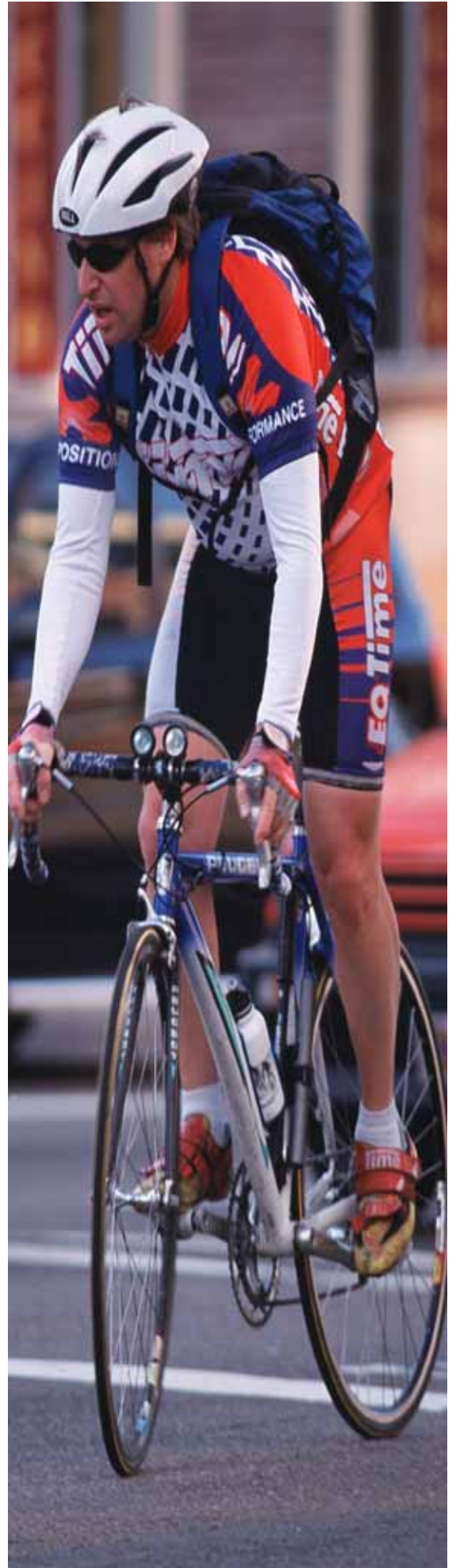


North Sydney Bike Plan

an overview



improving the north sydney bike network

Arup Transportation Planning was commissioned to undertake the bike plan study for North Sydney Council, covering the entire local government area. The primary aim of the study was to review and update the existing bicycle policy and to assist Council in making future bike planning policy.

A full version of the adopted North Sydney Bike Plan is currently available for viewing at Council's Customer Service Centre and Stanton Library.

why the north sydney bike plan?

The objectives of the bike plan are:

- ✿ Review and establish a network of routes both on-road and off-road to provide safe and convenient cycling for all user groups, including commuter, child cyclists, training cyclists and recreational cyclists.
- ✿ Identify and recommend a network of routes for implementation based on the cyclist demand with the bike plan providing cycle facilities dependent on existing and proposed demand.
- ✿ Undertake surveys to establish the community's demand profile, desire lines, bicycle magnets and proposed implementation strategy.
- ✿ Identify the existing and proposed bicycle facilities within the North Sydney Council area and if possible to link them with the network of routes identified.
- ✿ Review the existing bicycle routes and identify improvements where required to enhance safety, operation and convenience along these routes.
- ✿ Consider the implementation of bicycle facilities along the Sydney Regional Routes identified in the Sydney Bike Plan.
- ✿ Establish a network of routes both local and regional that are realistically achievable and staged over a period of 5-10 years.
- ✿ Identify the dual mode bicycle travel opportunities that exist at points of connection with transport, educational facilities, recreation, open space and commercial land uses.
- ✿ Identify the demand for bicycle parking and storage facilities at main transport interchanges / Town Centres.
- ✿ Identify and develop a network of routes for shared bicycle/pedestrian use.
- ✿ Include the provision of bicycle facilities in new road construction and land use plans, Local Environmental Strategy, Local Environmental Plans, Development Control Plans.
- ✿ Consult with Council staff, community groups and Government bodies during the preparation of the bike plan.
- ✿ Produce a bicycle route map for distribution to the general community identifying the location of existing and proposed bicycle facilities including links to neighbouring Council areas.

how did we go about it?

The methodology comprised of three basic parts:

- Consultation with community, bicycle groups and stakeholders, data collection, and surveys of adult cyclists, school principals and secondary schools were undertaken.
- Review of existing cycling facilities
- Development of new routes

consulting the community

To determine the extent of cycling in the LGA by adults, where they cycle, how frequently they do so and a range of other behavioural and opinion data relating to cycling in the Council area, a total of 208 randomly selected households using the electronic White Pages were surveyed; only those 18+ years of age were used in the survey.

Additional to the telephone survey, cyclists were targeted through a mail out by Bicycle NSW directly to their membership with postcodes in North Sydney council area; 200 questionnaires were mailed out. From this mail out a low response of only 22 returns were received.

A short questionnaire was sent to the principals of the primary and secondary schools in North Sydney, a total of 11 schools. The schools survey responses were very low revealing little interest and almost nonexistent cycling to schools.

Survey Results

From the telephone survey undertaken of adults in the North Sydney area, the main conclusions regarding cycling are:

- about 26% of adults over 18 years of age have cycled in the last 12 months in North Sydney;
- 34% of adult males and 20% females have cycled in the last 12 months;
- cycling is undertaken mainly for recreation, fitness or training.

Dangerous Routes

The most dangerous routes nominated by cyclists in the telephone survey and from the Bicycle NSW membership are:

- Falcon Street
- Pacific Highway
- Miller Street
- Alfred Street
- Kurraba Road

Bike Lockers

The following locations were most frequently mentioned for bike locker implementation:

- ✿ train stations (especially North Sydney station),
- ✿ North Sydney Pool,
- ✿ North Sydney CBD,
- ✿ at Ferry wharfs and jetties and
- ✿ shopping areas such as Neutral Bay and Crows Nest.

Disincentives

The main disincentives to cycling in North Sydney are:

- ✿ speed of cars,
- ✿ no safe storage for bikes/bike theft,
- ✿ volume of traffic,
- ✿ narrow streets and quality of road pavement.

Improvements

The most important improvements mentioned are:

- ✿ on-road marked bike lanes;
- ✿ motorist awareness information;
- ✿ bike training tracks for small children

Bicycle Routes

Bicycle routes suggested through the telephone survey were:

- ✿ Military Road - a bicycle lane or an off-road path running along same route as Military Road.
- ✿ Bike path system at Cremorne Point.

Bicycle NSW members suggested:

- ✿ A 'Rail-Trail' running along the north shore train line
- ✿ A bike lane along Pacific Highway, on-road or running parallel.

subcommittee workshop

A bicycle workshop was held on 19 June 2002 at North Sydney's Stanton Library, attended by members of the local bicycle user groups (BUG's), Council and Bicycle NSW. The workshop discussed a range of bicycle related issues particularly around schools. One outcome of the workshop was a preliminary outline of where bicycle users would like to see future bicycle routes.

what are the old and new bike routes?

A review of the existing bicycle routes and facilities was undertaken by way of 'saddle' survey. The current routes include links from the Sydney Harbour Bridge to Crow Nest, West Street, recreational routes to the north in Cammeray and North Cremorne and the newly completed route along Morton Street. Deficiencies in these routes were assessed and recommendations for remedial action have been supplied as part of the study.

The Bike Plan recommends 18 additional bicycle routes in the council area as illustrated in the attached **Bike Plan Map**. The aim of these routes is to facilitate safer local cycling as well as creating bicycle arterial routes for commuters and longer distance cyclists. These routes will be mainly sign posted on-road facilities such as shared road space, shared bicycle / parking lanes and dedicated bicycle lanes.

The majority of the routes are designed to extend the existing bike routes and to link in with the planned RTA regional route from the Sydney Harbour Bridge to Chatswood.

Current deficiencies in the network of existing routes were identified in the Neutral Bay area and links to St Leonards Station. It is therefore recommended that routes that cover these areas be given higher priority.

The surveys also indicated a need for a route along Military Road. However, the high traffic volumes of Military Road make this road undesirable for cyclists use. The proposed route between Hazelbank Road and Cremorne however, will link with the proposed RTA regional route and create a bike route parallel to Military Road.

The priority and estimated cost for additional works on existing routes is shown in **Table 1**. and for proposed works on new routes in **Table 2**. (both attached).

bike parking

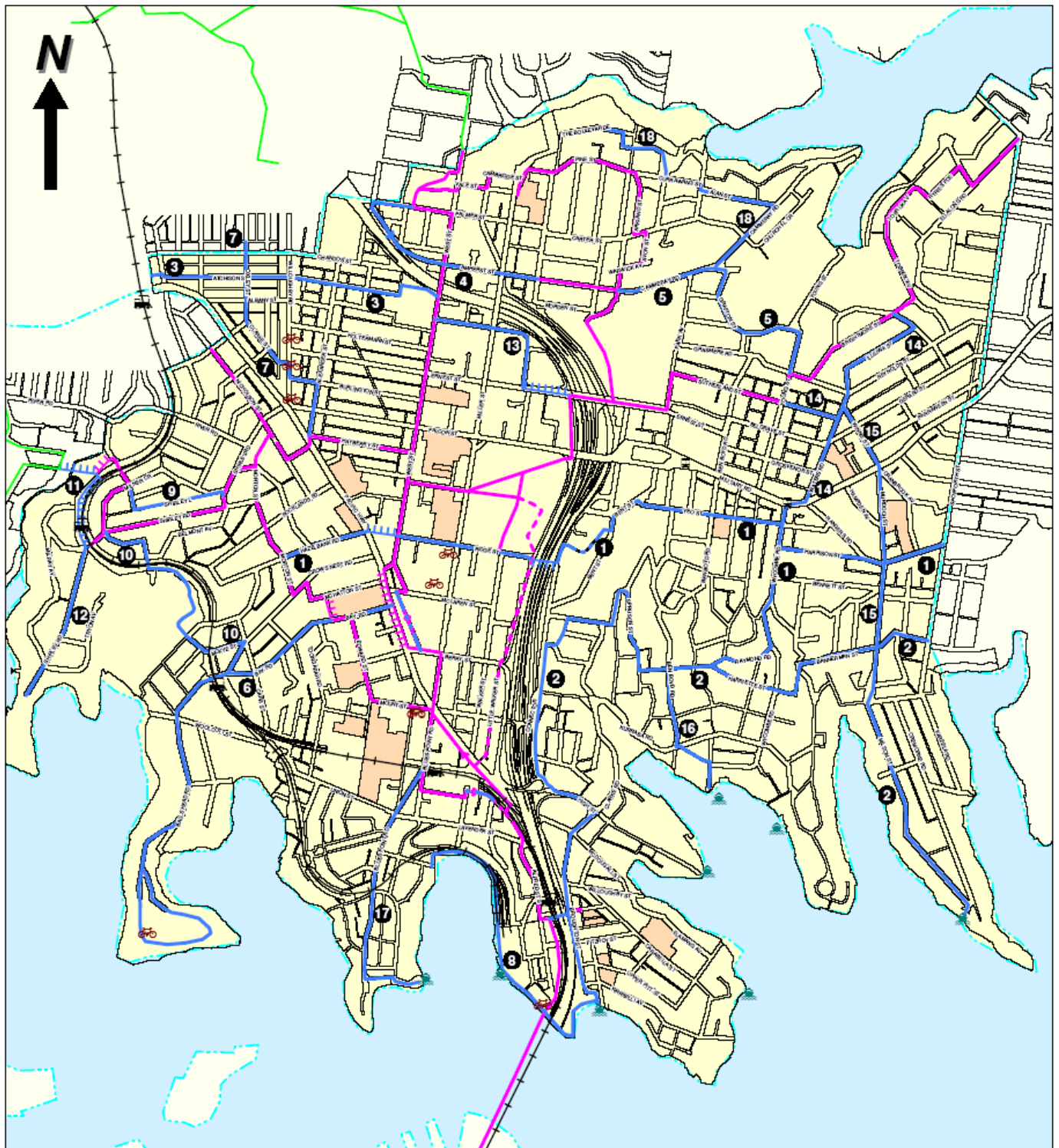
The following locations were noted as potential locations for bicycle parking facilities:

- North Sydney Oval
- Military Road Shopping Strip
- North Sydney Railway Station
- Cremorne Point Wharf

cycling the road ahead...

The recommended actions contained in the North Sydney Bike Plan can be summarised as follows:

- Adopt the North Sydney Bike Plan as shown on the attached **Bike Plan Map** as the basis of future cycleway planning and management
- Adopt, in principle, the engineering action priorities with funding to be determined by Council as part of its annual budget reviews
- Works identified for implementation beyond the short term works be listed for consideration in relevant future works programs
- Seek additional funds from other government and private agencies sources as listed within the report
- Monitor the implementation of the North Sydney Bike Plan through an appropriate committee or working party to be nominated by Council.



LEGEND

- Existing Bike Routes
- - - Existing Shared Bike Route
- . . . Existing Contra-flow Bike Route
- · - · - Bike Routes Currently Under Construction
- Proposed Bike Route
- - - Proposed Shared Bike Routes
- · - · - Proposed Contra-flow Bike Route
- Existing Bike Routes in Adjoining LGA's
- Ferry Wharf
- Major Bus Interchange
- School
- Railway Station
- Bike Parking Facilities
- Passenger Rail Line
- LGA Boundary

- ① Hazelbank Rd to Cremorne
- ② Milsons Point to Cremorne Point
- ③ St Leonards to West St
- ④ Palmer St to Amherst St
- ⑤ Cammeray to Young St
- ⑥ Balls Head Dr
- ⑦ St Leonards to Crows Nest
- ⑧ Lavender Bay Recreational Route
- ⑨ Milner Cr to Shirley Rd
- ⑩ Shirley Rd to Bay Rd
- ⑪ Wollstonecraft Station to Greenwich
- ⑫ Wollstonecraft Station to Berry Island
- ⑬ Ernest St to West St
- ⑭ North – South Route
- ⑮ North – South Route
- ⑯ Waters Road to Bannerman St
- ⑰ Miller St to McMahons Point Wharf
- ⑱ Miller St Bridge to Cammeray Rd

Bike Plan Map

Table 1. EXISTING BIKE ROUTE UPGRADES

Street	Treatment	Status
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Priority: **HIGH**

Sinclair Street (Bruce to Shirley)	T6	2004/05	Install shortly
Miller Street (Blue to Pacific)	T4		
Pacific Highway (Hayberry to Bruce)	T5	Future works	

Estimated Cost = \$ 3,100Priority: **MEDIUM**

Cammeray Golf Course	T5	In conjunction with golf course works
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Estimated Cost = \$ 60,500Priority: **LOW**

Morton Lane Stairs	T5	2004/05	Install shortly
Warringah Road	T4	Future works	
Warwick Avenue	T4		
Carter Street	T4		
Arkland Street	T4		
Pine Street	T4		
Cambridge Street	T4		
Vale Street	T4		
Bridge View Avenue	T4		
Palmer Street	T4		
Park Avenue	T4		
Young Street	T4		
Grasmere Road	T4		
Benelong Road	T4		
Brightmore Street	T4		
Tobruk Avenue	T4		
Samora Avenue	T4		
Ryries Parade	T4		
Lodge Road	T4		
Ellalong Road	T4		

Estimated Cost = \$ 12,700**Proposed Treatments:**

- T2 – On-road bike lane
- T3 – Shared bike / parking lane
- T4 – Shared road space
- T5 – Shared footway
- T6 – Contra-flow bicycle lane

Table 2. PROPOSED BIKE ROUTE ACTION PLAN

Street	Treatment	Status
① Hazelbank Road to Cremorne		Priority: HIGH
Hazelbank Road	T4	To be undertaken during 2004/05 Community consultation currently taking place
Pacific Highway	T5	
Hazelbank Place	T3	
Ridge Street	T5	
Warringah Freeway Overpass	T5	
Alfred Street North	T5	
Winter Avenue	T6	
Bent Street	T6	
Yeo Street	T3	
Yeo Street	T4	
Wycombe Road	T3	
Harrison Street	T4	
Rangers Road	T2	
Raymond Road	T4	
Phillips Street	T4	

Estimated Cost = \$ 47,400

② Milsons Point to Cremorne Point		Priority: HIGH
Burton Street	T4	To be undertaken during 2005/06 Awaiting Funding
Ennis Road	T4	
Ennis Road Path	T5	
Alfred Street	T5	
Darley Street	T4	
Nook Lane	T4	
Eaton Street	T4	
Montpelier Street	T4	
Spruson Street	T4	
Phillips Street	T4	
Phillips Street	T5	
Harriette Street	T4	
Harriette Street	T3	
Bannerman Street	T3	
Murdoch Street	T3	
Milson Road	T4	
Boyle Street	T4	
Boyle Street	T5	

Estimated Cost = \$ 35, 500

Proposed Treatments:

- T2 – On-road bike lane
- T3 – Shared bike / parking lane
- T4 – Shared road space
- T5 – Shared footway
- T6 – Contra-flow bicycle lane

Street	Treatment	Status
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③ St Leonards to West Street

Priority: **HIGH**

Atchison Street	T3	St Leonards Public Domain Strategy	
West Street	Kerb Ramps	2004/05	Intsalled shortly

Estimated Cost = \$ 19,000

④ Palmer Street to Amherst Street

Priority: **HIGH**

Palmer Street	T4	2005/06	Awaiting funding
Brook Street	Kerb ramps		
Amherst Street	T4		

Estimated Cost = \$ 2,300

⑤ Cammeray to Young Street

Priority: **HIGH**

Cammeray Road	T4	To be undertaken during 2004/05	To be installed shortly
Lambert Street	T5		
Grafton Street / Earl Street	T4		
Young Street	T4		

Estimated Cost = \$ 6,700

⑥ Balls Head Drive

Priority: **LOW**

Bay Road	T3	Complete
Balls Head Road	T4	
Balls Head Drive	T4	

Estimated Cost = \$ 13,000

⑦ St Leonards to Crows Nest

Priority: **MEDIUM**

Oxley Street (Chandos to Atchison)	T4	To be undertaken during 2004/05	To be installed shortly
Oxley Street (Atchison to Clarke)	T3		
Clarke Street	T3		
Willoughby Road	T2		
Burlington Street	T2		
Alexander Street	T2		
Pacific Highway	T5	RTA Approval Required	

Estimated Cost = \$ 30,000

Proposed Treatments:

- T2 – On-road bike lane
- T3 – Shared bike / parking lane
- T4 – Shared road space
- T5 – Shared footway
- T6 – Contra-flow bicycle lane

Street	Treatment	Status
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8 Lavender Bay Recreational Route Priority: **LOW**

Broughton Street	T3	Future works
Bradfield Park	T5	
Lavender Bay	T5	

Estimated Cost = \$ 72,900

9 Milner Crescent to Shirley Road Priority: **LOW**

Shirley Lane	T4	Future works
Russell Street	T4	

Estimated Cost = \$ 800

10 Shirley Road to Bay Road Priority: **MEDIUM**

Belmont Avenue	T4	Future works
Walumetta Drive	T4	
Gas Works Road	T4	
McKye Street	T4	
Crows Nest Road	T4	

Estimated Cost = \$ 1,900

11 Wollstonecraft Station to Greenwich Priority: **MEDIUM**

Smoothey Park	T5	Future works
Smoothey Park Footbridge	T5	

Estimated Cost = \$ 31,800

12 Wollstonecraft Station to Berry Island Priority: **MEDIUM**

Shirley Road	T4	Future works
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Estimated Cost = \$ 1,100

13 Ernest Street to West Street Priority: **HIGH**

Ernest Street	T5	2005/06	Awaiting funding
Anzac Avenue	T4		
Rosalind Street (Anzac to Miller)	T4		
Rosalind Street (at Miller)	T5		
Rosalind Street (Miller to West)	T4		

Estimated Cost = \$

Proposed Treatments:

- T2 – On-road bike lane
- T3 – Shared bike / parking lane
- T4 – Shared road space
- T5 – Shared footway
- T6 – Contra-flow bicycle lane

Street	Treatment	Status
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14 North – South Route

Priority: **MEDIUM**

Benelong Road	T4	Future works
Illiliwa Street	T4	
Waters Road (Grasmere to Winnie)	T2	
Waters Road (Winnie to Belgrave)	T4	
Waters Road (at Belgrave)	T5	
Waters Road (Belgrave to Military)	T4	
Wycombe Road	T4	
Sutherland Street	T4	

Estimated Cost = \$ 14,500

15 Waters Road to Bannerman Street

Priority: **MEDIUM**

Winnie Street	T2	Future works
Murdoch Street (Military to Rangers)	T4	
Murdoch St (Rangers to Bannerman)	T2	

Estimated Cost = \$ 11,400

16 Phillips Street to Neutral Bay Wharf

Priority: **MEDIUM**

Ben Boyd Road	T3	Future works
Kurraba Road	T5	
Manns Avenue	T4	
Hayes Street	T4	

Estimated Cost = \$ 6,400

17 Miller Street to McMahons Point Wharf

Priority: **MEDIUM**

Blues Point Road (Blue to Lavender)	T3	Future works
Blues Point (Lavender to Henry Lawson)	T4	
Henry Lawson Avenue	T4	

Estimated Cost = \$ 3,900

18 Miller Street Bridge to Cammeray Road

Priority: **LOW**

The Boulevarde	T4	Future works
Rowlison Parade	T4	
Currawang Street	T4	
Pine Street East	T4	
Alan Street	T4	
Cammeray Road	T4	

Estimated Cost = \$ 3,300

Proposed Treatments:

- T2 – On-road bike lane
- T3 – Shared bike / parking lane
- T4 – Shared road space
- T5 – Shared footway
- T6 – Contra-flow bicycle lane