



Sydney: Bondi Junction

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New cycle superhighway planned for Moore Park Road

26 April 2017. Life may get a little bit easier for Sydney's bike commuters with the City of Sydney unveiling plans for a new separated bicycle superhighway along Moore Park Road.

The two-way cycleway will run between Bondi Junction and the city, connecting South Dowling Street with Lang Road and linking to the cycle path on Oxford Street. It will also feed into the Bourke Street cycleway in Surry Hills, via the existing shared path on Fitzroy Street.

Bicycle Network believes that more places for people to ride, separated from traffic is always a move in the right direction. The Bondi to CBD link will be a massive improvement for riders into central Sydney and the Moore Park events precinct—at least, until the narrow bike path fills up with new riders.

Open for public consultation until 12 May, 2017, [the plans](#) set out to improve the streetscape and access for people walking and riding bikes at intersections along with increased lighting and better access to the SCG and Allianz Stadium.

The plans incorporate some of the best design thinking we've seen in Sydney, with well designed intersection treatments and separation, but the bike lanes still follow the template of the minimum acceptable width (2.4 m).

Our key concern is that two-way bike lanes of 2.4 metres will not cope with the growth in riders that will flood Sydney in future years. Another issue to note is that the adjacent location of the footpath may cause issues around stadiums. It is likely that on event days when pedestrian numbers are high, walkers will choose to walk on the bike facility rather than the footpath.

With a focus on the movement of people, rather than cars, Bicycle Network also believes that more could be done to improve connections to narrow feeder bike routes.

#Togetherwecan build more places to ride.

[See the concept designs here](#)

[Give your feedback on the plans](#)



Bondi Junction Cycleway build remains unclear

28 July 2016. More than a year after construction was supposed to begin on the Bondi Junction Cycleway, its development remains unclear.

Bicycle Network is backing a [petition](#) created by BikeEast calling on Waverley Councillors to ensure that the design and construction of the Bondi Junction Cycleway proceeds based on the designs submitted to the local traffic committee in April 2015.

The bicycle network between Bondi Junction and Sydney CBD has been identified as one of the key missing links for cyclists in the Inner City since the release of the *Sydney's Cycling Future 2013* and the *Waverley Bike Plan 2013* reports.

After careful consideration by Waverley Council, a separated cycleway along Spring Street from Bronte Road until Denison Street has been chosen as the preferred option to cater for the growing number of bike riders in the suburb.

The Bondi Junction Cycleway will be the first significant element of the Bike Plan's Priority Route 1: Bondi Beach to Bondi Junction to CBD, and the state government has committed \$5 million to its completion.

A [recent article in the Daily Telegraph](#) has mistakenly claimed that the proposed cycleway would discourage customers coming to local markets since it would cut directly through the popular Oxford Street Mall.

Waverley Council, however, has in actual fact never considered a designated cycleway or lane through the mall. Instead, the Oxford Street Mall has for many years and will remain a shared use area for both pedestrians and cyclists with a speed limit of 10km/h.

It is important to note that active transport infrastructure has many benefits to the broader community and local businesses. These include improvement in health and wellbeing, decreased traffic congestion, reduction in minimum car parking requirements, and the activation of streets and public spaces.

In order to show your Waverley support for the Bondi Junction Cycleway, please sign the online petition [here](#).

Slow progress on Bondi Junction Cycleway





25 August 2015. Originally planned for construction in July, the development of the Bondi Junction Cycleway is unclear.

The connection between Bondi Junction and the Sydney CBD is a priority cycleway in the State Government's [Sydney's Cycling Future](#) strategy.

The construction of the cycleway was approved by council in December last year and secured nearly \$6 million of funding from Transport for New South Wales and Roads and Maritime Services.

But the project has hit a hurdle with concerns over the design of several key intersections, loss of car parking and relocation of loading zones.

A [workshop](#) was held at the end of June to give further consideration to the route of the proposed Bondi Junction cycleway.

At last week's council meeting, there was a [motion to delete](#) the cycleway from the council's [Complete Streets](#) vision for Spring St, Bondi Junction and to further investigate re-routing the cycleway along Syd Einfield Drive. Fortunately an amended motion was unanimously passed showing the council's general commitment to the project.

Focus is now on further investigations to sort through the design issues.

Bondi Junction moves one step closer

17 December 2014. The construction of the Bondi Junction Cycleway moves closer following the approval by the City of Waverley at its council meeting this week.

After the initial release of the designs and a public consultation phase, the *Complete Streets: Cycleway and Streetscapes* plan will progress to detailed design phase.

The re-design of Bondi Junction streetscapes will provide a more people-friendly area for shoppers and visitors. Businesses can also benefit with research showing that increased in bicycles volumes means an increase in locally-based retail sales.

In Bicycle Network's submission, we recommended a number of detailed changes to the design of the project. It is positive to see some of these recommendations have been taken into account in the proposed revisions to the preliminary design.

Bicycle Network strongly supports this project and the positive outcomes it will have on commuters as well as the local community.

Construction is planned to start in July 2015.

Separation from Bondi to Centennial Park



20 November 2014. The City of Waverley has released designs of the Centennial Park to Bondi Junction Cycleway.

The plans are part of the [Waverley Bike Plan](#) and the council's [Complete Streets plan](#) to enhance Bondi Junction, including better connections for cycling, walking and access to public transport.

Transport for NSW's [Sydney's Cycling Future](#) also identified Bondi Junction to the Sydney CBD as a priority route for urgent investigations and development.

The \$5 million project includes a two-way separated path along Spring and Denison Street. A portion of Oxford Street is a two-way separated path and the final connection to Centennial Park is a shared pedestrian and cycle path.

The project also includes improvement to footpaths and planting of over 60 new street trees.

The project will provide a great connection for commuters into the CBD. Bicycle Network supports the proposal and recommends a number of detailed adjustments to the design of the project in the submission.

The recommendations include:

- Increasing the width of the two-way cycle lane
- Increasing the line of site for vehicles turning into the cycleway
- Using green treatment when the cycleways cross another road that have pedestrian and bicycle crossings
- Include a centreline along the Oxford Street shared path.

Plans for the project can be found on Waverley Council's [website](#). Construction of the project is expected to start in July 2015.

