

Bourke Street Cycleway

Frequently Asked Questions

Why is the City of Sydney building a cycleway on Bourke Street?

The City of Sydney is constructing a dedicated, separated cycleway along Bourke Street from the Harbour to Green Square.

In major cities across the world, cycling is gaining in popularity as a healthy and environmentally friendly transport option. The City is working to ensure Sydney also has cycleways that are safe and convenient enough for everyone to use.

Bourke Street already provides a valuable north-south cycle link that connects with local and regional cycleways. This upgrade will increase its safety and usability by separating cyclists from traffic, while providing footpath upgrades, increased street trees and more kerb plantings along the route.

What is a “separated cycleway”?

A separated cycleway is exclusively for cyclists and separated from the parked traffic by a median strip, making it safe for everyone to use. It will be a two-directional bicycle path located on the western side of Bourke Street between the footpath and the parked traffic lane.

This type of cycleway greatly increases safety for all cyclists and helps all traffic flow better when compared to a simple cycle lane marked upon the road surface.

Will there be a separated cycleway all the way along Bourke Street?

No.

Along Bourke Street from Cowper Wharf Roadway to Phillip Street/Crescent Street Redfern, there will be a two-directional separated cycleway. This will be located between the footpath and the parked traffic lane on the western side of the street. This will be separated from the parked traffic by a median strip.

The cycleway will be a shared bicycle/pedestrian path on the footpath from Phillip Street/Crescent Street Redfern south to Elizabeth Street, Waterloo.

Is the City of Sydney going to build more cycleways?

In April 2007 the City of Sydney adopted the Cycle Strategy and Action Plan 2007-2017. The strategy’s aim is to increase cycling by 500 per cent in the

city, by providing the infrastructure to make cycling a more safe and attractive choice.

The City's Strategy aims to increase the cycling network to almost 200 kilometres. This includes 55 kilometres of separated cycle lanes and approximately 145 kilometres of cycleways, dedicated cycle lanes and shared zones.

The Bourke Street bicycle route is one of the first fully separated bicycle paths in the City of Sydney. This style of bicycle path is to be rolled out across the City to ensure a network of safe cycle paths are available. The City is committed to providing safe and accessible cycling routes that can be used by people of all ages including children as a viable alternative transport option.

How does this project relate to the City of Sydney's Local Area Traffic Management Plan (LATM) for Surry Hills?

The Surry Hills LATM aims to manage traffic on local roads, increase pedestrian and cycle access and provide better safety and amenity for local residents while maintaining reasonable access for local and business traffic. The Bourke Street cycleway forms an integral part of this plan.

Have the City of Sydney's designs for the Bourke Street cycleway been finalised?

No. The City of Sydney is distributing maps showing concept designs for the cycleway to homes in and around Bourke Street. They are also available on the City's website. These have been prepared so the local community can make comments on the plans and, together, we can get the final design right.

What will the Cycleway mean to the trees along Bourke Street?

There are over 500 trees on Bourke Street and only 16 trees have been identified as protruding to a greater or lesser degree into the line of the proposed cycleway. What this means is that those 16 trees could pose a serious safety hazard to cyclists riding close to the kerb.

This does not mean all those 16 trees would be replaced. The City wants your feedback to help work out the best solution.

Will any trees be removed?

Yes. Four trees are in poor shape and will be replaced with new, mature trees. One further tree is in a planted median at the corner of Bourke Street and Zamia Street, East Redfern, and is directly in the way of the cycleway. It will be relocated nearby. The City is still considering the best solution for the other trees and is seeking community input.

Where are the four trees to be removed and replaced?

Four trees that are not in good condition will be replaced by mature trees and are situated at the following locations:

- *Outside 91 Bourke Street Woolloomooloo.
- *Outside 131 Bourke Street Woolloomooloo.
- *On the western footpath near the corner of McEvoy Street, Waterloo.
- *On the western footpath opposite Sydney Gate, Waterloo.

So the cycleway means there will be less trees on Bourke Street?

No. The four trees will be replaced by new, mature trees. In addition, during the project many new trees will be planted in areas where there are none now. At the end of the project, Bourke Street will have more trees than it has now.

What about the other 11 protruding trees?

It is not the City's intention to remove these trees. Rather, design solutions will be investigated. Again, the City will value any ideas and comments from the local community.

Depending on the tree options for the eleven trees include pruning, the diversion of the cyclepath around the tree, or, as a last resort, the removal of the tree and its replacement with a new, healthy, mature tree.

Why not divert the cyclepath around all the trees?

That is an option for each of the eleven trees. However, diverting the cyclepath in this way will mean the loss of a small number of car parking spaces on each occasion.

Will the construction of the cyclepath mean the loss of any car parking on Bourke Street?

Most of Bourke Street is at least 12.8 metres wide. This is the minimum width required to easily accommodate this infrastructure. The road narrows between Phelps and Rainford Streets.

About 12 or 13 car parking spaces will need to be removed on the Western side of Bourke Street between Phelps and Rainford Streets to provide space for a separated cycleway.

Options to provide replacement parking spaces are being investigated. The designers are investigating providing replacement parking in nearby cross streets by adding blisters to the footpaths.

The City is seeking ideas and comments from the community to get the final design right.

When is construction scheduled to begin?

To coordinate design and construction, the project has been divided into three separate precincts.

- **Precinct 1:** Cowper Wharf Roadway to Eastern Distributor, East Sydney. Construction of precinct 1 is scheduled to commence in the second half of 2008.
- **Precinct 2:** Eastern Distributor to Crescent Street/Phillip Street, Redfern. More detailed design for Precinct 2 is scheduled to commence in the second half of 2008, with construction planned in 2009.
- **Precinct 3:** Crescent/Phillip Street to Elizabeth Street, Zetland. More detailed design for Precinct 3, which includes an off road shared path with pedestrians, is scheduled to commence in 2009, after design of Precinct 1 and 2 has been completed.

Is the footpath going to be narrowed?

No. For the most part footpath widths and kerbs will not change. At key intersections some footpath widening is planned on street corners. These changes will provide additional pedestrian space and make crossing the footpath safer.

Will I be able to park on Bourke Street during construction?

As with any construction project some temporary disruption is likely. However, the project will be undertaken in stages to ensure only small areas along the street are affected at any one time. The construction contractor will be required to work with affected residents to minimise disruption.

Will the traffic lanes be closer to my front door?

No. Footpaths widths will remain the same or be widened. Cars will be no closer to houses.

The plans for the cycleway are to simply reconfigure the traffic lanes to provide enough room for the cycle lane. Bourke Street will not be widened, nor will any footpath be narrowed to construct the cyclepath.

The section of Bourke Street between Devonshire Street and Cleveland Street is one-way. Will this still be the case when the cycleway is built?

Yes. Only the separated cycleway on the western side of Bourke Street will be two way.

Are there any other works being done?

Yes. The City has agreed to implement the RTA's upgrade plan for the area between Corfu and Stanley Streets in Darlinghurst, which was developed with

community input and endorsed as part of the Cross City Tunnel project. Including these works will enable a coordinated approach and help minimise disruption.

Will there be works done to the eastern side of Bourke Street?

It is anticipated that the works on the eastern side of Bourke Street will include the introduction of kerb extensions to enhance pedestrian safety, the resheeting of footpaths where required and the introduction of additional new street trees where there is space.

Where can I see a full set of maps with the concept designs?

All seven maps, covering the concept designs for the full Bourke Street route from Cowper Wharf Road Woolloomooloo to Elizabeth Street Zetland, are available at www.cityofsydney.nsw.gov.au/cityimprovements.

You can also call the Bourke Street Cycle Road Community Liaison Officer, David Robinson on 0419 615 806.

When is the cut-off date for my comments?

We have now extended the period in which you can make comments until Friday 6 June 2008.

How do I make a comment?

You can comment by writing to: Bourke Street Bicycle Route, City of Sydney, GPO Box 1591, Sydney NSW 2001; or to Fiona Lewis, Project Manager at bourkestreetcycleway@cityofsydney.nsw.gov.au.

How can I find out more?

The City is holding information sessions on 24 May. Because Bourke Street is over 4 kilometres long, we have split up the sessions as follows so you can find out about what is proposed in your own area:

- **Woolloomooloo**
9.00am-10.00am Mary McDonald Activity Centre 82 Bourke St (cnr Charles St) Woolloomooloo
- **East Sydney-Darlinghurst**
10.30am-11.30am - SCEGGS Great Hall, cnr St Peters St & Bourke St Darlinghurst
- **Redfern East/Waterloo/Zetland**
12noon-1.00pm - Redfern (Ron Williams) Activity Centre, 5-11 Kepos Street Redfern

- **Surry Hills**

2.30pm to 4.30pm - Medina on Crown, 359 Crown St Surry Hills

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