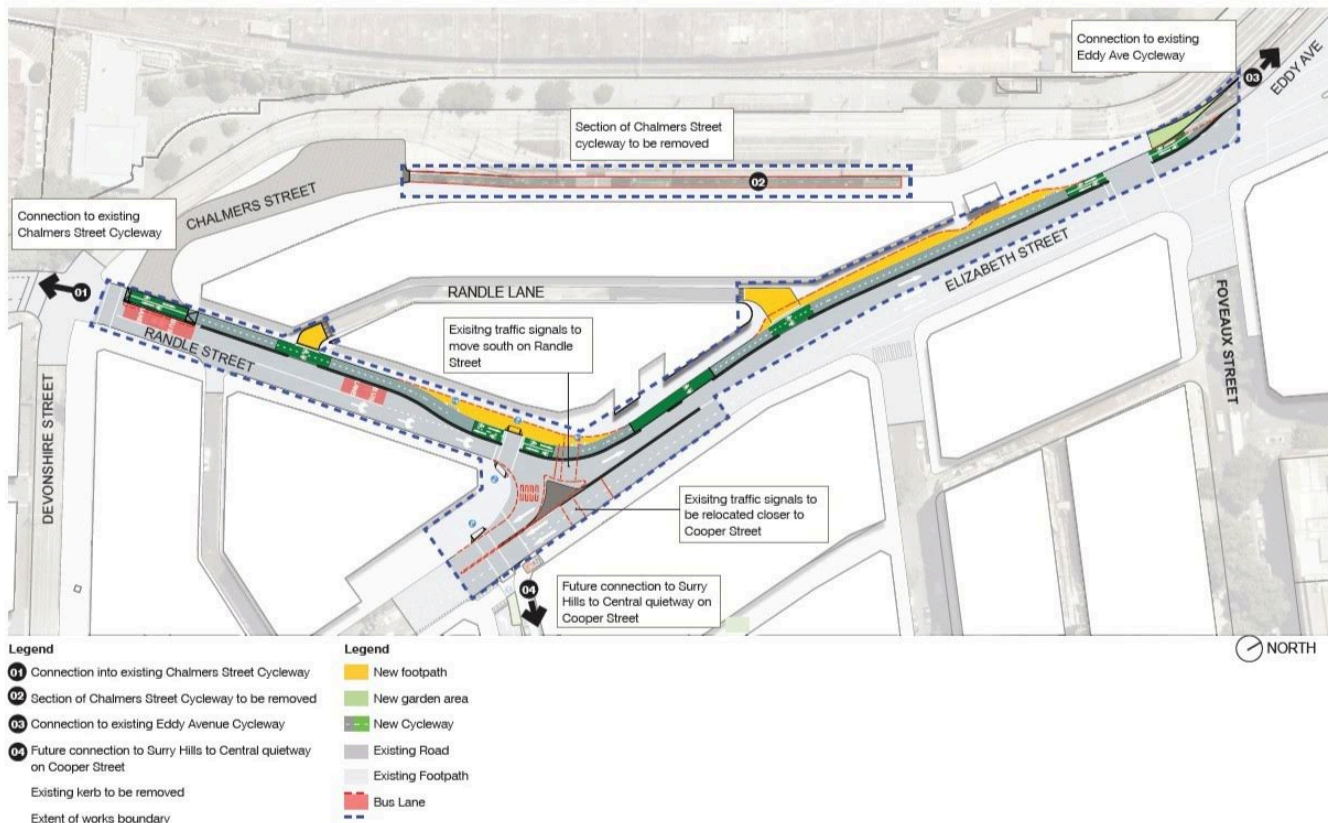
Dear City of Sydney,

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.

### Proposed Concept Design



**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.

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!



Sarah Bickford  
Bike Planner

**Bicycle NSW**

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Bicycle NSW has been the peak bicycle advocacy group in NSW for fifty years, and has more than 35 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.