

10.13.North Sydney Bike Action Plan

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ATTACHMENTS	1. North Sydney Bike Action Plan 2025 [10.13.1 - 39 pages] 2. Submissions - Council responses [10.13.2 - 46 pages] 3. Bike Action Plan summary of amendments [10.13.3 - 6 pages]
CSP LINK	Outcome 4 – A connected LGA where safe, active and sustainable travel is preferred T1. Deliver infrastructure and programs that support healthy and active travel T2. Promote sustainable transport options and make it easier for people to get around without a private car T3. Ensure a fair allocation of assets, parking and road space to promote sustainable travel options and prioritise access for those who need it most T4. Improve road safety by upgrading infrastructure and implementing programs that foster a culture of safe road behaviours

PURPOSE:

The purpose of this report is to present the North Sydney Bike Action Plan 2025-2045 to Council for adoption.

EXECUTIVE SUMMARY:

- The development of the North Sydney Bike Action Plan 2025-2045 (the Plan) is a key delivery item of Council’s Integrated Transport Strategy (ITS).
- The Plan identifies the proposed networks and actions to assist in the provision of safe active transport options for the community of North Sydney, in alignment with Council’s ITS and Community Strategic Plan Outcome 4 – “A connected LGA where safe, active and sustainable travel is preferred.”
- The Plan has been prepared with input from background research, and community and stakeholder engagement.
- Public exhibition and consultation occurred between 15 April and 26 May 2025 (42 days).
- The majority of the comments from the community were supportive of the Plan. All feedback received was documented, considered, and incorporated into the final plan where possible.
- The outcome of the proposed amendments is a change in the Cost Benefit Ratio from 1.4 to 2.0.

RECOMMENDATION:

1. THAT Council note the outcome of the community consultation undertaken on the draft North Sydney Bike Action Plan 2025-2045.

2. THAT Council adopt the North Sydney Bike Action Plan 2025-2045 (Attachment 1 to this report), prepared in response to the Integrated Transport Strategy adopted by Council on 10 February 2025.

Background

In 2024, Council began development of a draft North Sydney Bike Action Plan with grant funding from NSW Government.

At the meeting of 14 April 2025, Council approved exhibition of a draft Plan from 15 April to 26 May 2025 and resolved that a report be brought back to Council following public exhibition of the draft Plan.

This report presents the feedback of the public exhibition and the resulting changes in response and recommends the adoption of the Bike Action Plan by Council.

Strategic Alignment

Council adopted the Integrated Transport Strategy on 10 February 2025. The ITS details how Council, the community, businesses, and other stakeholders will work together over the next 10 years to build “A connected LGA where safe, active and sustainable travel is preferred” (Community Strategic Plan Outcome 4).

The development of the North Sydney Bike Action Plan 2025-2045 is a key delivery item of the Strategy, to achieve the Community Strategic Plan Outcome 4 – A connected LGA where safe, active and sustainable travel is preferred.

The Plan identifies the proposed networks and actions to assist in the provision of safe active transport options for the community of North Sydney, in alignment with Council’s ITS and Community Strategic Plan (CSP) Outcome 4:

- Strategic Direction 1: Deliver infrastructure and programs that support healthy and active travel,
- Strategic Direction 2: Promote sustainable transport options and make it easier for people to get around without a private car.
- Strategic Direction 3: Ensure a fair allocation of assets, parking and road space to promote sustainable travel and prioritise access for those who need it most
- Strategic Direction 4: Improve road safety by upgrading infrastructure and implementing programs that foster a culture of safe road behaviours

An objective of Strategic Direction 1 is to double the cycling mode share by 2035. To achieve this adopted objective a Bike Action Plan is required to ensure effective planning and prioritised delivery of infrastructure.

The Plan identifies the proposed cycling network and actions to provide and encourage safe active transport options for the community of North Sydney in alignment with the ITS.

Engagement

To inform the development of the plan, Council prepared three reports summarising research, site surveys and consultation activities:

- Stakeholder Engagement Report - summarises the feedback from the engagement activities including pop-up stalls, interviews, workshops and survey questionnaires.
- Saddle Survey Report - a comprehensive assessment of the North Sydney bike network was conducted over three days, auditing the current conditions and gaps in the network.
- Background Report - an evidence base of best practice bike planning and a benchmarking of local and international case studies.

The outcomes of these three reports provided a better understanding of how we can make riding a bike more inclusive and a preferred mode of transport, and supported the development of the draft Bike Action Plan.

The public exhibition of the draft Bike Action Plan was undertaken in accordance with Council's Community Engagement Protocol. The Community Engagement Strategy developed for the Bike Action Plan was adopted by Council on 14 April 2025.

Public exhibition took place for a period of 42 days between 15 April and 26 May 2025. The Have Your Say webpage provided people opportunity to participate in three ways:

- 1) completing the survey Barriers to Cycling and Factors that Support Cycling;
- 2) an interactive map that allowed individuals to mark locations, provide comments, and others to "like" comments; and
- 3) submit written comments by letter or email.

All feedback received was documented, considered, and incorporated into the final plan where possible. The outcomes from the public exhibition period activities and how feedback informed the development of the final Plan is provided below. Details of the submissions are included in this report Attachment 2 to this report.

Engagement performance and outcomes

1. Survey Barriers to Cycling & Factors that Support Cycling

During the public exhibition period of the draft Bike Action Plan, an online survey was available through Council's "Have Your Say" webpage to understand the community's current barriers to riding a bicycle for transport as well as ways to support riding a bike more often. There were 199 visitors to the online survey tool, and 132 submissions were received.

1.1. Barriers to Cycling

The online survey asked respondents to nominate up to three barriers to cycling for transport. The most common reasons were:

- inadequate provision of bike lanes/paths, selected by 89 of the 132 respondents (67%);
- discomfort riding alongside cars, selected by 83 of the 132 respondents (63%); and
- lack of safe crossings, selected by 46 of the 132 respondents (35%).

In the “Other” category (16%), respondents highlighted safety concerns from aggressive drivers, narrow roads, disconnected or poorly maintained infrastructure, lack of secure parking, limited public transport integration, and poor accessibility for less mobile users.

There were 26 comments in the “Other” category. Most of the comments identified specific barriers to cycling or shared a personal experience. Three comments were oppositional to cycling. Council’s responses to the comments provided under the barriers “Other” category are summarised in Attachment 2.

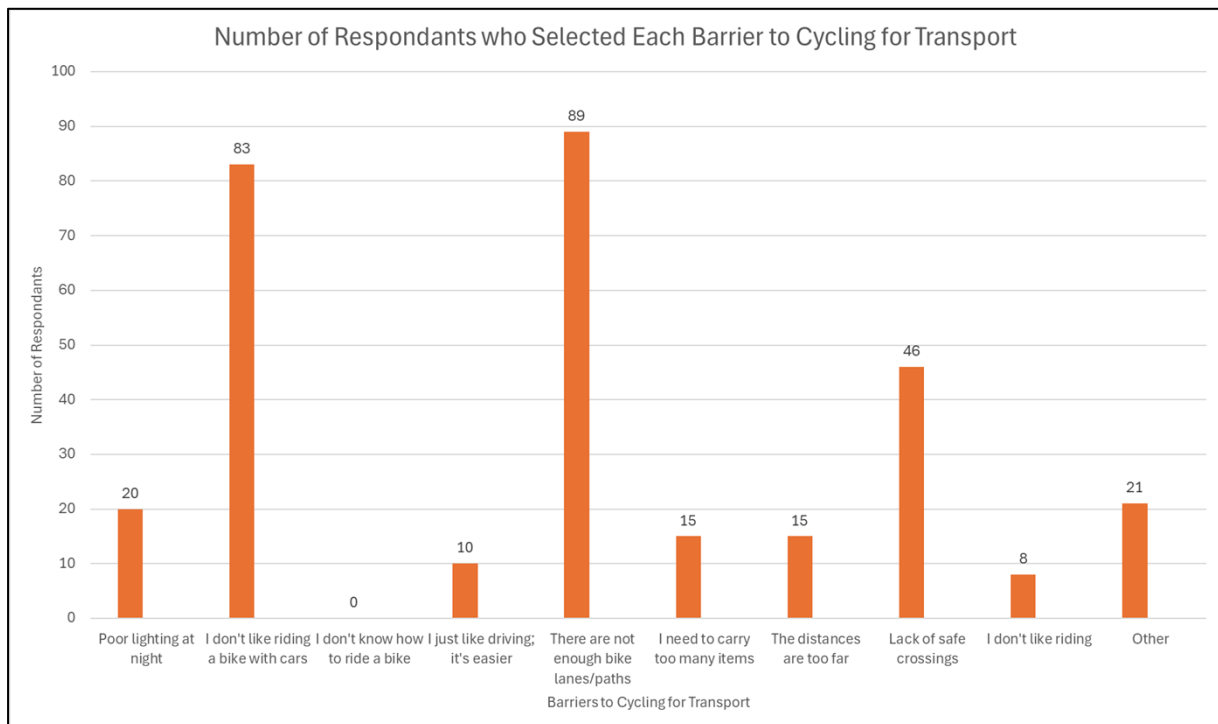


Figure 1: Number of Respondants who Selected Each Barrier to Cycling for Transport

1.2. Factors that Support Cycling

The online survey asked respondents to nominate up to three factors that would support the uptake of cycling for transport. The most common factors were:

- more protection from cars/truck through the provision of bike lanes and paths, selected by 99 of the 132 respondents (67%);
- safer crossings, selected by 54 of the 132 respondents (41%); and
- quieter streets with less cars, selected by 54 of the 132 respondents (41%).

In the “Other” category (13%):

- two comments were oppositional to cycling;
- three comments were critical of cycling on footpaths and enforcement;
- two comments were recreation-focused; and
- 11 comments were supportive of cycling and better paths.

Respondents suggested better connected and well-maintained infrastructure, completion of projects such as the West Street Cycleway, dedicated bike lanes, improved accessibility for

mobility scooters, separation from footpaths to protect pedestrians, and safe, pothole-free routes with appropriate signage.

Council’s responses to the submissions that nominated the “Other” category are summarised in Attachment 2 to this report.

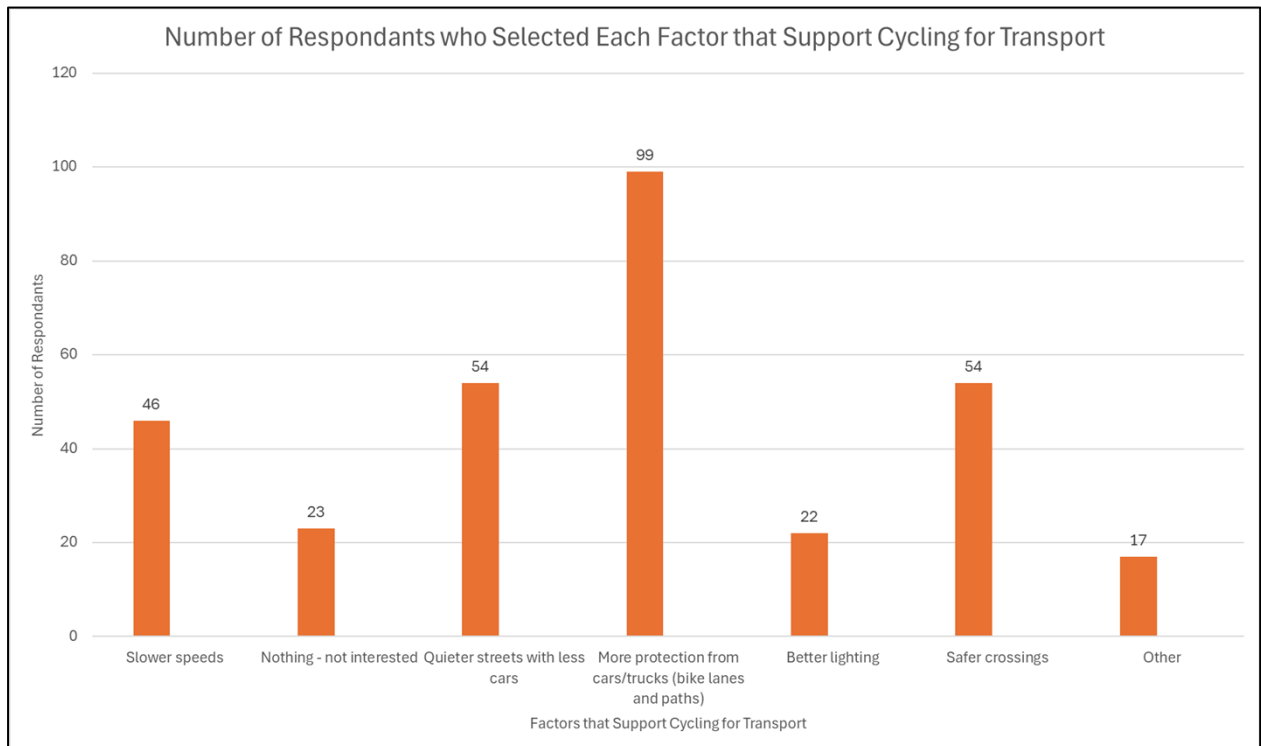


Figure 2: Number of Respondants who Selected Each Factor that Support Cycling for Transport

2. Interactive Map

An online interactive map was made available on Council’s “Have Your Say” webpage to allow the community to provide feedback on the draft Plan’s proposed routes and provide ideas for consideration. There were 51 visitors to the interactive map. Council received 66 submissions through the interactive map, and one submission via email. The themes of the interactive map comments were:

- safety
- infrastructure
- public transport integration
- parking and end-of-trip facilities
- road space
- weather & terrain
- personal barriers
- mobility scooters
- policy & enforcement
- general dissatisfaction with the survey or council
- no issue / not applicable

Council’s responses to each interactive map submission are provided in Attachment 2.

Written submissions

In addition to the submissions received from Surveys 1 and 2, Council received written submissions from advocacy groups Bicycle New South Wales and Bike North during the exhibition period. Both organisations strongly supported the Plan and its vision for a safer, more connected cycling network.

While they commended the Plan for addressing gaps in the existing network, they recommended prioritising separated cycleways, improving access to metro stations, enhancing routes to schools, implementing traffic-calming measures with a 30km/h speed limit, and replacing painted bike lanes with safer infrastructure.

The submissions also highlighted the importance of stronger connectivity across Local Government Areas, ambitious infrastructure targets, and managing the impacts of key NSW transport projects. A summary of the bicycle advocacy group's submissions and the corresponding Council responses are included in Attachment 2.

An email was also received raising concerns about the Acknowledgment of Country text, and this submission and Council's response are included in Attachment 2.

Bike Action Plan Proposed Amendments

The key focus of the Plan is to leverage community interest in cycling by creating a connected network of cycling infrastructure that provides people access to where they need to go by bike, and meet their requirements for safety and comfort.

The draft Plan included a proposed cycling network and actions to investigate the provision of safer bicycle infrastructure, crossings, traffic-calmed streets, improved lighting, end-of-trip facilities, and links to public transport. It also supports education programs and community initiatives to build cycling skills and confidence.

After a careful review and consideration of submissions received, the following changes are proposed to the final Bike Action Plan to best align with community's needs. A detailed summary of the proposed substantive changes is provided in Attachment 3 to this report. The changes to the plan include updates to the text to ensure a clear, concise, plain language document; these changes are not itemised in the attachment.

Proposed North Sydney Cycling Network

The cycling network routes were further defined into three categories:

- NSW Strategic Cycleways Corridors (SCC) - The "Super Highways" in Council's Integrated Transport Strategy and the draft Bike Action Plan that had been categorised as regional are now referred to as the "NSW Strategic Cycleway Corridors", for clarity and consistency with the NSW Government.
- regional connections – the primary connections between the SCC and routes in neighbouring Council areas and to train station and ferry terminals

- local connections – the connections between local neighbourhood streets and regional connections.

The principle of neighbourhood streets as easy for walking and riding remains part of the overall strategic approach to meet our road safety objectives. Existing quiet streets such as King, Ivy, and Morton, and other connections used by people to access places by bike continue to provide additional access for people living in each neighbourhood.

Network changes

The comments specific to the proposed cycling network were compared to the Propensity Index map in Section 4 of the plan, to ensure the network better served the areas that will lead to the strongest uplift in cycling participation. Network gaps were confirmed in Cammeray, Cremorne, Neutral Bay, Waverton, and Wollstonecraft, in areas with greater propensity for cycling.

Five clusters of links are proposed to fill the gaps identified and provide more direct connections between State Strategic Cycleway Corridors, regional connections, and local connections, in areas with greater propensity for cycling, and incorporate specific community feedback. The cost benefit analysis was recalculated to confirm the feasibility of adding the routes to the proposed cycling network.

Summary of the additional proposed routes by suburb		Reason for the change
1. North Sydney	<ul style="list-style-type: none"> • Miller Street north of Ridge Street, North Sydney and Cammeray • Edward Street and Mount Street • McLaren Street • (between Miller St & Pacific Hwy) • High Street, North Sydney 	<ul style="list-style-type: none"> • provides a continuous north-south route • route connecting North Sydney Primary School • completes east-west link between Waverton and CBD • connects CBD to North Sydney wharf
2. Cremorne local	<ul style="list-style-type: none"> • Waters Rd & Grasmere St, Cremorne • Gerard Street, Cremorne • Benelong Road, Cremorne (between Brightmore & Gerard Sts) 	<ul style="list-style-type: none"> • Middle Harbour Public School has a large catchment in Cremorne. These routes provide greater local connectivity to regional routes.
3. Woolstonecraft / Waverton local	<ul style="list-style-type: none"> • Crows Nest Road, Waverton • Morton Street, Waverton (between Crows Nest Rd & Hazelbank Rd) • Shirley Road, Wollstonecraft • River Road, Wollstonecraft 	<ul style="list-style-type: none"> • provides direct route between Waverton Station and locations to the south-east of Pacific Hwy & McLaren • direct north-south connection between two east-west regional routes • replaces section of Morton Lane with stairs

Summary of the additional proposed routes by suburb		Reason for the change
		<ul style="list-style-type: none"> • direct connection to Lane Cove
4. Neutral Bay local	<ul style="list-style-type: none"> • Wycombe Road, Neutral Bay • Aubin Street, Neutral Bay & Kurraba Road, Neutral Bay • Laycock Street, Neutral Bay 	<ul style="list-style-type: none"> • fills north-south gap • fills east-west gaps between Ben Boyd Road & Wycombe Road • provides access to Yeo Street at Military Road
5. Cammeray and St Leonards	<ul style="list-style-type: none"> • Oxley Street, St Leonards & Willoughby Street, St Leonards • Carter Street, Cammeray • Avon St/Warwick Ave /Warringa Rd, Cammeray 	<ul style="list-style-type: none"> • Provides direct connections to Willoughby LGA • Provides local east-west link • Provides north-south link between Carter Street and Amherst Street

The following segments were removed from the network:

1. Morton Street north of Newlands (unfeasible connection due to stairs and cost constraints to construct a rideable replacement);
2. St Leonards Park Link (duplicate and less direct route); and
3. Atchinson Street between Matthew Street and Matthew Lane and Matthew Lane to St Thomas Rest Park (duplicate existing connection).

Actions and Implementation Plan

Three actions were amended and one new action added in response to feedback received on the draft Bike Action Plan:

- Action A5 amended to: refer to the NSW Strategic Cycleway Corridors and identify implementation of the Pacific Highway cycleway as a high priority.
- Action A9 amended to: Ensure the replacement of any bicycle line marking or symbol that are disturbed when road. Consider a process to formalise existing shared paths that do not comply with current standards.
- Action A10 amended to include a third dot point: Developing a program to investigate one-way streets to determine the safety of allowing two-way bike travel.
- A22 added action: Collaborate with other Councils and agencies - Council will led by example and share information and experience with other Councils, agencies and organisations working to improve the community or practice to meet common strategic goals for healthier and more resilient communities with active and sustainable transport as a first choice. Council will actively seek opportunities for collaboration and develop positive working relationships to build professional capacity and community networks to achieve shared strategic policy outcomes.

Cost Benefit Analysis

The cost benefit analysis was recalculated to confirm the feasibility of adding the routes to the proposed cycling network:

- projected cycling mode share increased from 6% to 7.2% based on the proposed network changes (new routes in high propensity for cycling areas);
- the additional proposed routes increased the network from 38.8km to 46.1km;
- the total cost estimate to complete the network reduced from \$157million to \$125 million. The cost reduction is the result of refining the benchmark rates based on information provided after the draft action plan was presented. For the cost of separated on-road bike paths an updated benchmark rate of \$5.5million/km was used;
- the results, assuming a 5% discount rate resulted in a BCR of 2 (previously 1.4), with a net present value of \$82 million (previously \$35.3 million)

The section was moved to Appendix A of the Plan as it is the technical analysis that supports the proposed network and actions. This results in more focus on the proposed cycling network and actions sections of the Plan.

Conclusion

The Bike Action Plan recognises and addresses the major challenges and opportunities to cycling in North Sydney. The final Plan recommends an updated cycling network and actions to help achieve Council's vision set out in the Integrated Transport Strategy.

It is recommended that Council approve the final Bike Action Plan, inclusive of the amendments noted in this report.

Financial/Resource Implications

The infrastructure and initiatives proposed within the Bike Action Plan will be delivered progressively, as grant funding becomes available, which is in alignment with Action 1.7 and 1.8 of Council's Integrated Transport Strategy.



NORTH SYDNEY BIKE ACTION PLAN

2025 – 2045



We respectfully acknowledge the Traditional Custodians of the land and waters of North Sydney local government area (LGA), the Cammeraygal people.

We recognise the Cammeraygal people as the Traditional Owners of the area known today as North Sydney.

We acknowledge that the alienation of Cammeraygal Country followed the first local land grant in 1794 which occurred without consultation, treaty or compensation.

Western archaeological evidence shows that Aboriginal people lived in the North Sydney area at least 5,800 years ago, and likely for thousands more. That evidence is precious. We seek to preserve it and through that to better understand Cammeraygal connection to Country.

After North Sydney Council was formed in 1890 through the merging of three boroughs, the word Cammeraygal was included on its coat of arms. Today it holds a central position in the Council's logo as a reminder of the long and ongoing Indigenous heritage of this place.

In recent years the spelling of Cammeraygal has varied to include Gammaraigal and Gai-maragal as our community has sought to reflect and honour the heritage of First Nations people in a more culturally appropriate manner.

Prepared by

North Sydney Council

Supported by

Institute for Sensible Transport Pty Ltd

Joint funded by





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EXECUTIVE SUMMARY

This Bike Action Plan serves as a blueprint to provide the community with safe, comfortable cycling options.

VISION

A connected LGA where safe, active and sustainable travel is preferred.

The North Sydney Bike Action Plan provides the approach to achieve the vision and strategic directions of the North Sydney Integrated Transport Strategy. The Plan's approach include objectives, the cycling network and actions and implementation plan.

WHAT WE HEARD

This Bike Action Plan has been developed with the involvement of multiple community and professional stakeholders. We consulted with North Sydney residents and businesses, adjoining councils and various NSW government departments. The major themes we heard are captured in the figure below.

- More separation from motor vehicles**
- Greater regional connections**
- Better bike parking at transport hubs**
- Better connections to public transport and schools**
- Safer speed on local roads**
- High quality connections on and across major roads**

Key themes from stakeholders to improve cycling opportunities

CHALLENGES AND SUMMARY OF KEY ACTIONS

The figure below offers a synthesis of the challenges to cycling in North Sydney and the key actions this Bike Action Plan recommendations to overcome them.

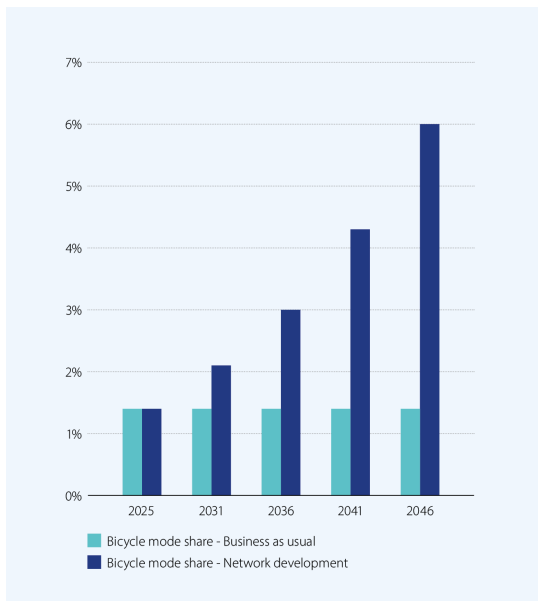
	Challenges	Key actions			
	Lack of safe connectivity on major roads	Create protected bike paths on major roads	Cycling friendly intersection upgrades	Safer connections to adjoining LGAs	Improve cycling connections to major destinations
	Traffic and speeds on local streets	Implement safer speed limits	Apply modal filters to reduce rat running	Link quietways with cycling routes on major roads	
	Poor cycling consideration at intersections and crossings	Create more opportunities to cross busy streets safely			
	Appeal	Enhance and create 'place' in infrastructure delivery to align with the NSW Movement & Place framework			
	Wayfinding	Develop and implement a wayfinding guide	Use time and distance directional signage	Apply best practice wayfinding principles to the wayfinding system	
	Limited integration with public transport	Connect communities with transport hubs via high quality infrastructure	Provide easy to use, secure bike parking at railway stations and ferry wharves	Advocate for shared micromobility programs to include dedicated hubs at railway stations	
	Parking	Review North Sydney Development Control Plan to ensure adequate bike facilities in new developments	Develop a consistent approach to the provision of on-street bike parking serving shopping streets and other key destinations		
	Hills	Maximise cycling infrastructure on streets that run along ridgelines	Promote e-bike use	Advocate to the State government for an e-bike program	Create an e-bike friendly businesses program including charging at cafes for customers
	Cultural/social barriers	Work with other governments and organisations to raise awareness of the benefits of cycling for transport	Work with schools to encourage students to ride, following the development of safer cycling connections	Ensure Council leads by example	
	Monitoring and evaluation	Develop a program for collecting data to inform decisions	Conduct satisfaction and mode shift surveys for council cycling programs		

Summary of challenges and key actions

HOW WE GET AROUND NOW AND TARGETS FOR THE FUTURE

Cycling levels have remained at low levels in North Sydney for the last two decades, despite a range of local and State commitments to boost bike riding participation. Some 1.4% of trips are currently made by bike. The implementation of the actions included in this Bike Action Plan is expected to result in a fourfold growth in cycling, to 6%, as highlighted in the graph below. This will result in an additional 234 million kilometres of cycling between now and 2046.

 **The implementation of the actions in this Bike Action Plan is expected to result in a fourfold growth in cycling, to 6%**

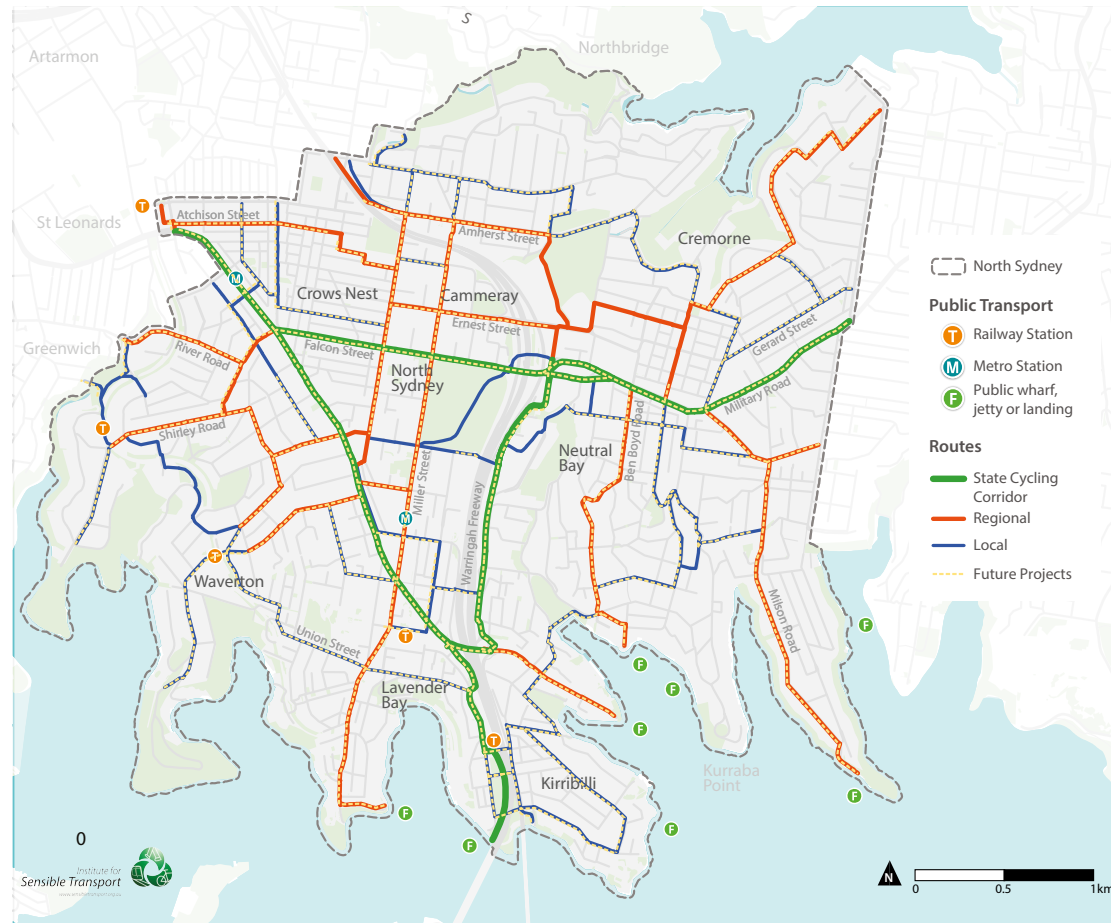


Cycling mode share – Business as usual vs future network

OUR FUTURE CYCLING NETWORK

The future North Sydney cycling network was developed after site assessment and stakeholder consultation to align with the strategic directions of the North Sydney Integrated Transport Strategy:

- Deliver infrastructure and programs that support healthy and active travel
- Promote sustainable transport options and make it easier for people to get around without a private car.
- Ensure a fair allocation of assets, parking and road space to promote sustainable travel options and prioritise access for those who need it most.
- Improve road safety by upgrading infrastructure and implementing programs that foster a culture of safe road behaviours.



Future cycling network



1. INTRODUCTION

Cycling is a healthy, affordable and climate friendly mode of transport. North Sydney Council recognise that more must be done to make cycling a safe and attractive choice. As North Sydney's population continues to grow and the need to reduce emissions becomes more urgent, making cycling available to all becomes more important than ever.

1.1 BENEFITS OF CYCLING

There are a number of well recognised benefits associated with greater cycling participation in North Sydney. The benefits are illustrated in Figure 1.

Transport is the fastest growing source of emissions and is expected to be the single largest source by 2030. Transport is responsible for 18.5% of emissions from North Sydney residents,¹ and this proportion is expected to increase as the electricity network becomes more reliant on renewables.

Key benefits of more people riding in North Sydney

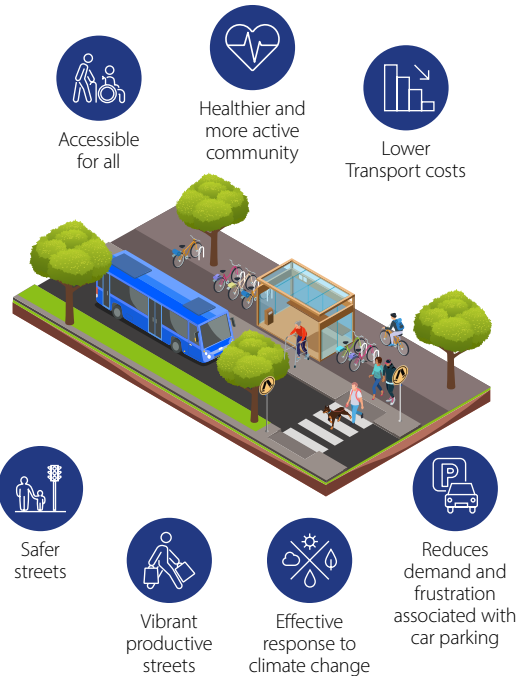


Figure 1 Key benefits of increasing cycling opportunities in North Sydney

1 <https://www.northsydney.nsw.gov.au/downloads/file/144/environmental-sustainability-future-directions>

Ten years ago, Council developed the Integrated Cycling Strategy (2014). In this time, some progress has been made to deliver programs and infrastructure. Recently completed projects and programs have added to a safe and attractive cycling network.



Figure 2 Recent wins



Young Street – Sutherland Street Cycleway
Photo source North Sydney Council



West Street Stage 1
Photo source North Sydney Council



Ridge Street Cycleway
Photo source North Sydney Council

1.2 PEOPLE'S INTEREST IN CYCLING

Research from Transport for NSW indicate that some 70% of the population are interested in cycling. As shown in Figure 3, almost half (48%) are described as 'interested but concerned'. These riders require safer conditions before they feel comfortable to ride. The key focus of this Bike Action Plan is to leverage community interest in cycling by creating a connected network of cycling infrastructure that allows people to access where they need to go by bike and meet their requirements for safety and comfort.

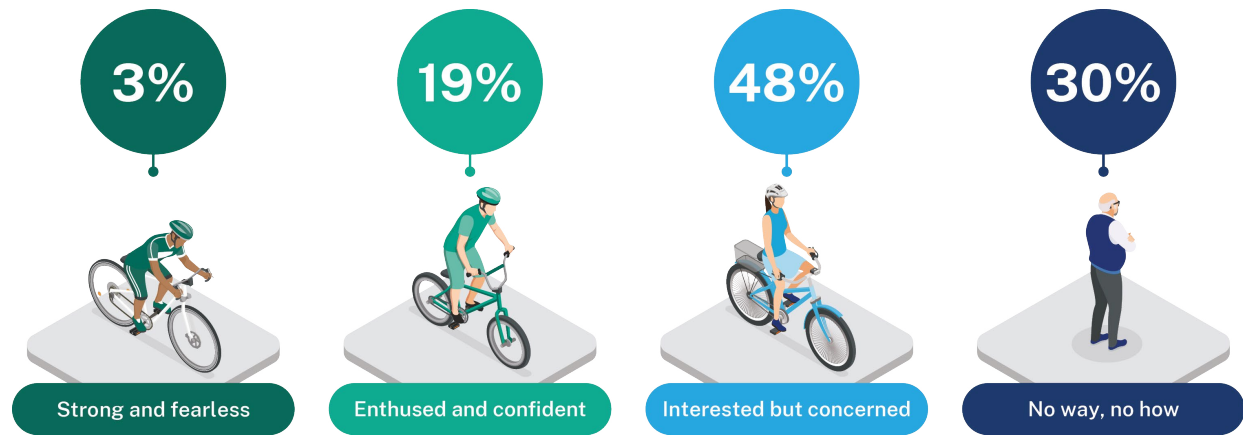


Figure 3 Understanding people's interest

Source: Transport for NSW Strategic Cycleway Corridors

1.3 ROAD USER SPACE ALLOCATION

North Sydney's transport network is heavily congested, with competing demands for space across different modes of transport. The overwhelming majority of the road network in North Sydney is dominated by motor vehicles. This has a number of negative consequences for our community; air and noise pollution, road safety risk, limited transport choice, and congestion. To assist in making consistent, transparent decisions that work to support our vision and principles, a transport mode priority framework has been developed (Figure 4). This framework is informed by the NSW Road User Space Allocation Policy. We will also be guided by the NSW Movement and Place framework recognises that streets have two functions, as a movement corridor people travel along, and as a place people visit. These frameworks will enable us to make clearer, more consistent decisions about the allocation of limited road space, and ensure alignment with our community strategic goals.

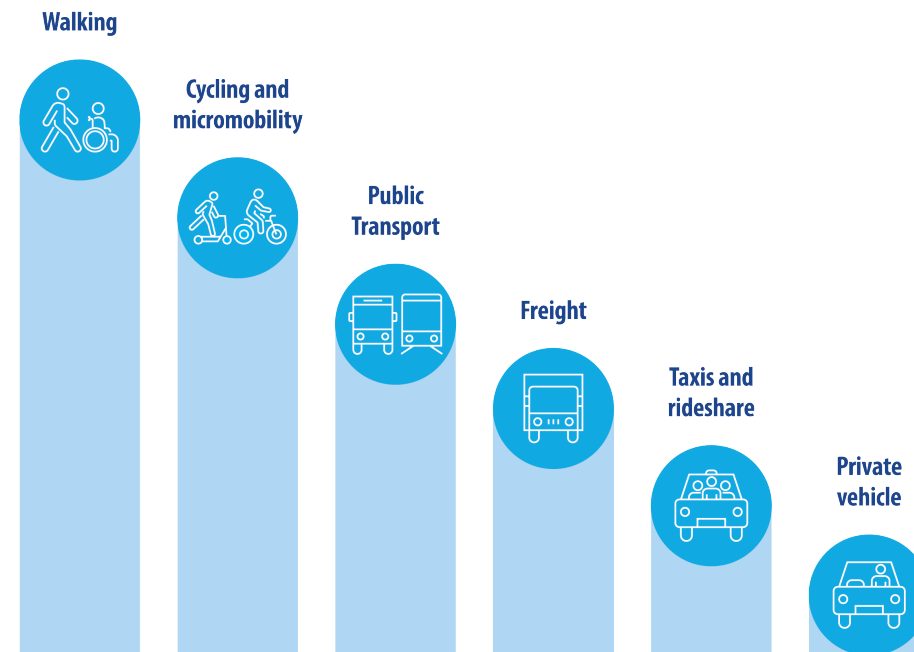


Figure 4 Transport mode priority framework

2. STRATEGIC CONTEXT

The North Sydney Bike Action Plan plays a crucial role in achieving the strategic outcome of the North Sydney Integrated Transport Strategy.

The Integrated Transport Strategy details how Council, the community, businesses and other stakeholders will work together over the next 10 years to build:

A connected LGA where safe, active and sustainable travel is preferred.



The Integrated Transport Strategy informs the vision and goals in the North Sydney Community Strategic Plan (CSP). The Integrated Transport Strategy is part of a suite of informing strategies that describe North Sydney's needs and priorities over the next ten years. (see Figure 5)



Figure 5 Suite of eight strategies that inform the vision and goals in North Sydney Council's CSP

2.1 BIKE ACTION PLAN

The North Sydney Bike Action Plan sits under the Integrated Transport Strategy and identifies specific actions needed to achieve the strategic outcome. (see Figure 6)

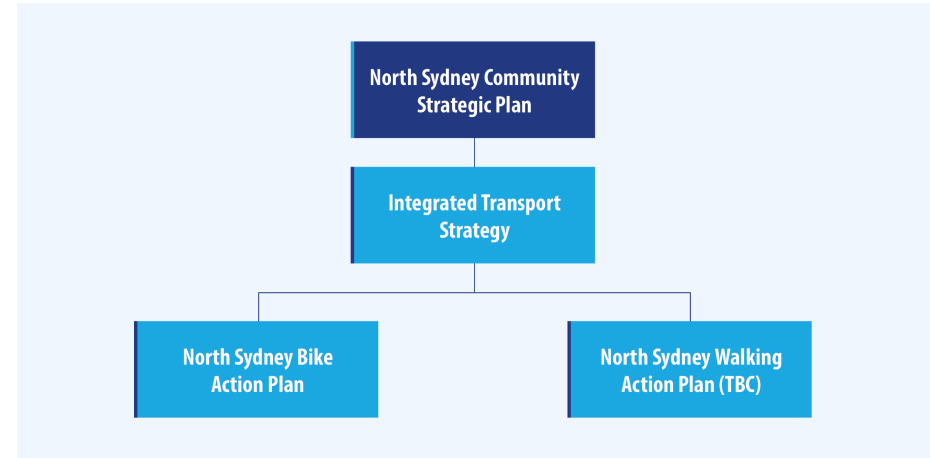


Figure 6 The Bike Action Plan is a supporting plan to deliver the North Sydney Integrated Transport Strategy outcome

2.2 GUIDING PRINCIPLES

The Integrated Transport Strategy guiding principles are intended to support better outcomes for cycling in North Sydney.

Sustainability:

Fostering a healthier environment by promoting transportation solutions that minimise reliance on private vehicles

Health Promotion:

Supporting active travel options, such as walking and cycling, to enhance community wellbeing

Inclusion:

Designing transportation systems that address the diverse needs of the community

Safety:

Enhancing road safety through street upgrades and community initiatives

2.3 OBJECTIVES

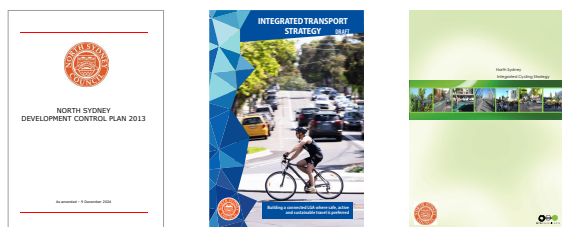
The Bike Action Plan objectives build on the Integrated Transport Strategy guiding principles and strategic directions to provide Council more quantifiable, measurable targets. These allow us to measure progress and re-calibrate if necessary to achieve the Community Strategic Plan vision.

- Increase cycling mode share to 3% by 2034/35 from the 2022/23 baseline of 1.4%.
- Increase the number of households that do not own a car to 25% by 2031 from a 2021 baseline of 19%.
- Reduce the number of fatal and serious road accidents on all local streets to 3 crashes by 2033 (five-year average up to 2033) from a baseline of 9 (five-year average up to 2023).
- Reduce community greenhouse gas emissions by 65% by 2035 from a 2018 baseline of 973,984 tonnes tCO₂e*
- Double the proportion of students who cycle to schools in North Sydney.

2.4 LOCAL AND STATE POLICIES AND PLANS

2.4.1 Local context

The overarching theme that emerged from the synthesis of North Sydney's strategic and policy position is that cycling helps to support a more sustainable, safer and vibrant community. Cycling is among the top 10 priorities identified to support community aspirations for the future of North Sydney.



Cycling is among the top 10 priorities identified to support community aspirations for the future of North Sydney.

2.4.2 State context

A wide range of current State government documents support the development of a transport system with cycling as a viable option for more people. The State Government's Active Transport Strategy (2022) commits to double cycling participation within 20 years. This North Sydney Bike Action Plan helps to support the State government's target. Specifically, it aligns with the State government's commitment to:

- Develop continuous and connected cycling networks.
- Enhance safety and comfort for walking and cycling.
- Improve options for children's independent mobility to and from school.
- Integrate active and public transport for multimodal journeys.
- Promote a shift to walking and cycling through the development of improved infrastructure.
- Embrace emerging technologies like e-bikes and micromobility devices.

The Eastern Harbour City Strategic Cycleway Corridors program identifies four strategic connections in the North Sydney LGA (see Figure 8). The Sydney CBD to Chatswood is an immediate opportunity to connect important gaps in the network.



Figure 7 NSW Government Active Transport Strategy



Figure 8 North Sydney Bike Action Plan aligns to the Eastern Harbour City Strategic Cycleway Corridors program



3. COMMUNITY & STAKEHOLDER CONSULTATION

The development of this Bike Action Plan included a series of community engagement activities with residents, workers, and visitors to North Sydney. Stakeholder consultation included workshops with subject matter experts, Transport for NSW, adjoining local governments, the education sector and community groups.

Overall, some 78% of online survey respondents identified a need for more protection from cars and trucks.

3.1 SUMMARY OF ENGAGEMENT ACTIVITIES

Engagement activities undertaken to develop the Plan included:

- Workshops, with a range of different stakeholders
- An online survey, to provide a better understanding of what is required to maximise people’s ability to choose cycling as a transport option
- An online mapping platform to allow community members to pinpoint areas they’d like to see improved
- Pop up sessions with members of the community.

Hundreds of individual items of feedback were received, from a diverse group of professional and community stakeholders. These have been used in the development of the proposed network.

3.2 WHAT WE HEARD

3.2.1 Workshops

The three workshops held as part of this project offered a very clear indication of what stakeholders would like to see in order to give people the freedom to choose cycling. A synthesis of the themes that emerged from the workshops is provided in Figure 9.

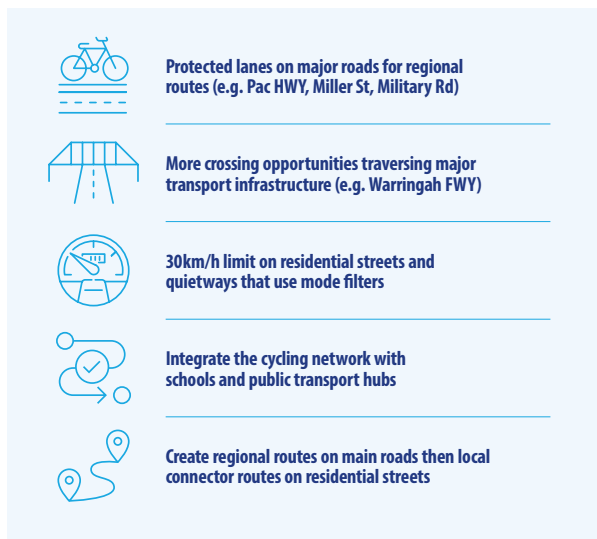


Figure 9 Summary of workshop themes

The key message from workshop participants was to take a more ambitious approach to the development of the cycling network.

3.2.2 One-on-one interviews

Several long-form, one-on-one interviews were conducted with members of the public. These interviews informed a deeper understanding of how people make transport choices in North Sydney.

Key themes to emerge from this in-depth discussions are summarised in Figure 10.



Figure 10 Themes from in depth interviews

3.2.3 Online survey and mapping

A need for a safer cycling network and more protection from traffic was the most common request from the community. Both the online survey and the digital mapping platform asked the community about their key concerns riding in North Sydney and what they want to make cycling safer and more convenient. The options people prefer are summarised in Figure 11.

A majority of comments called for:

- More cycling infrastructure, especially on major roads like Pacific Highway and Military Road.
- Safer residential streets, with lower speed limits and traffic calming measures.
- More continuous connected cycling infrastructure.

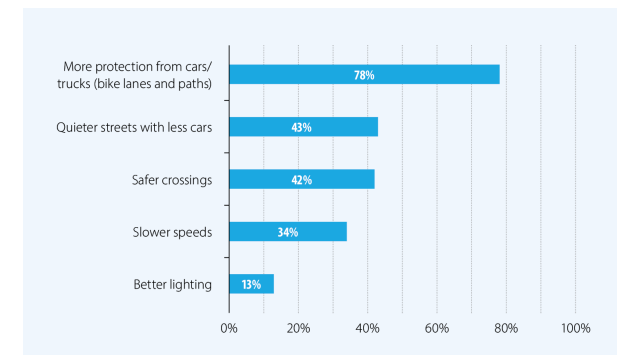


Figure 11 What the community want to make cycling safer and more convenient



More protection from traffic was the most common request from the community.

4. NOW AND FUTURE TARGETS

This section offers a brief snapshot of how people in North Sydney get around. As we move towards a safer, more sustainable transport system, we also highlight future targets for cycling.



4.1 HOW WE GET AROUND NOW – ALL PURPOSE TRIPS

The NSW Household Travel Survey records all trips by all purposes across NSW. The mode share of all trips by North Sydney residents is shown in Figure 12. The Household Travel Survey does not separately report cycling, but is estimated, using other travel survey data and ABS Census data as benchmarks. Pre-COVID-19 data is also presented as it is more representative.

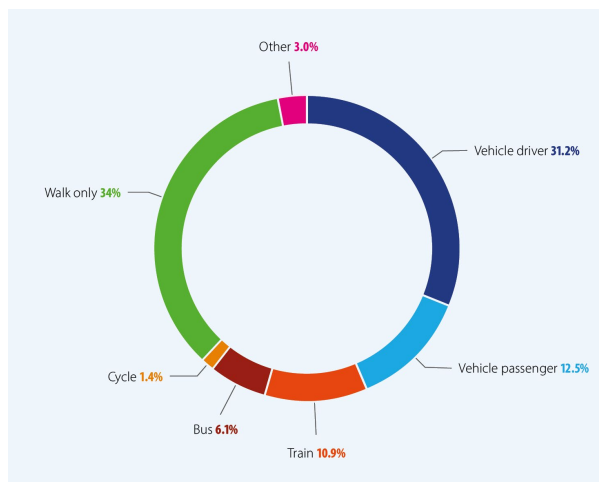


Figure 12 Mode share of all trips by all purposes by North Sydney residents

Source: NSW Household Travel Survey

In 2021, 40% of all trips to work were under 5km.

4.2 HOW WE TRAVEL TO WORK

The data reviewed for this Bike Action Plan highlights the significant, unrealised potential for cycling in North Sydney. Figure 13 provides a snapshot of how our residents have travelled to work at each Census since 2011.

North Sydney women ride at half the level of men, due to safety concerns riding in traffic.

4.2.1 Cycling levels are low in North Sydney, but could be much higher

Only 1.6% of North Sydney residents reported cycling as their method of travel to work in the last Census. This has remained stagnant for at least the last 13 years. While this is double the rate of Greater Sydney, we know that many short distance car trips could be converted to cycling if the network was safer and more convenient. This would help reduce congestion, low emissions and transport costs, as well as enhance our health and liveability. Importantly, women’s participation in cycling is half that of men. We know that women are more sensitive to the riding environment. When having to ride on busy streets with motor vehicle traffic, women are less inclined to cycle.²

4.2.2 Car use has increased

A comparison of Census data from 2016 and 2021 reveals that despite our policy position to reduce car use, the proportion of people that used a car for their commute increased from 40% in 2016 to 58% in 2021. While COVID-19 undoubtedly contributed to this, more will need to be done to stop the growth in car use.

4.2.3 Walking is an important mode of travel for the North Sydney community

Walking is an important mode of transport for North Sydney residents. Over the last decade, between 14 – 16% of our residents walked to work, one of the highest rates in NSW.

² <https://www.monash.edu/news/articles/what-do-women-want-to-ride-a-bike-without-fear-of-injury-and-harassment>

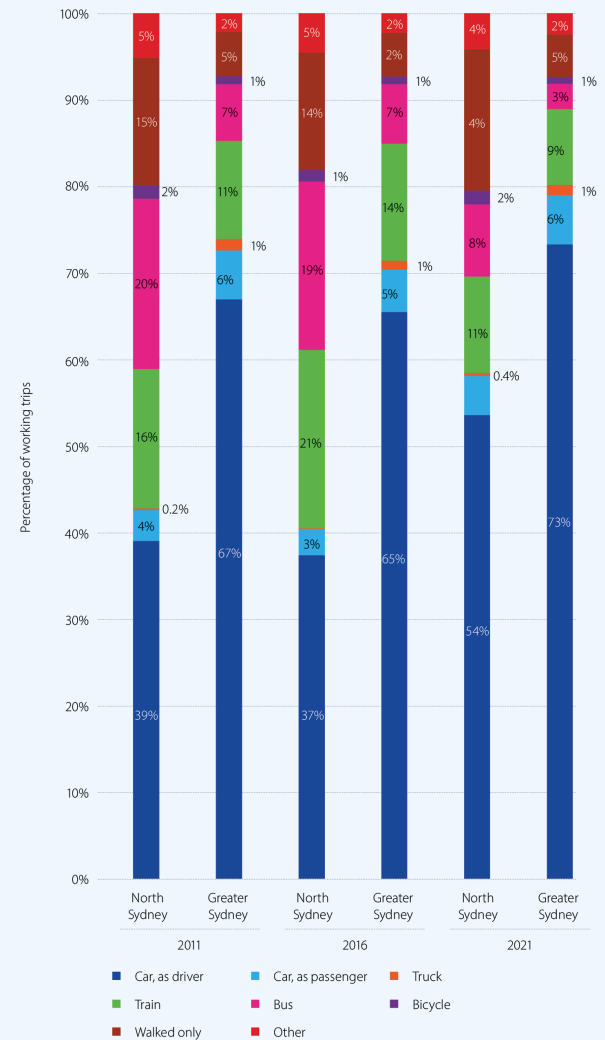


Figure 13 Journey to work mode share, North Sydney and Greater Sydney

Source: ABS Census 2021

4.2.4 Our trips are often short enough to cycle

While only 1.6% of North Sydney residents cycle to work, we know many of our car trips are short enough for cycling. Indeed, over one third (42%) of all trips to work were less than 5km.

The high number of short distance car trips in North Sydney offers potential for growing the number of cycling trips in North Sydney.

For trips to work under 5km, only 1.8% of North Sydney residents cycle and around 43.1% drive or as a passenger.

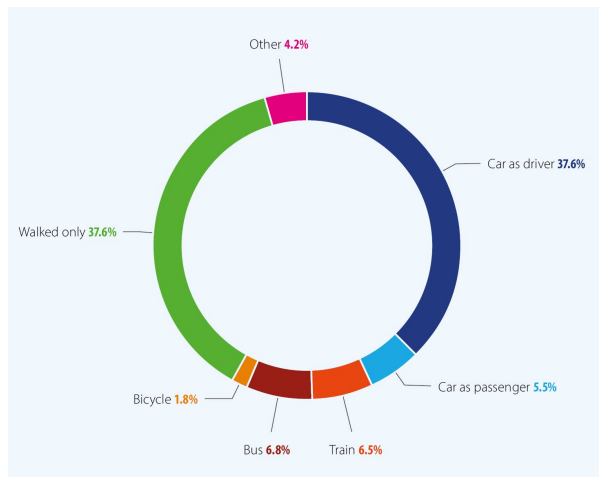


Figure 14 Mode share for work trips under 5km

Source: ABS Census 2021

4.2.5 North Sydney is an important commercial destination

North Sydney is home for our 70,000 plus residents, and one of the key employment hubs in the Greater Sydney region. The main employment area is located around the Pacific Highway corridor stretching from Milsons Point north to St Leonards and Crows Nest. A secondary cluster of employment is around the Military Road corridor. As highlighted in Section 5, this Bike Action Plan proposes future upgrades to the quality of cycling infrastructure in these areas, helping more people get to work safely and sustainability.



Cycling can play a role in strengthening North Sydney's role as a key employment hub.



More than 1 in 4 North Sydney residents work locally within the municipality.

4.3 NORTH SYDNEY'S CURRENT CYCLING NETWORK

Our cycling network is fragmented. The community engagement conducted as part of the development of this Bike Action Plan made it clear that much more needs to be done to make cycling a compelling choice. Analysis of the North Sydney cycling network found that only 32% is protected from traffic with the rest offering people minimal levels of riding comfort. About 42% of the network consists of nothing more than painted bike symbols on busy roads shared with fast moving motor vehicle traffic.

Figure 15 provides a snapshot of the existing cycling network. This highlights that North Sydney's cycling network is fragmented and falls below the minimum provision most people require to feel safe. As shown in Table 1, a large proportion of the network fails to adequately provide separate space for people riding bikes.

Table 1 Existing cycling network by infrastructure type

LEVEL OF PROTECTION	CURRENT TYPOLOGY	LENGTH (M)	PERCENT
Protected	Separated bike path	2,400	10%
	Separated on road two-way cycleway	1,559	6%
	Shared path	3,941	16%
Semi-protected	Painted bike lanes	520	2%
	Painted bike lane contra-flow / Bicycle symbol painted in vehicle travel lane	761	3%
	Painted bike lane uphill / Bicycle symbol in vehicle travel lane downhill	3,095	13%
Unprotected	Shared zone	131	1%
	Bicycle symbol in vehicle travel lanes	10,245	42%
	Wide kerbside lanes (Bicycle symbol painted in parking lanes or shoulders)	1,462	6%
TOTAL		24,114	100%

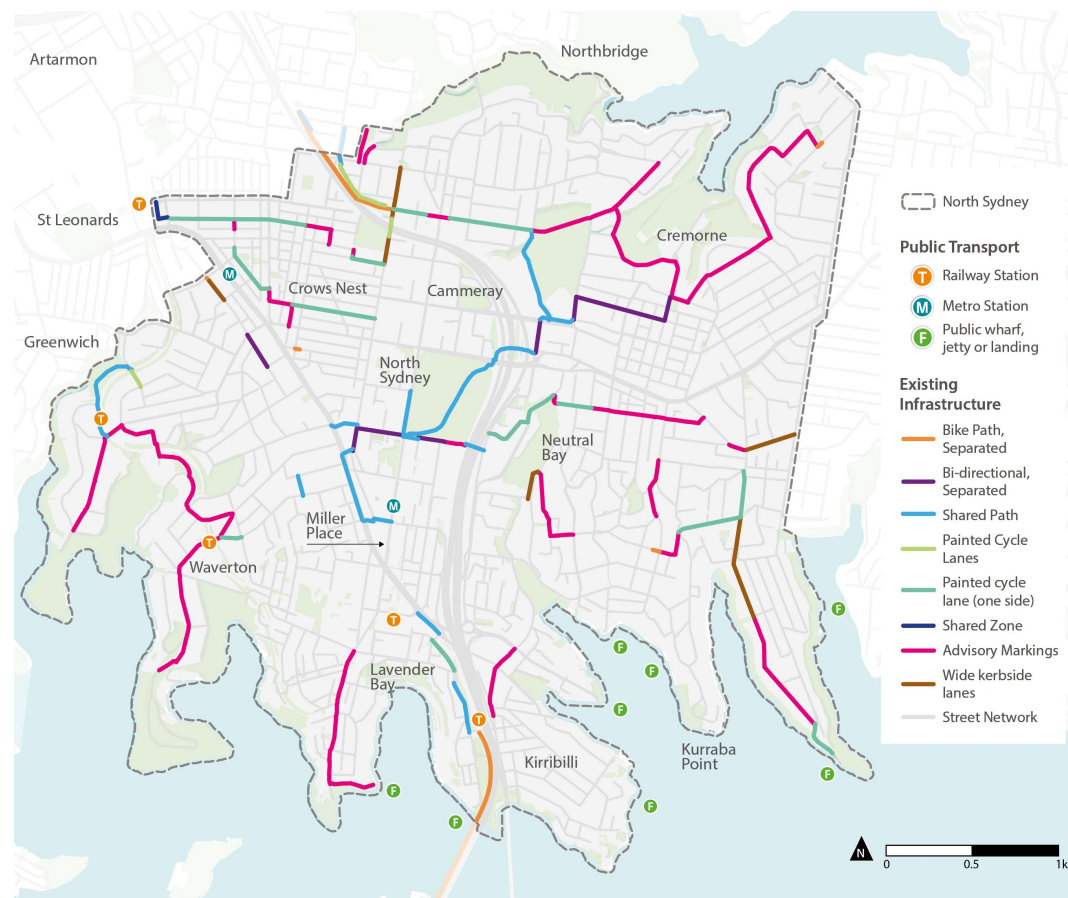


Figure 15 Existing North Sydney cycling network



North Sydney's cycling network consists of almost 25km of routes, but only 32% offers the level of protection most people in our community require to feel safe.

4.3.1 Where the potential for cycling is highest

Analysis of demographic features to help predict latent demand for cycling was conducted as a background report to this Bike Action Plan. The result of this analysis is the Bike Use Propensity Index shown in Figure 16. When this Propensity Index is compared with the actual cycling network in North Sydney, it is clear the potential demand is not served. This is a barrier to the growth of cycling for transport. The future cycling network described in Section 5 focuses on maximising this potential by creating more cycling connections in North Sydney, with a focus on the areas that will lead to the strongest uplift in cycling participation.

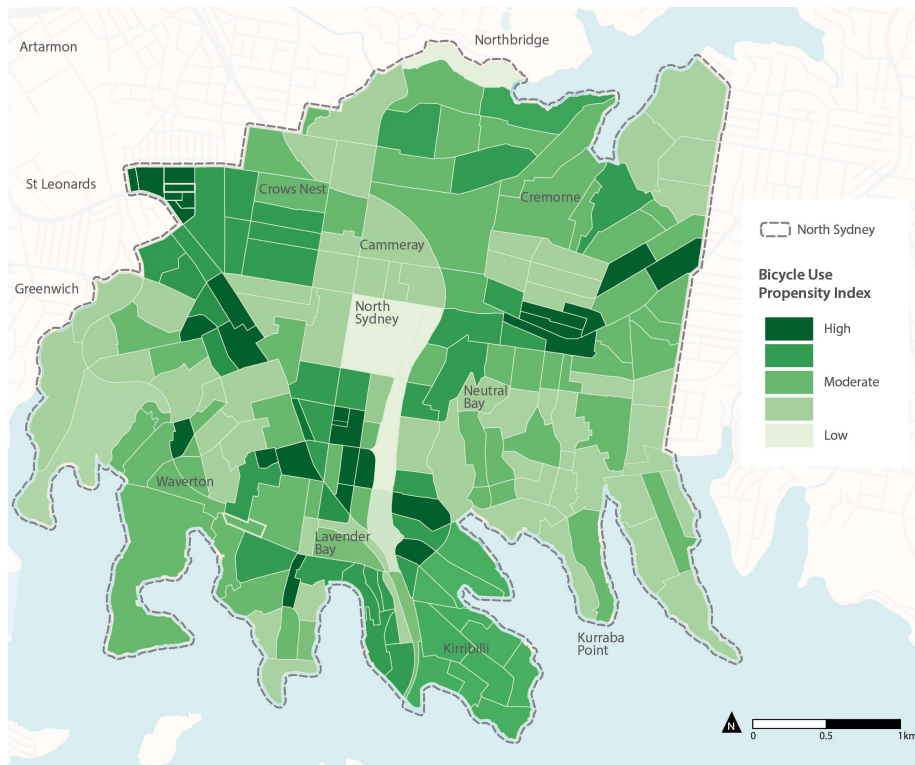


Figure 16 Bike Use Propensity Index, 2021, North Sydney

4.4 MODE SHARE TARGETS

This Bike Action Plan sets a mode share target of 6% by 2045, which is four-fold increase in cycling on current levels. This mode share target reflects a realistic opportunity to increase cycling activity, which is supported by the cost benefit analysis modeling. The mode share target is consistent with mode share targets of surrounding LGAs. The mode share targets for this Bike Action Plan are shown in Figure 17; comparing what can be expected under a business as usual approach with the forecast mode share once the infrastructure included in this Bike Action Plan is built. These target years are aligned to ABS Census years and provides us with a practical way to monitor our progress.

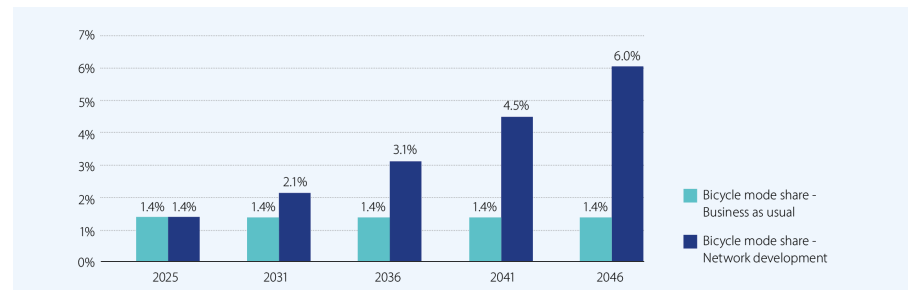


Figure 17 Mode share targets for cycling

4.5 FORECAST GROWTH IN CYCLING TRIPS

There are currently around 4,500 trips by bicycle in North Sydney each day, accounting for approximately 7.4 million cycling kilometres each year (with an average trip distance of 4.5km). Without further development of the cycling network, the cycling mode share is not expected to grow. Accounting for population growth, North Sydney could expect around 5,000 trips by bicycle each day by 2045, with a total of 8.3 million cycling kilometres travelled. The implementation of this Bike Action Plan will support more people to cycle. This is expected to generate an additional 17,000 trips by bicycle per day in 2045, for a total of 22,000 daily trips by bicycle, and over 36 million cycling kilometres each year. The estimated number of cycling trips per day is shown in Figure 18. More detailed discussion on modelling is provided in Section 7.

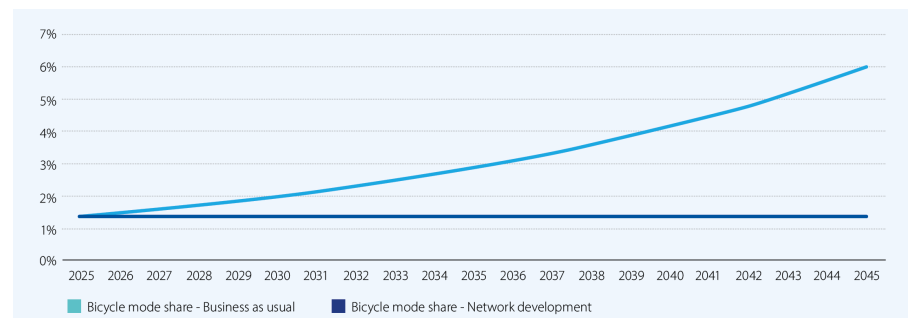


Figure 18 Estimated cycling trips per day

5. FUTURE CYCLING NETWORK

We heard people want all streets to be safe to cycle. We developed a network to inform capital investment and support the redesign of streets so people can confidently travel between suburbs and to surrounding areas on safe comfortable connected routes.



5.1 SAFE NEIGHBOURHOODS STREETS CONNECTED TO REGIONAL AND LOCAL ROUTES

A clear message from the community was the need for every street to be comfortable to ride along.

- **Safe neighbourhood streets** - are created by the introduction of safer speed limits and traffic calming measures designed to minimise through traffic on local, residential streets. These are critically important because without safe neighbourhood streets, people cannot safely access the cycling network from their residences.

North Sydney's future cycling network includes three route designations to connect people between their homes, schools, shops and work (Figure 19):

- **NSW Strategic Cycleway Corridors** - offer the quickest, most direct, and most convenient routes for cycling between regions of Sydney. These are located on State managed roads and will require support from the State government for their implementation.
- **Regional routes** - connecting key destinations across Local Government Areas and between North Sydney and neighbouring Councils. These connections are critically important given the function North Sydney plays as a connection to the City of Sydney, from other parts of the Greater Sydney region.
- **Local routes** - connecting nearby neighbourhoods regional routes and NSW Strategic Cycleway Corridors. These broaden the network to enable people to travel from their neighbourhoods, for daily trips such as school, shopping, work and community places.

Table 2 NSW Strategic Cycleway Corridors

DESTINATIONS	LENGTH (KM)	ASPIRATION
Sydney CBD to North Sydney	2.4	Committed project.
Sydney Harbour Bridge to Crows Nest	2.4	Protected cycleways along Pacific Hwy
Crows Nest to Mosman and Northern Beaches	3.3	Protected cycleways along Falcon St and Military Rd
Warringah Freeway Cycleway North Sydney to Military Road	1.7	Improvements along local streets

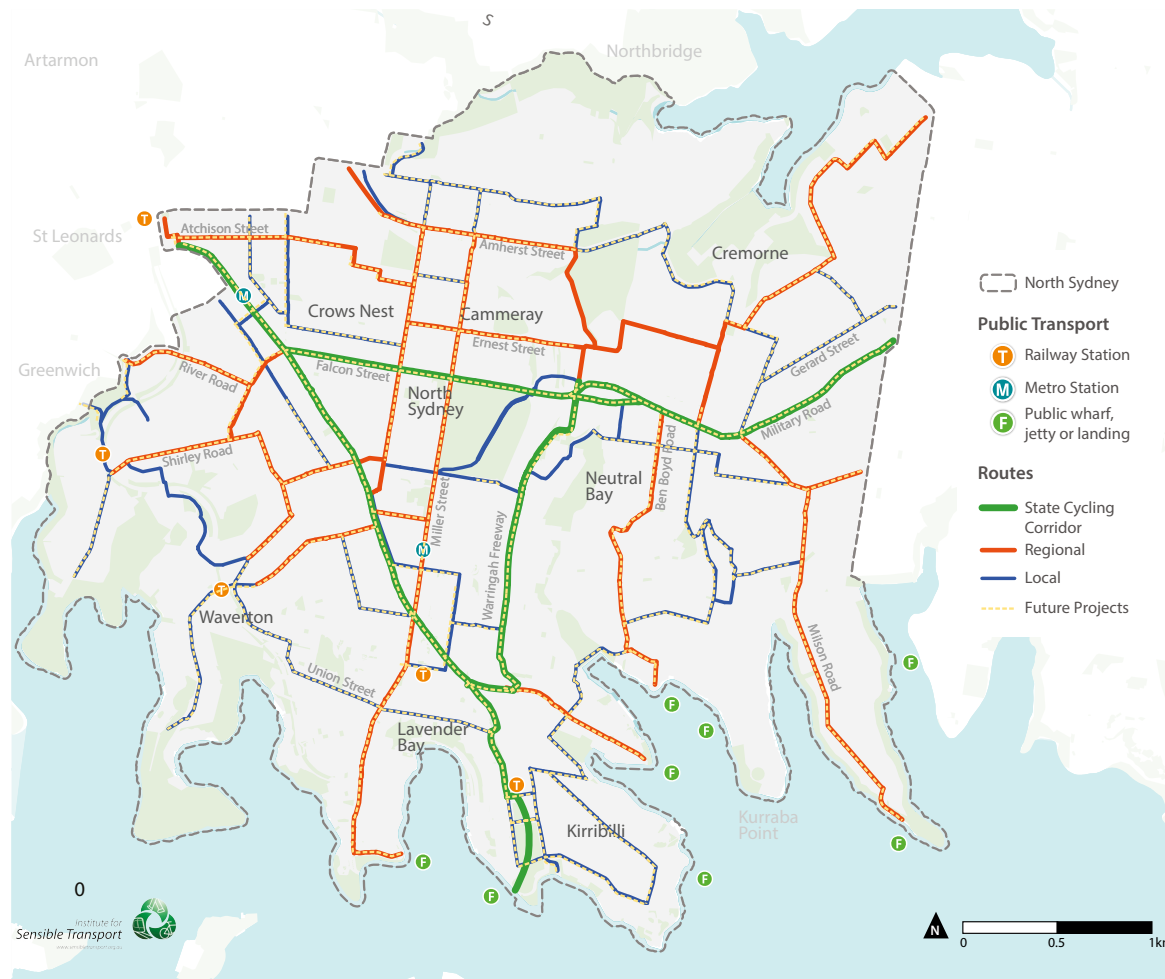


Figure 19 Proposed North Sydney Cycling Network

St Leonards Park

The St Leonards Park cycling connection is a significant enhancement proposed in alignment with the park's vision for accessibility and safety. The St Leonards Park Masterplan aims to implement a separated cycleway along the park's eastern edge, adjacent to the Warringah Freeway. This long-term initiative would reduce pedestrian-cyclist conflicts and streamline movement through the area.

An interim solution is a separated footpath within the park to manage current safety challenges, prioritising pedestrian and cyclist separation while minimising the impact on open space usability. Such an approach aligns with the Masterplan's guiding principles, which emphasise balancing active and passive recreation, maintaining visual and historical integrity, and ensuring that all upgrades are sensitive to the park's rich heritage and recreational value.

Miller Place

Miller Place is envisioned as a transformative public plaza in the North Sydney CBD, contributing to the vibrant and pedestrian-friendly environment outlined in the North Sydney CBD Public Domain Strategy. The long-term plan, a priority for North Sydney Council, aims to close Miller Street between Berry Street and the Pacific Highway. This significant reconfiguration will create a civic, retail, and social hub seamlessly integrating the Victoria Cross Metro Station and North Sydney Train Station.

While final designs are under development, interim solutions could be implemented to support a safe cycling connection. This temporary measure addresses connectivity challenges by providing a practical and easily removable solution until the Pacific Highway Cycleway is constructed. This approach maintains flexibility, ensuring that interim measures do not hinder the eventual realisation of Miller Place.

NSW Strategic Cycleway Corridors

The network includes representation of the NSW Strategic Cycleway Corridors from the Sydney Harbour Bridge to Crows Nest along the Pacific Highway, and to Mosman and Northern Beaches along Falcon Street and Military Road and a connection between Neutral Bay and North Sydney (Table 2). These are key state strategic connections between North Sydney and neighbouring Local Government Areas. We will advocate NSW Government for the implementation of these corridors as a priority.

These are long-term initiatives to be implemented by the State Government in collaboration with Councils. The preferred design is protected bike paths, and dedicated bus lanes.



5.2 CYCLING NETWORK PRIORITISATION

Six factors informed the process to prioritise routes for implementation.

Network cohesion

Role the route has in connecting to the broader network.

Strategic value

Strategic importance of destinations the route links to.

Cycling propensity

Potential for future cycling activity to be supported by development of the route.

Safety

The degree to which the infrastructure reduces the risk of collision or injury.

Complexity

The technical and political ease with which the route can be implemented.

Cost

The capital cost of delivery; with high cost scoring 1 and low cost scoring 3.

For each factor, a score of 1 to 3 was applied, with 3 being the best score. Each factor is relative, meaning that while a 1 is a lower score, this is only in relation to the other routes being prioritised.

5.2.1 Results

The initial prioritisation of the routes is shown in Table 3 and provides a baseline to inform an ongoing implementation process. We used this prioritisation framework to determine initial implementation phases. This provides an indication for capital work planning and budgeting, as shown in Table 4. The framework helps to guide staged delivery across 20 years.

The network prioritisation will be reviewed annually as part of Council's budget process with consideration of state funding guidelines, land use changes and other emerging opportunities, trends and lessons learnt to leverage cost effective implementation.

Table 4 Network implementation across phases

PHASE	LENGTH (KM)	COST ESTIMATE
1 (2025 – 2031)	17.2	\$35 million
2 (2032 – 2038)	16.6	\$33 million
3 (2039 – 2045)	16.7	\$21 million

NSW Strategic Cycleway Corridors are high priority state projects and are not included in the costings. We will advocate to the State government for their completion as a priority.

Table 3 Baseline prioritisation and indicative costs

ROUTE	DESTINATIONS	NETWORK COHESION	STRATEGIC VALUE	CYCLING GROWTH	SAFETY	COMPLEXITY	COST	COMBINED SCORE	PHASE	ESTIMATED COST
R1	Sydney Harbour Bridge to Cammeray	3	3	3	3	1	2	12	3	\$9.7 million
R2	North Sydney to Mosman	3	2	1	2	3	3	8	6	\$200,000
R3	Sydney Harbour Bridge to Neutral Bay	3	3	3	3	1	2	12	3	\$3.4 million
R4	Crows Nest to St Leonards	3	3	2	2	3	2	10	5	\$5 million
R5	North Sydney to Mosman via Neutral Bay	3	3	3	3	2	2	12	4	\$9.4 million
R6	Sinclair Street Cycleway	2	3	2	1	3	3	8	6	\$100,000
R7	Cremorne to Naremburn	2	2	1	1	2	2	6	4	\$200,000
R8	North Sydney to Blues Point	2	2	2	2	2	3	8	5	\$150,000
R9	Cremorne to Cremorne Point	2	2	2	2	2	2	8	4	\$2 million
R10	Neutral Bay to Cremorne	2	3	2	2	3	2	9	5	\$6.5 million
R11	Neutral Bay to Neutral Bay Wharf	3	3	3	3	1	1	12	2	\$6.9 million
R12	Warringah Freeway Cycleway	3	3	1	2	1	2	9	3	\$3 million
R13	Crows Nest Metro Cycleway	3	3	2	3	2	2	11	4	\$6.8 million
R14	North Sydney to Lane Cove	3	2	1	1	2	3	7	5	\$3.2 million
R15	Wollstonecraft to Crows Nest	1	1	1	1	3	3	4	6	\$250,000
R16	Coal Loader to Pacific Highway	1	2	1	1	3	3	5	6	\$1.7 million
R17	North Sydney Local	3	3	3	3	2	1	12	3	\$4.2 million
R18	Ernst Street to Cammeray	3	3	2	3	3	2	11	5	\$3.1 million
R19	Mount Street	3	3	3	3	2	2	12	4	\$900,000
R20	Kirribilli Loop	1	1	1	1	2	3	4	5	\$100,000
R21	Miller Street north	2	2	2	2	2	3	8	5	\$7.3 million
R22	North Sydney Wharf	1	1	1	1	2	3	4	5	\$1.8 million
R23	Cremorne local	2	2	1	1	2	2	6	4	\$5.5 million
R24	Woolstonecraft local	1	1	1	1	3	3	4	6	\$6.3 million
R25	Palmer Street link	1	1	1	1	3	3	4	6	\$1.2 million

5.2.2 Cycling Network Implementation

Network implementation will involve an annual review of implementation priorities and funding opportunities and constraints. A project development process will also inform implementation and includes:

- confirming the most direct route with consideration of any changes in land use, development and other infrastructure,
- assessing road space allocation, operational changes and design options to determine the preferred design consistent with current design guidance and policy, and
- community engagement.

Council relies on NSW Government funding to implement most of the future projects in the planned cycling network. Action A4 sets a target of completing concept designs and consultation on 5% of the prioritized cycling network each year, ready for grant applications. The NSW Strategic Cycleway Corridors require State leadership and funding for implementation.

The indicative implementation phases of the cycling network are shown in Figure 20.

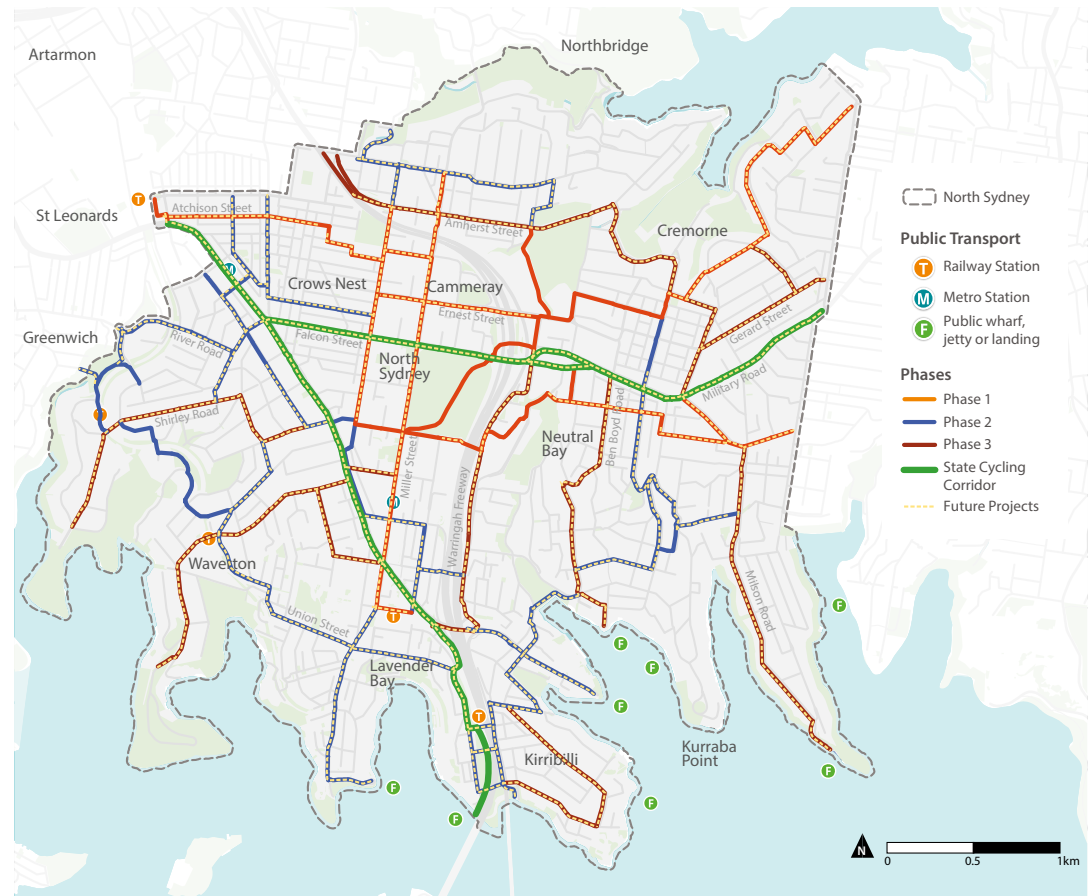


Figure 20 Indicative implementation phases of the North Sydney Bike Action Plan cycling network

6. ACTIONS AND IMPLEMENTATION PLAN

This section describes the actions forming the core of this Bike Action Plan. We highlight the challenges for growing cycling safety and participation, and link actions to these challenges.



6.1 LINKING CHALLENGES WITH ACTIONS

Through the development of this Bike Action Plan, several challenges were identified that prevent more people in our community from incorporating cycling into their regular travel routines. These challenges and the interlinked actions proposed to help more people have the option to ride are shown in Figure 21.

	Challenges	Key actions			
	Lack of safe connectivity on major roads	Create protected bike paths on major roads	Cycling friendly intersection upgrades	Safer connections to adjoining LGAs	Improve cycling connections to major destinations
	Traffic and speeds on local streets	Implement safer speed limits	Apply modal filters to reduce rat running	Link quietways with cycling routes on major roads	
	Poor cycling consideration at intersections and crossings	Create more opportunities to cross busy streets safely			
	Appeal	Enhance and create 'place' in infrastructure delivery to align with the NSW Movement & Place framework			
	Wayfinding	Develop and implement a wayfinding guide	Use time and distance directional signage	Apply best practice wayfinding principles to the wayfinding system	
	Limited integration with public transport	Connect communities with transport hubs via high quality infrastructure	Provide easy to use, secure bike parking at railway stations and ferry wharves	Advocate for shared micromobility programs to include dedicated hubs at railway stations	
	Parking	Review North Sydney Development Control Plan to ensure bike facilities in new developments	Develop an approach to the provision on-street bike parking serving shopping streets and key destinations		
	Hills	Maximise cycling infrastructure on streets that run along ridgelines	Promote e-bike use	Advocate to the State government for an e-bike program	Create an e-bike friendly businesses program including charging at cafes for customers
	Cultural/social barriers	Work with other governments and organisations to raise awareness of the benefits of cycling for transport	Encourage school to encourage students to ride, following the development of safer cycling connections	Ensure Council leads by example	
	Monitoring and evaluation	Develop a program for collecting data to inform decisions	Conduct satisfaction and mode shift surveys for council cycling programs		

Figure 21 Challenges and key actions



6.2 ACTIONS

Implementation of the Actions and the Cycling Network align with the Integrated Transport Strategy to create a connected LGA where safe, active and sustainable travel is preferred.

The Actions North Sydney Council will undertake to ensure the Bike Action Plan objectives are achieved are provided in Table 5.

The Actions were developed using the SMART approach and are broadly categorised as policy and behaviour change.

SMART Actions

S

SPECIFIC

Clearly defined with precise outcomes and expected results.

M

MEASURABLE

Can be tracked to show progress and confirm completion.

A

ACHIEVABLE

Realistic and possible to accomplish with effort and resources.

R

RELEVANT

Makes sense in relation to needs and larger goals.

T

TIME-BOUND

Has a deadline to maintain focus and progress.

6.2.1 Policy and behaviour change

Table 5 Policy and behaviour change actions

ACTION	NAME	DESCRIPTION	ITS ACTION ALIGNMENT	TIMEFRAME	SERVICE UNITS
A1	Integrate cycling into Council place making approach	Review the North Sydney Council Placemaking Policy and North Sydney CBD Public Domain Strategy, to ensure that: <ul style="list-style-type: none"> The Movements and Place framework and North Sydney Bike Action Plan is integrated Active transport is considered in the development and access to place. 	Service	Short	Strategic Planning, Traffic and Transport Operations.
A2	Integrate cycling into Council event policies	Review the North Sydney Council Public Event Policy and Sustainable Public Events Policy, to ensure that cycling is encouraged and promoted as a mode of transport to and from Council events.	Service	Short	Arts Library and Events, Customer and Communications
A3	Wayfinding	Develop a wayfinding guide and implement wayfinding signage across the LGA to increase awareness of safe, convenient and accessible walking and cycling routes between key destinations.	1.4	Short	Traffic and Transport Operations, Strategic Planning
A4	Infrastructure design and consultation	Complete concept designs and undertake consultation on 5% of cycling infrastructure identified in the North Sydney Bike Action Plan prioritised network plan each year, ready for grant applications.	1.7	Ongoing	Traffic and Transport Operations
A5	Advocate for strategic cycleway corridors	Advocate to TfNSW for the implementation of the strategic cycleway corridors on Military Road, Pacific Highway & Falcon Street. Prioritise the implementation of the Pacific Highway cycleway.	1.9, 4.4	Ongoing	Traffic and Transport Operations
A6	Advocate for cycling improvements associated with the Warringah Freeway upgrade	Advocate to TfNSW for the implementation of the Active Transport Network Review: North Sydney and Surrounds, as identified in the Western Harbour Tunnel and Warringah Freeway Upgrade Conditions of Approval.	4.3	Ongoing	Traffic and Transport Operations
A7	Provide safer speed limits for our Community	Council will initiate discussion with TfNSW regarding a lowering of the speed limit on our local streets, to 30km/h, consistent with the State government's Safe Systems approach to meeting the NSW targets for road safety.	4.5	Short	Traffic and Transport Operations
A8	Support transport choices of everyone	To ensure that we support transport choice in North Sydney, we will apply the Mode Hierarchy (see Figure 19) and the Transport for NSW Movement and Place Framework in road space allocation and transport investment decisions.	4.5	Ongoing	Traffic and Transport Operations
A9	Maintain our active travel network	Ensure the replacement of any bicycle line marking or symbol that are disturbed by road works Consider a process to formalise existing shared paths that do not comply with regulatory requirements.	Service	Ongoing	Public Presentation, Asset Management, Capital Projects and Asset Management
A10	Build active travel into road renewal and our streetscape projects	Council will work to ensure that any changes to the road network results in improved bike riding outcomes so that every street is a cycling street. This includes: <ul style="list-style-type: none"> Whenever road is resurfaced, bicycle infrastructure is included as part of new lane marking, unless impractical to do so from a safety or road width perspective. Whenever a road treatment project is planned, cycling infrastructure is integrated unless impractical to do so. Developing a program to investigate one-way streets to determine the safety of allowing two-way bike travel. 	Service	Ongoing	Traffic and Transport Operations, Asset Management, Public Presentation, Capital Projects and Asset Management

ACTION	NAME	DESCRIPTION	ITS ACTION ALIGNMENT	TIMEFRAME	SERVICE UNITS
A11	Build active transport into our new developments	New developments provide an opportunity to build active transport into the social and physical fabric, from day one. The following land use mechanisms are recommended to strengthen North Sydney's land use controls: <ul style="list-style-type: none"> • North Sydney Local Environmental Plan (LEP) <ul style="list-style-type: none"> – Include an aim of encouraging walking and cycling • Development Control Plans (DCPs) <ul style="list-style-type: none"> – Include design principles to facilitate and encourage cycling as a primary mode of transport in all new developments. – Review car parking space maximums for new developments within areas identified as Strategic Precincts within North Sydney Council DCPs. – Bicycle parking rates to be updated as part of a review of the North Sydney Development Control Plan. At a minimum this should include a maximum of 20% of bike parking can be vertical (on a wall), with at least 80% horizontal (on the ground) and ensuring bike parking areas are convenient to the user and consideration for theft minimisation (e.g., secured area, well lit, passive surveillance). – Review street design within new developments to ensure design speeds of 30km/h, unless physically separated cycling infrastructure is provided. – Ensure active transport infrastructure in new developments connect with existing and planned infrastructure, as set out in this Bike Action Plan. – Require Green Travel Plans for all commercial developments with a floor space over 600m²; industrial developments over 1,000m², and all residential developments with 20 dwellings or greater. – Where full separation between pedestrians and cyclists is not feasible, provide shared paths with a minimum width of 4m in new public spaces, parks and reserves. 	2.2	Short to Medium	Development Services
A12	Review Local Infrastructure Contribution Plan 2020 to ensure cycling is adequately funded	The Local Infrastructure Contributions Plan 2020 (LICP) should be reviewed to ensure appropriate contributions are made to deliver the North Sydney Bike Action Plan network. See section 6.2.2 Funding Options for details on the LICP.	Services, 2.2	Short	Development Services
A13	Deliver and fund programs	Deliver programs, workshops and events to encourage cycling by teaching practical skills like bike maintenance, riding skills, and offering guided tours. Promote behaviour change events such as Ride to Work Day, Ride to School Day and NSW Bike Week. Engage groups with lower participation rates, such as older adults, young people, and women.	1.10	Ongoing	Traffic and Transport Operations, Arts Library and Events, Customer and Communications
A14	Provide bike parking opportunities in public spaces	Convenient and safe bike parking is an essential requirement for high levels of active transport use in North Sydney. These actions will provide a consistent approach to the provision of bike parking in public places. Council will install: <ul style="list-style-type: none"> • A minimum of four bike parking hoops every 100m of either side of the street in our existing high pedestrian activity areas (e.g., shopping strips). • A minimum of four bike parking hoops outside community facilities. These will be located with the convenience of the user and the security of the bicycle in mind. • A minimum of four bike parking hoops at ferry wharves without stairs (providing sufficient space) with the convenience of the user and the security of the bicycle in mind. • Bicycle parking hoops provided at playgrounds and other key destinations. 	1.8	Ongoing	Traffic and Transport Operations, Asset Management, Capital Projects and Asset Management
A15	Support riding to and from school	Develop and deliver a travel behaviour shift program that encourages schools to implement projects and programs that promote active and sustainable transport choices.	2.1	Short	Traffic and Transport Operations
A16	Become a community leader in active travel	Increase the number of North Sydney Council staff that regularly ride a bike will help us become a leader in active transport participation. Council will: <ul style="list-style-type: none"> • Provide a range of bicycle types for staff to use for a variety of purposes (including cargo bikes and e-assist bicycles, where necessary). These will be provided at workplaces, as an alternative to the motor vehicle fleet for short trips. • Develop an introduction to 'Cycling at Work' as part of the staff induction program. • Promote bike riding facilities and activities through existing internal communications – including profiling of staff who have taken up bike riding. • Council will develop and implement Green Travel Plans for all Council buildings and sites 	Service	Ongoing	Public Presentation, People and Culture, Customer and Communications, Traffic and Transport Operations
A17	Provide safer speed limits for our community	Develop and implement a 'Safer Streets' program to improve safety through infrastructure and lower speed limits (10 km/h, 30 km/h, 40 km/h).	4.1	Long	Traffic and Transport Operations

ACTION	NAME	DESCRIPTION	ITS ACTION ALIGNMENT	TIMEFRAME	SERVICE UNITS
A18	Adaptive reuse of Council assets	Investigate adaptive use of Council owned car spaces to encourage a shift towards cycling. This may include (but not be limited to) potential reuse for micromobility freight services or end of trip facilities.	3.9	Short	Traffic and Transport Operations
A19	Monitoring and evaluation	Council will review this Bike PlanAction Plan every five years to monitor implementation progress and emerging trends. Monitoring and evaluation may include: <ul style="list-style-type: none"> Implementing a bike counter and vehicle speed evaluation program for construction of the bike network. Bike counts and speed surveys should be conducted before cycleway construction for baseline data, immediately after construction and an 18-month following up. Incorporating cycling satisfaction questions into the Community Satisfaction Survey to monitor satisfaction with cycling over time. Conducting follow up surveys with cycling program participants to assess the shift in travel patterns toward cycling. Conducting satisfaction surveys with participants in Council funded cycling programs and workshops. More information on Monitoring and evaluation can be found in Section 8 (Appendix 1) 	Service	Medium	Traffic and Transport Operations
A20	Share services	Advocate for approaches that encourage share bike operators tobike share that reduce clutter on the streets and promote higher usage rates, such as physical or geofenced docking stations.	3.5	Short	Traffic and Transport Operations
A21	Green Travel Plan Guidance	Council will develop guidance for developing Green Travel Plans for developers, businesses and the community.	Service	Medium	Strategic Planning, Traffic and Transport Operations
A22	Collaborate with other Councils and agencies	Council will lead by example and share information and experience with other Councils, agencies and organisations working to improve the community or practice to meet common strategic goals for healthier and more resilient communities with active and sustainable transport as a first choice. Council will actively seek opportunities for collaboration and develop positive working relationships to build professional capacity and community networks to achieve shared strategic policy outcomes.	Service	Ongoing	Traffic and Transport Operations

6.2.2 Funding Options

The following identifies some of the current funding opportunities of relevance to cycling:



Local Infrastructure Contribution Plan 2020

The Local Infrastructure Contributions Plan 2020 (LICP) details how the Council will collect contributions from developments that place additional demand on our infrastructure and facilities. Sections 7.11 and 7.12 of the Environmental Planning & Assessment Act 1979 (EP&A Act) empower councils and other consent authorities to mandate land or monetary contributions from developments to support the delivery, expansion, or enhancement of local infrastructure. The LICP 2020 should be reviewed to ensure appropriate contributions are made to deliver the North Sydney Bike Action Plan network, as per action A12



NSW State and Federal Government Grants

Costs related to the construction of the North Sydney Bike Action Plan network and actions exceed the capacity of Council existing budget. The NSW State and Federal Government offer the following grants for design and construction projects:

- Get NSW Active: This NSW Government program currently has \$60M in grant funding for local councils for walking and cycling infrastructure. See <https://www.transport.nsw.gov.au/projects/programs/get-nsw-active>.
- Australian government Active Transport Fund. This fund includes \$100M for walking and cycling projects around Australia. More information at <https://minister.infrastructure.gov.au/c-king/media-release/national-activetransport-fund>.
- Road Safety Funding and Federal Black Spot funding.

7. MONITORING AND EVALUATION

Monitoring and evaluation are critical components of this Bike Action Plan. It allows Council to track how well we are meeting our goals and objectives and allows us to adjust our approach where necessary. The framework is designed to monitor and evaluate the success of the North Sydney Bike Action Plan as a whole, as well as individual projects.



The overall outcome that Council is seeking to achieve is identified in the Integrated Transport Strategy, shaping the community's vision and goals for the next decade. The evaluation and monitoring framework is outlined below and in Figure 22.

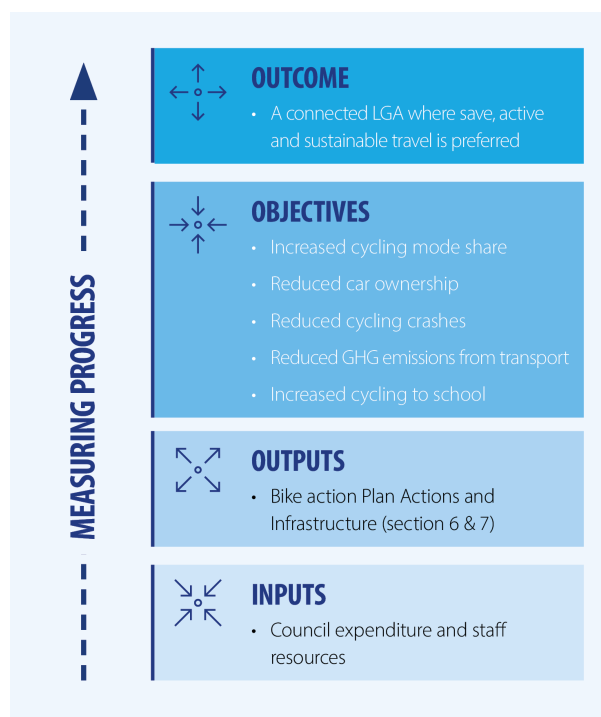


Figure 22 Framework connecting the Councils inputs, outputs, objectives and outcome

7.1 MEASURING PROGRESS

Data must be collected in order to measure progress towards the transport objectives and ultimate outcome. Data should come from multiple sources, including North Sydney Council's own collection. A list of data sources and types are offered below. Table 6 connects the strategic objectives and related data.

Table 6 Data required to measure the progress of the North Sydney Bike Action Plan objectives

OBJECTIVES	MEASURE
Increase cycling mode share to 3% by 2034/35, which is automatically collected in the NSW State Government Household Travel Survey.	TfNSW – Household Travel Survey (note that North Sydney is currently not included for data collection) <ul style="list-style-type: none"> Number of trips (all purpose) by bicycle (note that this data is not currently included) Percentage of trips (all purpose) by bicycle (note that this data is not currently included)
Increase the number of households that do not own a car to 25% by 2031 from a 2021 baseline of 19%**	Australian Bureau of Statistics – Census
Reduce the number of fatal and serious road accidents on all local streets to 3 crashes by 2033 (five-year average up to 2033) from a baseline of 9 (five-year average up to 2023).	NSW Centre for Road Safety – Crash Statistics <ul style="list-style-type: none"> Number of crashes involving pedal cyclists in North Sydney Council Number of pedal cyclist injuries in North Sydney Council Number of pedal cyclist fatalities in North Sydney Council
Reduce community greenhouse gas emissions by 65% by 2035 from a 2018 baseline of 973,984 tonnes CO ₂ -e.	Carbon inventory accounting using the Global Protocol for Community-Scale Greenhouse Gas Inventories 1.1 compliant methods.
Double the proportion of students who cycle to schools in North Sydney.	As part of the school travel behaviour shift (action A15), collect data on school travel patterns to monitor progress towards this objective.



APPENDIX A COST BENEFIT ANALYSIS

A cost benefit analysis of the network was undertaken to understand the value for money in delivering the North Sydney cycling network. This analysis modelled potential ridership increases brought about by increased provision of cycling infrastructure over the life of this Bike Action Plan. The result reveals an opportunity to realise \$2 back for every dollar spent.

TRAVEL ACTIVITY IN NORTH SYDNEY

The NSW Household Travel Survey¹ is conducted regularly, collecting data about how people travel across NSW. Travel data for North Sydney is collected in the survey. However, bicycle use is not reported separately, but rather combined into an 'other' category. This 'other' category has been disaggregated by benchmarking against the ABS Census and household travel surveys. This reveals a reasonably stable ratio of walking to cycling. Mode share assumptions from this disaggregation are shown in Table 7. This analysis reveals an estimated current cycling mode share for all trips of 1.4%.

Table 7 Mode share assumptions from HTS

DISAGGREGATED HOUSEHOLD TRAVEL SURVEY	MODE - DISAGGREGATED
31.2%	Vehicle driver
12.5%	Vehicle passenger
10.9%	Train
6.1%	Bus
2.1%	Ferry
0.1%	Light rail
1.4%	Cycle
0.8%	Other
34.9%	Walk only

Note that the 2022-23 had a significant increase in car use and reduction in public transport. This is likely a carryover effect from COVID-19 restrictions. As the long-term effect of these changes to travel habits are not well understood, the pre-COVID-19 cycling assumptions are used.

MODELLING CYCLING MODE SHARE

Current and future cycling mode share has been estimated based on the provision of cycling infrastructure. The Australian Transport Assessment and Planning Guidelines M4 Active travel — Background report² shows that there is a demonstrable link between the percentage of the road network which has infrastructure and bicycle activity. An elasticity of 0.35 has been determined based on analysis of 24 medium sized US cities.

The total length of existing cycling infrastructure, by typology, has been calculated for North Sydney. This was then weighted against the confidence factors of each typology based on the City of Melbourne's Near- Market Research report³. From this, the percentage of North Sydney's roads which have infrastructure provision was then calculated. Weighting infrastructure by confidence factor decreased the effect of low-quality infrastructure, such as bicycle symbols without any other treatment.

Applying the elasticity reveals a modelled cycling mode share of 1.31%, based on current infrastructure provision. This is only 0.07% lower than what is estimated from the NSW Household Travel Survey (see above). This was taken as the baseline cycling mode share.

The total length of proposed cycling infrastructure, by typology, has been calculated for North Sydney. Again, this was weighted by confidence factors, and the Australian Transport Assessment and Planning Guidelines M4 Active travel elasticity applied. This revealed a potential future mode share of 7.2%, a mode shift of 5.9%.

PROJECTING CYCLING ACTIVITY

The NSW Household Travel Survey shows the total number of trips, which reveals that there has been an average of 4.3 trips per person across the last three survey periods. This has been used to project the total number of trips per day from North Sydney residents into the future, based on population projections from the 2022 NSW Common Planning Assumption Projections⁴.

Based on the modelling above, the cycling mode share was projected to increase as the network develops, from 1.4% in 2025 to 7.2% by 2045. This was projected for each year, and then applied to the projected number of trips by North Sydney residents. A business as usual scenario, with no increase in mode share was also projected. The projected number of daily cycle trips, under a business as usual baseline scenario and network delivery scenario are shown in Figure 23.

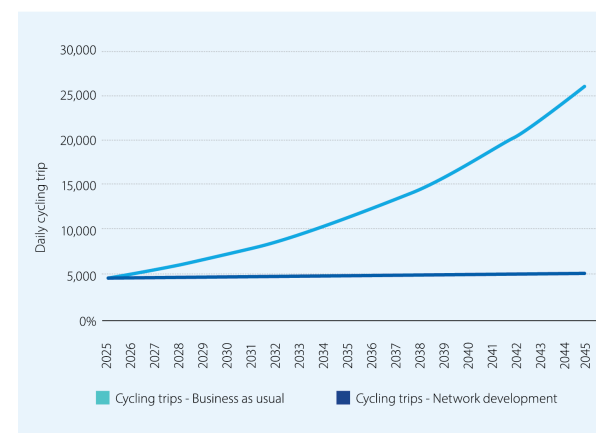


Figure 23 Projected daily cycle trips, 2025-2045

1 <https://www.transport.nsw.gov.au/data-and-research/data-and-insights/surveys/household-travel-survey-hts>
 2 <https://www.atap.gov.au/sites/default/files/documents/ATAP%20-%20N34%20M4%20Active%20travel%20-%20FINAL%20for%20publication%20-%20BACKGROUND%20-%202023-08-07.pdf>
 3 https://asdfsresearch.com.au/wp-content/uploads/2017/10/Bicycle_User_Confidence_Study_-_Nearmarket_Research_Analysis_Report.pdf
 4 <https://www.planning.nsw.gov.au/research-and-demography/population-projections/explore-the-data>

There are projected to be 56 million additional cycling trips in North Sydney between 2025 and 2045 as a result of implementing this Bike Action Plan.

The North Sydney Bike Plan has a BCR of 2, with a net present value of \$82 million.

ESTIMATING COSTS AND BENEFITS

This Bike Action Plan contains 46.1km of infrastructure improvements, with an estimated total construction cost of \$125 million. These costs would be spread over the life of the Bike Action Plan.

Table 8 Estimated construction costs (2024 AUD)

PROPOSED CHANGE	COST PER KM	TOTAL KM INSTALLED	TOTAL COST
Pavement markings	Up to \$120,000	4.2	\$366,522
Quietway	\$120,000	17.1	\$2,505,770
Shared path	\$1,000,000	1.6	\$1,577,726
Bike path	\$5,500,000	22.6	\$120,516,201
Shared zone	\$100,000	0.2	\$17,975
Subject to further design	Unknown	0.4	Unknown
TOTAL		46.1	\$124,984,194

Benefits are expected to accrue from the additional cycling activity. This is calculated on a per km basis, for each year, based on an average cycling trip distance of 4.5km. Queensland Department of Transport and Main Roads' estimated per km benefits of cycling are used, and are shown in Table 9. These benefits flow to individuals who use the infrastructure, society, and governments. All figures have been adjusted for inflation to 2024 AUD. A figure of total benefit per km cycled in North Sydney has been calculated by weighting the journey ambience by the proportion of the network which is separated and non-separated. This equates to \$1.22 (in 2024 AUD) per km cycled.

Table 9 Benefits per km cycled

BENEFIT	BENEFIT PER KILOMETRE CYCLED (2016/17)	BENEFIT PER KILOMETRE CYCLED
Health	\$0.67	\$0.84
Decongestion	\$0.27	\$0.34
Savings in car user costs	\$0.25	\$0.31
Journey ambience (separated infrastructure)	\$0.14	\$0.18
Journey ambience (non-separated infrastructure)	\$0.11	\$0.14
Infrastructure provision	\$0.04	\$0.05
Air pollution reduction	\$0.02	\$0.03
Parking cost savings	\$0.02	\$0.03
Greenhouse gas reduction	\$0.01	\$0.01
Noise reduction	\$0.01	\$0.01
Bicycle injury costs	-\$0.44	-\$0.55
TOTAL PER KM TRAVELLED IN NORTH SYDNEY	\$0.98	\$1.22

Source: Queensland Department of Transport and Main Roads⁸

Note: Prices are adjusted for inflation based on ABS Consumer Price Index, Australia, 640101 – June Quarter 2024⁹

A cost-benefit analysis was undertaken using the NSW Treasury CBA Tool³. Costs of the network were spread evenly over the twenty years from 2025 to 2045 and benefits from 2025 to 2045 were input. The results, assuming a 5% discount rate, are shown in Table 10. The North Sydney Bike Action Plan has a BCR of 2, with a net present value of \$82 million.

Table 10 North Sydney Bike Action Plan Cost Benefit Analysis

	UNDISCOUNTED	DISCOUNTED
Costs	\$123,252,938	\$81,861,916
Benefits	\$328,901,045	\$163,889,581
Net Present Value		\$82,027,665
Benefit to Cost Ratio		2

Note: Calculated with NSW Treasury CBA Tool³

A sensitivity analysis based on infrastructure cost is provided in Table 11. This compares the base case scenario, with use shown above, and costings with two alternative scenarios. In one scenario construction costs are 20% higher, while use is 20% lower, representing a worse case outcome. In the second scenario construction costs are 20% lower, while use is 20% higher, representing a better than expected outcome. All three scenarios provide the same level of protection to cyclists, and present a positive benefit to cost ratio.

Table 11 Sensitivity CBA based on different infrastructure costings

	BASE CASE SCENARIO	INCREASED CONSTRUCTION COST AND DECREASED USE SCENARIO	DECREASED CONSTRUCTION COST AND INCREASED USE SCENARIO
Present Value Costs	\$81,861,916	\$98,234,299	\$65,489,533
Present Value Benefits	\$163,889,581	\$131,111,665	\$196,667,497
Net Present Value	\$82,027,665	\$32,877,365	\$131,177,964
Benefit to Cost Ratio	2	1.3	3

The benefits calculated for this Bike Action Plan have only included estimated cycling activity for North Sydney residents. In reality, much of the new cycling generated from the provision of improved cycling infrastructure will come from people that do not reside in North Sydney. In effect, this BCR is likely to be a significant underestimate of the benefits associated with this Bike Action Plan, relative to costs. Further, the BCR would be significantly improved through the use of lower cost forms of separated cycling infrastructure.

¹ <https://www.tmr.qld.gov.au/Travel-and-transport/Cycling/Cycling-investment-in-Queensland/Economic-value-of-benefits-per-kilometre-cycled>

⁹ <https://www.abs.gov.au/statistics/economy/price-indexes-and-inflation/consumer-price-index-australia/jun-quarter-2024>

³ <https://www.treasury.nsw.gov.au/finance-resource/guidelines-cost-benefit-analysis>

NETWORK ASSUMPTIONS FOR COST BENEFIT ANALYSIS

For the purpose of the cost benefit analysis indicative cycling routes (Figure 24, Table 12) and types of infrastructure were assumed (Figure 25, Table 13).

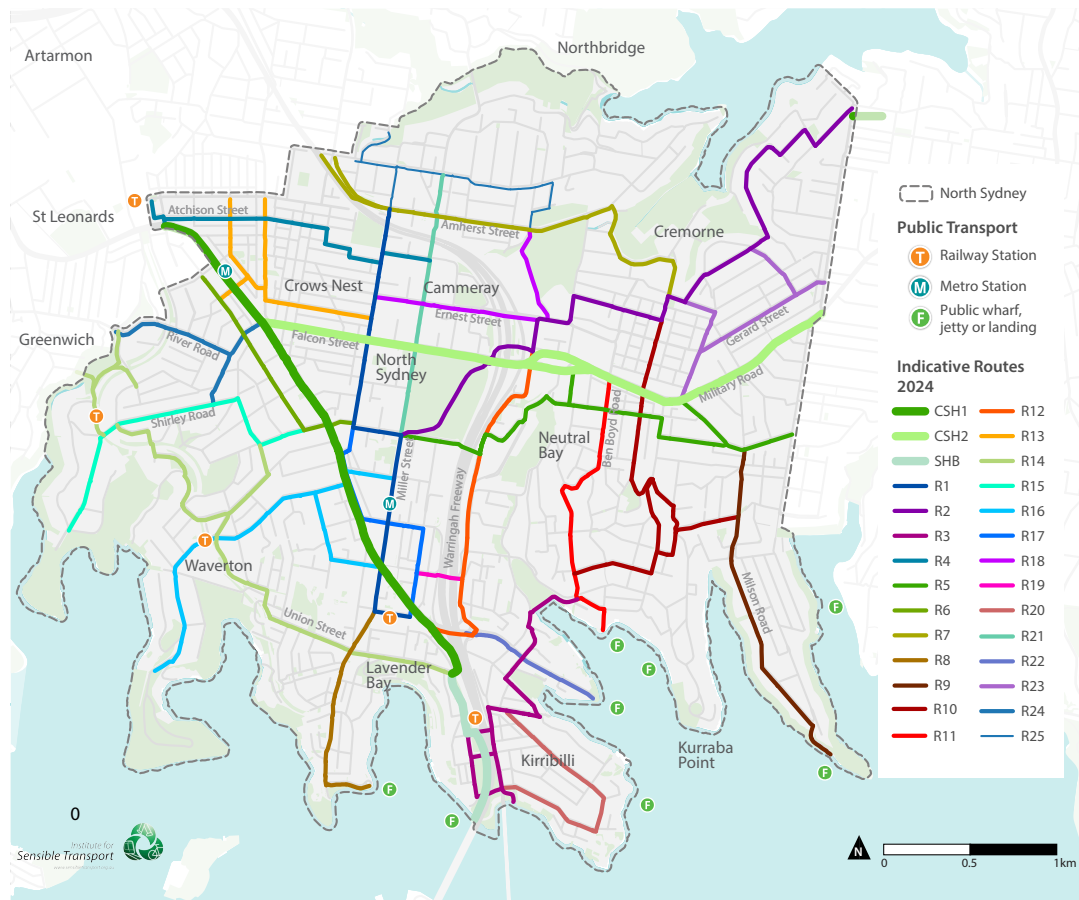


Figure 24 Indicative routes

Table 12 Indicative Routes

ROUTE	DESTINATIONS
R1	Sydney Harbour Bridge to Cammeray
R2	North Sydney to Mosman
R3	Sydney Harbour Bridge to Neutral Bay
R4	Crows Nest to St Leonards
R5	North Sydney to Mosman
R6	Sinclair Street Cycleway
R7	Cremorne to Naremburn
R8	North Sydney to Blues Point
R9	Cremorne to Cremorne Point
R10	Neutral Bay to Cremorne
R11	Neutral Bay to Neutral Bay Wharf
R12	Warringah Freeway Cycleway
R13	Crows Nest Metro Cycleway
R14	North Sydney to Lane Cove
R15	Wollstonecraft to Crows Nest
R16	Coal Loader to Pacific Highway
R17	North Sydney Local
R18	Ernst Street to Cammeray
R19	Mount Street Cycleway
R20	Kirribilli Loop
R21	Miller Street north
R22	North Sydney Wharf
R23	Cremorne local
R24	Wollstonecraft local
R25	Palmer Street link

Figure 25 shows the types of infrastructure assumed for the routes for the purpose of the benefit cost benefit analysis exercise.

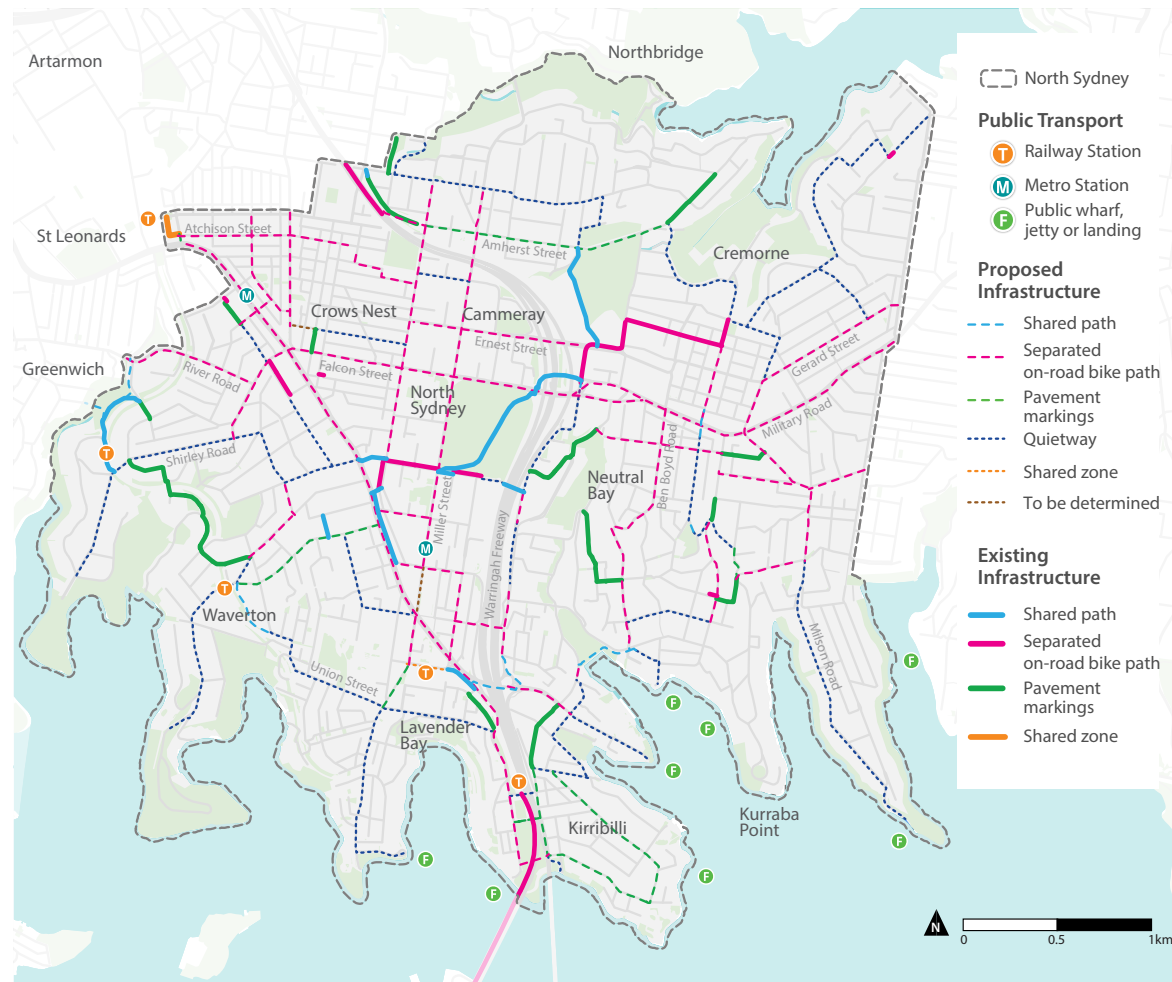
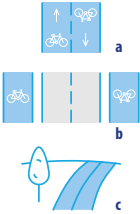






Figure 25 Types of infrastructure assumed for cost benefit analysis

Table 13 Types of infrastructure assumed for cost benefit analysis

EXAMPLE TYPE OF INFRASTRUCTURE	DESCRIPTION
 <p>Bike path</p>	<p>A bike path is a physically separated facility physical barriers ensure rider safety from moving traffic and parked vehicles. Bike paths can be designed for travel in</p> <ul style="list-style-type: none"> a both directions on one side of a street b one on each side of the street or c as fully separated path for only bicycle riders located away from the street, for example through a park or reserve. <p>They can also be called separated cycleways or protected cycleways.</p>
 <p>Quietway</p>	<p>A Quietway is a local street where people riding bicycles travel in the same lane as people driving vehicles. To be a comfortable network connection Quietways are streets with few vehicles and fewer heavy vehicles and where people drive at a safe speed, typically 30km/hr or less.</p>
 <p>Shared path</p>	<p>A shared path accommodates two-way bicycle and pedestrian movements without separation along either the footpath or an offroad path.</p>
 <p>Shared zone</p>	<p>A shared zone is a mixed traffic environment with pedestrians, bicycles and motorised traffic. Shared zones have speed limits of 10km/hr.</p>
 <p>Pavement markings</p>	<p>Pavement markings include painted bicycle symbols used to indicate or advise road users of the potential presence of cyclists, and of the location where cyclists may be expected to ride and painted bicycle lanes delineated by painted line markings to provide visual separation from motor vehicle traffic. Buffered painted cycle lanes are enhanced painted bicycle lanes with additional buffers on the sides of the bike lane. These buffers provide extra space between cyclists and motor vehicles or parked cars.</p>



NORTH SYDNEY BIKE ACTION PLAN

2025 – 2045

ATTACHMENT 2

North Sydney Bike Action Plan 2025-2045 Council response to submissions received during public exhibition 15 April and 26 May 2025

Background

To inform the development of the North Sydney Bike Action Plan, Council prepared three reports summarising research, site surveys and consultation activities:

- Stakeholder Engagement Report - summarises the feedback from the engagement activities including pop-up stalls, interviews, workshops and survey questionnaires.
- Saddle Survey Report - a comprehensive assessment of the North Sydney cycling network was conducted over three days, auditing the current conditions and gaps in the network.
- Background Report - an evidence base of best practice bike planning and a benchmarking of local and international case studies.

These three reports provided a better understanding of how we can make riding a bike more inclusive and a preferred mode of transport. The outcomes of the consultation and background research supported the development of the draft action plan.

The public exhibition of the draft Bike Action Plan was undertaken in accordance with Council's Community Engagement Protocol and the Community Engagement Strategy developed for the Bike Plan adopted by Council on 14 April 2025. Public exhibition took place for a period of 42 days between 15 April and 26 May 2025.

The Have Your Say webpage provided people opportunity to complete two surveys;
1) Barriers to Cycling and Factors that Support Cycling, and
2) an interactive map.

People also had the option to submit written comments by letter or email. All feedback received was documented, considered and incorporated into the final plan where possible.

A summary of the outcomes from the public exhibition period activities and how feedback informed the development of the final Bike Action Plan is provided in the 27 October Council report.

Submission details and Council's response are included in this attachment to the Council report as Table 1: Interactive map submissions and Table 2: Written submissions. The full content of the letters Council received from Bicycle NSW and Bike North advocacy groups are on file.

Attachment 2

Table 1: Barriers to Cycling

North Sydney Bike Action Plan 2025-2045

Table 1: Council's Responses to Additional Barriers to Cycling Identified by the Community from the "Other" Category

Themes	Comments from "Other" category	Council Responses
Safety	<ul style="list-style-type: none"> Frankly, riding a bike is just so unsafe and unsuitable for North Sydney. There are hills, narrow roads, lots of cars. The Council is just wasting our ratepayer money on these bike lanes (and the Council is just pandering to the bike lobbyists who greatly over estimate the number of cyclists on the road). Aggressive / inattentive vehicle users Too many aggressive drivers who speed on back roads and pass cyclists at dangerously close distances. It's dangerous at my age 	<p>Council acknowledges concerns about unsafe conditions. The Bike Action Plan incorporates safer speed limits, advocacy for protected cycleways, and integration of cycling into road renewal projects.</p> <p>The proposed cycling network has been amended to improve safety and connectivity between state, regional, and local routes in areas with greater propensity for cycling.</p>
Infrastructure	<ul style="list-style-type: none"> Bike lanes are not connected / linked up to key destinations Bike-lanes are poorly maintained and often blocked, too narrow, impede flow eg at junctions Poor infrastructure, which sums up a couple of the above issues. Bike paths are not connected - there are too many dangerous areas where travel by bike is not supported Prefer dedicated bike paths Traffic issues where a bike lane has been squeezed onto an existing road. 	<p>The Bike Action Plan prioritises closing gaps in the network and improving design standards.</p> <p>Council has reconsidered the cycling network to provide better connections to local, regional, and state routes, and includes actions to integrate cycling upgrades into road renewal and streetscape projects.</p>

Attachment 2

Table 1: Barriers to Cycling

North Sydney Bike Action Plan 2025-2045

Themes	Comments from “Other” category	Council Responses
Public Transport Integration	<ul style="list-style-type: none"> Unable to take bike on public transport 	Council will continue to advocate for improved integration of cycling with public transport, including supporting bike parking at transport hubs. The revised network aims to provide direct, connected routes linking to train, ferry and metro stations.
Parking & End-of-Trip Facilities	<ul style="list-style-type: none"> Lack of secure bicycle parking at destination End of trip facilities eg secure bike parking, showers, lockers 	Council will investigate opportunities for bike parking in public spaces. The Bike Action Plan highlights parking, wayfinding, and integration with community destinations to make cycling more practical and convenient.
Road Space	<ul style="list-style-type: none"> Putting a cycleway along Military Rd is a ridiculous idea. The road is way above capacity now. What are you going to do? Take away a lane? Share a bus lane? Take away a section of the footpath? What about parking? It’s already restricted with traffic flows, loss of parking with B-Line and peak hour. The artery is frustrating enough without complicating it for everyone further. I drive a car because I pay for roads infrastructure and will not trespass on the property of others. Road cyclists are trespassers on property they have not paid for. 	<p>Council acknowledges concerns about road space.</p> <p>The Bike Action Plan focuses on corridors that improve safety, provide direct connections, and integrate with state and regional transport planning.</p> <p>The Plan supports the North Sydney Integrated Transport Strategy Strategic Directions 1) Deliver infrastructure and programs that support healthy and active travel and 2) Promote sustainable transport options and make it easier for people to get around without a private car.</p> <p>Roads are paid for by general taxes which we all pay regardless of the mode of transport you choose. Roads are for the public and cycling is allowed on roads.</p>

Attachment 2

Table 1: Barriers to Cycling

North Sydney Bike Action Plan 2025-2045

Themes	Comments from “Other” category	Council Responses
Weather & Terrain	<ul style="list-style-type: none"> • Rain • There are hills, narrow roads, lots of cars 	<p>Council recognises terrain and weather are sometimes challenges.</p> <p>The Bike Action Plan supports e-bike use, improved wayfinding, and safer connections to key destinations, helping make cycling more viable despite topography and seasonal conditions.</p>
Personal Barriers	<ul style="list-style-type: none"> • Knee issues • I have 2 young children and dropping off and picking up from childcare on a bike is not always feasible as it is weather dependent. I have a new baby and a toddler so can't have the baby on a bike currently. • Commuting is much different to recreational cycling. • Disabled 	<p>Council acknowledges that cycling may not be suitable for everyone.</p> <p>The Bike Action Plan aims to broaden transport choices by making cycling safer and more accessible, while also providing for other travel modes preferred by some families, older people, and people with mobility needs.</p>
Mobility Scooters	<ul style="list-style-type: none"> • Need to include Mobility Scooters. We have electric bikes cluttering up our footpaths, Why don't we have mobility scooters available for people not strong enough to ride 2 wheeler bikes, and need to carry shopping? WHY ARE FIT PEOPLE PRIORITISED? 	<p>The Bike Action Plan prioritises safe and accessible infrastructure for all road and footpath users. Future investigations into streetscape designs will continue to consider equitable access while promoting sustainable transport options.</p>
Policy & Enforcement	<ul style="list-style-type: none"> • Mandatory Helmet Laws 	<p>Council acknowledges that some barriers fall outside local authority. While helmet laws are set by State Government, Council will continue to advocate for safe and accessible cycling infrastructure that complements broader regulatory frameworks.</p>

Attachment 2

Table 1: Barriers to Cycling

North Sydney Bike Action Plan 2025-2045

Themes	Comments from “Other” category	Council Responses
General Dissatisfaction with the Survey or Council	<ul style="list-style-type: none"> • This is a ridiculous question • These questions are clearly inadequate for this survey. I expect better from Council. 	Council notes the individuals dissatisfaction.
No Issue / Not Applicable	<ul style="list-style-type: none"> • I ride my bike all the time as transport 	The Bike Action Plan builds on the existing cycling network to support those that are already riding bikes and to encourage more people to ride for transport.

Attachment 2 Table 2: Factors that Support Cycling North Sydney Bike Action Plan 2025-2045

Table 2: Council’s Responses to Additional Factors that Support Cycling Identified by the Community from the “Other” Category

Themes	Comments from “Other” category	Council Responses
Safety	<ul style="list-style-type: none"> • Safety on footpaths. 	Council acknowledges concerns about pedestrian safety. The Bike Action Plan focuses on safer street design, separation of modes where possible, to protect people walking and riding.
Infrastructure	<ul style="list-style-type: none"> • Complete stage 2 of West St Cycleway • Better infrastructure! • Connected cycle ways • Having clear and pothole free paths and routes • Better connected cycling infrastructure • Wide shared walking bike lanes with signage 	Council is committed to delivering safe, well-connected, and well-maintained cycling infrastructure. In reviewing community submissions, the proposed bicycle network has been reconsidered to minimise gaps and strengthen connectivity with state, regional, and local routes. Maintenance and wayfinding are also priorities of the Bike Action Plan.
Public Transport Integration	<ul style="list-style-type: none"> • Better bike parking in the community. Like a park and ride for bike so people could ride and get the bus or metro/train 	Council supports better integration of cycling and public transport. The Bike Action Plan includes actions to expand bicycle parking opportunities, advocate for park-and-ride facilities, and strengthen links with bus, metro, and train services.
Parking & End-of-Trip Facilities	<ul style="list-style-type: none"> • End of trip facilities eg secure bike parking, shower, lockers 	Council recognises the importance of end-of-trip facilities. The Bike Action Plan supports public bicycle parking and advocates for secure parking, showers, and lockers in new or upgraded developments.
Road Space	<ul style="list-style-type: none"> • Cycle only freeways that are unobstructed by traffic, stops, pedestrians etc. • The roads are needed for the majority of people, not the minority who ride bikes. Congestion is bad enough now without taking more road space 	<p>Council acknowledges competing demands on road space.</p> <p>The Bike Action Plan integrates active transport into our transport system and seeks to reduce congestion by supporting more transport modes and reduce dependency on private cars.</p>

Attachment 2 Table 2: Factors that Support Cycling North Sydney Bike Action Plan 2025-2045

Themes	Comments from “Other” category	Council Responses
	<p>away. How about some plans to ease traffic jams?</p>	
<p>Mobility Scooters</p>	<ul style="list-style-type: none"> • Dedicated bike & mobility Scooter lanes. NO bikes on FOOTPATHS. I walk with 2 small dogs on lead and it's just a matter of time till a bike rider on the footpath clips my shoulder and gets tangled up with 2 dogs and me. If I survive do I sue Council. Safety on footpaths. 	<p>The Bike Action Plan prioritises infrastructure that separates people riding from people walking and seeks to improve accessibility.</p>
<p>Policy & Enforcement</p>	<ul style="list-style-type: none"> • Please keep footpaths for pedestrians. Have parking patrol officers authorised to stop cyclists on footpaths. Cyclists must dismount on footpaths and pedestrian crossings. This should be an urgent priority. • Enforce existing rules better. 	<p>Council supports compliance with road rules and safe behaviour. The Bike Action Plan emphasises education, advocacy, and working with enforcement agencies to ensure footpaths remain safe for pedestrians.</p>
<p>General Dissatisfaction with the Survey or Council</p>	<ul style="list-style-type: none"> • Nothing. I also think the premise of this question is faulty. It implies that raising bike riding rates is unequivocally positive, which I dispute • Improve North Sydney Council’s atrocious attitude towards cycling. 	<p>Council acknowledges differing views on cycling.</p> <p>The Bike Action Plan has been refined following community submissions and seeks to provide more transport choice and safety while improving network connectivity across the LGA.</p>

Attachment 2 Table 2: Factors that Support Cycling North Sydney Bike Action Plan 2025-2045

Themes	Comments from “Other” category	Council Responses
Recreation & Fitness	<ul style="list-style-type: none"> • I would prefer a cycleway like centennial park where you can ride for fitness • Cycling areas for recreation like Centennial Park 	<p>The Bike Action Plan includes a comprehensive network of routes that over time will also support fitness and recreational cycling.</p> <p>While it is challenging to provide additional cycleways in parks without impacting green space, the Bike Action Plan identifies a range of actions to encourage recreational riding. These include improvements to existing routes, connections to key destinations, and initiatives that make cycling safer and more accessible for all users.</p>

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Table 3: Council's Responses to Community Submissions received from the Interactive Map Survey

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
1.	Safety	Ilbery Park, Barry Street Neutral Bay	Cyclists and e-bike riders using the footpath on Barry Street, adjacent to Ilbery Reserve. refer to ECM 10408199. Proposed solution could be a separated bike path in Ilbery Reserve	The Bike Action Plan includes a cycling route through Ilbery Reserve. Council will investigate design options as part of the future design development process, with consideration of the current most relevant design guidelines.	1

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
2.	Infrastructure	2-12 Park Avenue Neutral Bay	<p>Yeo St is already too narrow to accommodate cars, buses to pass each other. Dangerous and limited footpaths for pedestrians. Traffic will only increase significantly with several new developments along this strip including new Woolworths and associated traffic. New “rat run” traffic from WHT works will further exacerbate the issue. There is no way a dedicated cycle lane is even plausible here.</p> <p>Whilst everyone loves the idea of cycle ways, the north Sydney dedicated lanes are highly underutilized. They are slippery, cross too many driveways, and 9 times out of 10 cycling commuters use the road instead. This is what you need to survey. Whether the programme so far has actually encouraged any bike riding. Not whether people like the idea of a cycle lane!</p> <p>Cycling as a means of transport is inherently discriminatory against older people, families with children, anyone who needs to carry goods.</p> <p>Please prioritise pedestrian access and public transport that benefits all of the community, over this \$30 million waste.</p>	<p>Council developed the Bike Action Plan as part of the Integrated Transport Strategy to deliver infrastructure and programs that support healthy and active travel and promote sustainable transport options and make it easier for people to get around without a private car.</p> <p>The Bike Action Plan aims to prioritise access for people walking and riding and public transport in response to projected growth and traffic changes in the area.</p>	0

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
3.	Infrastructure	William Street North Sydney	William St is an ideal candidate for a contra-flow painted bike lane, much like what exists on Middlemiss St. I often use this road to ride towards the SHB instead of using Miller St as there is less traffic/safer.	The final Bike Action Plan includes an action to investigate the suitability of one-way streets for two-way cycling.	2
4.	Infrastructure	St Peters Park, Blues Point Road North Sydney,	St Peter's Park - despite signage discouraging it - is heavily used by cyclists (including me) to access the SHB via Mackenzie and Middlemiss St. Council should recognise that this route is used by cyclists as it provides access to quiet streets and reduces interaction with cars. Why not just make it a shared path? The chicane can stay to ensure bike speeds are slow. Doing so would improve routes to access the SHB, and stop cyclists from having to choose between prioritising their own safety or complying with council signage.	Existing Council assets will be upgraded according to asset condition and other adopted strategies. When there is overlap with the cycling network, Council will ensure project scope and design are coordinated and budgeted to ensure the best strategic outcomes for North Sydney Council are achieved.	3
5.	Infrastructure	Morton Lane Wollstonecraft	This route terminates in a set of stairs that currently has an unusable bike ramp attachment. In its current form, this route receives 0 cyclist traffic because of this obstacle and it would need to be improved or modified into a usable structure for this route to be useful.	The previously proposed route on Morton Lane has been removed. The final proposed network now includes a route along Shirley Road connecting to the Pacific Highway.	1
6.	Infrastructure	317 Pacific Highway North Sydney	This shared path is a fantastic connecting route to the library and North Sydney Oval. I wish more quiet lanes and streets like this were limited to pedestrian and cyclists.	Thank you for the comment. Existing routes and connections that support access to the proposed cycling network are important for encouraging more trips by bike.	0

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
7.	Infrastructure	5 McHatton Street Waverton	This is a great little connection for cyclists and pedestrians to get to/from North Sydney while avoiding Pacific Highway.	Thank you for the comment. Existing routes and connections that support access to the proposed cycling network are important for encouraging more trips by bike.	0
8.	Infrastructure	497 Pacific Hwy Crows Nest	This street has an excellent contra-flow separated lane to allow easy access to the Metro. Good example of implementing two-way cycling on a one-way car street.	Thank you for the comment. Existing routes and connections that support access to the proposed cycling network are important for encouraging more trips by bike.	1
9.	Infrastructure	37 Ridge Street North Sydney	Although it's only a brief section, this street is an oasis of top-tier infrastructure in a desert of car-centric streets. My blood-pressure drops, and I can relax when I ride on this section as my risk of being squished by an SUV is greatly reduced.	Thank you for the comment. Existing routes and connections that support access to the proposed cycling network are important for encouraging more trips by bike.	0
10.	Safety	27-29 Morton St Wollstonecraft	Morton St experiences a large volume of 'Rat-Running' traffic, particularly during the morning peak-hour. This stretch of road would benefit from enhanced traffic calming measures and reduced speed limits to make it safer for non-car users.	The Bike Action Plan includes a section of Morton Street within the proposed cycling network. Council will investigate options to provide traffic calming as part of the future design development process to determine the preferred design, with consideration of the current most relevant design guidelines.	1

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
11.	Safety	Park Avenue Camberay	This intersection is a death waiting to happen. The site lines are terrible in both directions. The off-camber nature of the turn doesn't help. There needs to be a stop sign on Park avenue for the cars, most of them are rat running. Raised crossing for the bike lane that presents as a speed hump for the motorists on park avenue.	Council is currently considering the provision of a raised pedestrian crossing which includes a cycling crossing on Park Ave.	0
12.	Safety	76 Young St Cremorne	Road rules clearly state "If you're turning right from the continuing road, you must give way to oncoming vehicles on the continuing road going straight ahead", yet people motoring down Grasmere road turning right into Young St don't seem to ever give way to the cyclists who are using the little bike lane from Grasmere heading East. Needs better signage.	Council will investigate options to improve safety at Grasmere Lane and the Young Street cycleway.	1
13.	Safety	70-74 Wyong Road Mosman	the stop signs here need to be re-aligned such that the traffic on McPherson/wyong stops, and the regional cycle route along Ellalong/Wyong has priority. The existing site lines are pretty miserable, particularly for kids with limited peripheral vision.	Council will coordinate with other Councils to improve safety and priority along routes to cross LGA boundaries. We will pass this comment onto Mosman Council.	0
14.	Policy & Enforcement	34A-64 Brightmore Street Cremorne	Road rules clearly state "You must not park within 3m of any double dividing lines" however this is not enforced here. Change the signage to no parking along this strip, and enforce it.	It is concerning that drivers are not leaving the minimum 3 metre width for traffic to pass. This concern will be raised with Council rangers for their consideration of increased monitoring at this location.	1

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Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
15.	Safety	192-198 Ben Boyd Road Neutral Bay	there have been two cyclists killed within 10 m of here in the last 10 years. Council has done nothing to improve the situation.	<p>The NSW crash data has record of one cyclist fatality in 2014 with a car turning into Grosvenor Lane and a cyclist fatality on Ben Boyd Road at Military Road with a car turning left on the other side of the intersection in 2014. There is also a crash between a cyclist and pedestrian on Military Road and Ben Boyd in 2015 resulting in a serious injury.</p> <p>Improvements within a block of Ben Boyd and Grosvenor Lane include:</p> <ul style="list-style-type: none"> -Young Street cycleway (opened 2025) -shared zone on Grosvenor Lane between Ben Boyd and Young (opened 2020) -pedestrian activated signal across Military Rd west of Young St -planned Young St plaza between Military Rd and Grosvenor Ln -planned Yeo Street cycleway will link to Young Street and provide cyclists a safer option to cross Military Road at Young Street. 	0

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Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
16.	Infrastructure	Pacific Highway North Sydney	why is there no safe route between the bridge and St Leonards Park? Just get out there with some Jersey Barriers and get it done, like the way City of Sydney council did on Moore Park Rd in 2020, no consultation, no road works, just claim a lane back in the uphill direction on Pac Hwy and Miller. Do it, stop wasting time. New York City rolled out hundreds of miles of protected cycleways in a few years, North Sydney Council just does decades of consultation and delivers huge spending on landscaping and a few metres of paths.	The completion of the Warringah Freeway Upgrade presents the opportunity to advocate for the delivery of the Pacific Highway Cycleway. We will continue to advocate to the State government to deliver this cycling corridor as a high priority.	2
17.	Infrastructure	Cahill Expressway Milsons Point	Signage at Burton St required to recognize the status quo: this is a shared pedestrian/cycleway area. It is marked here as a cycle route, you need to put some signs up to make it legally so, before the next time Operation Pedro fires up again.	Council will consider a process to formalise existing shared paths that do not comply with current standards.	0
18.	Safety	21 Tobruk Av Cremorne	if this is part of the cycle network, but it doesn't have a separated path, then the speed limit should be 30 km/h.	Council will consider options in the future design development process to determine the preferred design with consideration of the current most relevant design guidelines.	1

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
19.	Infrastructure	Morton Lane Road Reserve, 97 Shirley Road Wollstonecraft	<p>It's not viable to make these steep stairs rideable. Given that this is the only proposed connection between Wollstonecraft and the Crows Nest village, it needs an acceptable solution. Either Shirley Rd or Rocklands Rd needs to be incorporated into the bike network to fix this.</p> <p>The proposed pedestrian crossing at Hume St and River Rd could be utilised to create a connection between Wollstonecraft Station and Crows Nest metro via Carlyle St and a short shared path section between the Hume St pedestrian crossing and Carlyle St.</p>	<p>The Morton Lane section of the cycling network is now proposed to follow Shirley Road between Newlands Street and Sinclair St/Pacific Hwy as a flatter and more direct connection.</p> <p>Council appreciates suggestions for improved cycling connections within neighbourhoods. Council will consider future opportunities to convert some raised pedestrian crossings to shared path crossings as funding allows.</p>	1

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
20.	Infrastructure	1A-1D Hume St Wollstonecraft	<p>Connections between Wollstonecraft and Crows Nest are vary poor and reliant on steep steps at Morton Ln.</p> <p>The proposed pedestrian crossing at Hume St and River Rd could at least be utilised to create a connection between Wollstonecraft Station and Crows Nest metro via Carlyle St and a short shared path section between the Hume St pedestrian crossing and Carlyle St.</p> <p>This will help people living West of Shirley and South of River Rd but there also needs to be a solution for those east of or on Shirley Rd.</p>	<p>The Morton Lane section of the cycling network is now proposed to follow Shirley Road between Newlands Street and Sinclair St/Pacific Hwy as a flatter and more direct connection. This is also more direct then Milner Cres>Carlyle St>River Rd>Hume St to locations at the primary intersection of Shirley Rd Pacific Hwy Falcon St</p> <p>Council appreciates suggestions for improved cycling connects within neighbourhoods. There may be future opportunities to convert some raised pedestrian crossings to shared path crossings.</p>	1
21.	Infrastructure	23 Edward Street North Sydney	<p>The existing quiet streets route from Mount St and Edward St to North Sydney Primary School and further north has been left off for some reason. It should be added back in and is an ideal solution to the Pacific Hwy problem if that can at least be solved quickly between the 2 blocks of Arthur St and Mount St.</p>	<p>The proposed final Bike Network includes bicycle routes proposed on Edward Street and Mount Street as suggested.</p>	1

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
22.	Safety	378 Pacific Highway Crows Nest	<p>The brand new bike lane (that's compulsory to use) here is very dangerous because cyclists are forced to ride in the gutter of a street with 50km/h speed limit. It's much more dangerous than the previous street use of not having the lane because at least then experienced riders could take the lane. The intersection at Nicholson St also facilitates left hook of cyclists by drivers too.</p> <p>Bike lane needs to be replaced with quiet street design of 30kph which extends into Nicholson St too.</p>	The bike lanes on Hume Street were installed by TfNSW as part of the Crows Nest Metro Station. Council is advocating for improvements prior to TfNSW handing over assets to Council.	2
23.	Weather & Terrain	Walumetta Drive Wollstonecraft	This area has needlessly excessive steep gradients and elevation loss. It also encourages high speed descents and right turns across roads to maintain momentum. A much better solution is to utilise quiet streets like King St, Ivy St Morton St etc.	Council reconsidered the proposed network in Wollstonecraft and recommend several changes in response to community feedback provided during the consultation process. To provide more direct connections between State Strategic cycleways, regional connections and local connections. The principle of neighbourhood streets as easy for walking and riding is also included. Existing quiet streets such as King, Ivy and Morton will service as additional access for people living in those pockets of the neighbourhood.	1

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Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
24.	Safety	Euroka Street Waverton	While this route 'should' be quiet and safe, it's part of the rat run route from River Rd that goes through Morton St too. Strongly encourage not just traffic calming measures but even a modal filter here to allow buses and bikes but not private cars.	The future design development process will consider options to determine the preferred design and address issues associated with cut through traffic	0
25.	Public Transport Integration	32 Macpherson St Cremorne	Middle Harbour Public School is just inside the Mosman LGA but has a large catchment in Cremorne North Sydney. A route to this school is required in planning. Belgrave and Gerard St is the most direct and flat but have high car usage.	<p>The revised proposed Cycling network includes Waters Road and Grasmere Road between Young Street and Military Road and Gerard Street between Waters Road and the Mosman LGA boundary.</p> <p>Belgrave Street between Ben Boyd Road and Gerard Street is not included in the proposed network. Council acknowledges this is a direct route option between the existing Sutherland Street cycleway and the Pacific Hwy NSW strategic cycleway.</p> <p>Council's future design development process will consider options to confirm the best route and determine the preferred design.</p>	0

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Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
26.	Road Space	72-102 Willoughby Road Crows Nest	<p>Willoughby Rd is heavily used by delivery riders who need to access restaurants to pickup deliveries. Riders are frequently on the footpath due to heavy car usage and car storage along this strip. This area desperately needs a solution sooner rather than later and it's not appropriate to ignore it because the restaurants won't survive without delivery riders.</p> <p>Removing private car access to Willoughby Rd of Albany St so that it's only used by buses, bikes, delivery vehicles and pedestrians would transform the area into a much more liveable space. The opening of the metro and huge high rise apartments going up mean that car access and parking can no longer be the priority here.</p>	Council will consider the extent of the modal filter as part of the Willoughby Road project identified in the Integrated Transport Strategy.	2
27.	Infrastructure	73 Willoughby Road Crows Nest	<p>Allowing 2 way for bicycles while maintaining 1 way for motor vehicles along these laneways could be a quick and cheap way to facilitate access for delivery riders to the rear entrances of restaurants on Willoughby Rd.</p> <p>The same could be done on Hume Lane for the western side restaurants too.</p>	The Bike Action Plan includes an action to investigate the suitability of one-way streets for two-way cycling.	2

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
28.	Infrastructure	40 Rosalind St Camberay	While a bi-directional cycleway along Ernest St is fantastic to serve ANZAC Park PS given that the majority of its catchment is to the west, it's going to take a lot of money and time to get done given how many cars currently use it. NSC should consider what minor upgrades can be done to Rosalind St on both sides of Miller St as a quick solution in the meantime - particularly once West St cycleway is completed	The revised proposed network includes Miller St between Ridge St and Palmers St and Pine St Carter Street east between Miller Street and Warringa Rd Warringa Rd between Amherst St and Warwick Ave, Avon Street and Warrick Avenue between Cater Street and Warringa Road in Cammeray Rosalind spur between Miller and West St.	2
29.	Infrastructure	Brook Street Naremburn	The existing crossing of the freeway and Brook St is currently really poor. A shared path from Palmer to Merrenburn on the narrow footpath isn't a fantastic solution but is probably the only viable one for riders heading north that understandably don't want to cross the freeway onramp. Please work with Willoughby Council to petition TfNSW to build an active transport overpass of the onramp / Brook St into Palmer St, Massey St or Jenkins St. This is the only way this fundamental route will be safe for all age cycling.	The final Bike Action Plan includes an action to improve collaboration with other Councils with shared boundaries.	2
30.	Infrastructure	114A High Street North Sydney	High St could easily be a quietway to facilitate access to Sub Base Platypus, Kesterton Park and the ferry terminal	The revised proposed network includes High Street as suggested to connect to North Sydney Ferry Wharf.	0

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
31.	Infrastructure	Pile Place North Sydney	<p>There needs to be infrastructure to connect the Kirribilli routes at McDougall St etc. over to the northern route along Alfred St North. Otherwise you would have to go all the way around to Ben Boyd Rd and not access Forsyth Park etc.</p> <p>Unfortunately Ennis Lane is far too narrow so something is required on High St west of Clarke Rd or the western end of Kurraba Rd as a last resort.</p>	<p>The proposed route in the final Bike Action Plan considers a variety of constraints and represents the intent to create a safe connection in Kirribilli.</p> <p>One of the first steps in the network implementation process is to confirm the best route with consideration of changes since the adoption of the strategy.</p>	0
32.	Infrastructure	2B Wallaringa Av Kurraba Point	<p>There is currently no planned access to Kurraba Point and May Gibbs cottage in particular. Allowing 2way bicycle flow along Wallaringa Ave while maintaining 1 way for cars would allow a viable link the existing route at Hayes St ferry terminal.</p>	<p>The Bike Action Plan includes an action to investigate the suitability of one-way streets for two-way cycling.</p>	0

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
33.	Infrastructure	McDougall Street Kirribilli	<p>Winslow St is a steep set of stairs and is not rideable and doesn't look like it can ever be made rideable. Particularly given the increasing proliferation of heavy ecargo bikes to carry kids, it's silly to have a route with stairs.</p> <p>If you can't ride it, it's not a bike route and shouldn't be on a bike plan.</p> <p>This means that an alternate link between Broughton St and Clarke Rd is needed. Hipwood -> McDougall -> Broughton St seems like obvious route that is already used by experienced riders.</p>	<p>The revised proposed network includes Willoughby Street and McDougall Street to replace the Winslow Street stairs.</p> <p>Council acknowledges this is not the most direct route option.</p> <p>The phased implementation of the network will include an options assessment as part of the design development process to confirm the preferred route and determine the best design to create the desired outcome of a safe and comfortable connection for people to ride a bike.</p>	1
34.	Infrastructure	18 Hipwood St Kirribilli	<p>It's great to see the currently one-way Hipwood St is to be converted to 2-way for bicycles. We need more of this in the bike plan. All existing one-way streets in the LGA should be analysed for potential conversion to 2-way for bicycles. City of Sydney has already done this and helps create a pop-up local network quickly and cheaply.</p>	<p>The final Bike Action Plan includes an action to investigate the suitability of one-way streets for two-way cycling.</p>	1

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
35.	Infrastructure	1-1 Nicholson Street Wollstonecraft	Creating a safe link between Sinclair St and Nicholson St should have been done by the metro project and is really needed to provide a rideable connection to the metro. Given that Morton Lane will never be rideable and needs to be removed from the plan, it's also worth making Shirley Rd a major route too because of so many people heading to Woolworths and all the delivery riders that need to serve restaurants on Willoughby Rd too.	The revised proposed network includes Shirley Road to replace the section of Morton Lane with topography constraints.	2
36.	Road Space	9-11 Willoughby Road Crows Nest, Sydney	Please close this area off to private cars. It's just full of motor vehicles blocking each other and spewing out fumes while idling to wait for a parking space and ruins the place value. There is far better use to use the road area for bike riders in both directions (who currently use the footpath) and this makes it much more pleasant for people moving between both sides of the road too.	Council will investigate the extent of the modal filter as part of the Willoughby Road project identified in the Integrated Transport Strategy.	3
37.	Safety	2 Laycock St Neutral Bay	Great to see a protected cycleway along Yeo St so that Neutral Bay Public School kids can walk and ride to school now. NB Public also has students coming from further away to attend Opportunity Classes there so cycling is a must.	Council notes the support for the proposed Yeo Street cycleway.	3

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
38.	Infrastructure	9 William Street North Sydney	Absolutely love the plan for a super cycleway along the Pacific Highway but Council must heavily advocacy that TfNSW delivers this along with the Western Harbour Tunnel. That road will initially decrease the traffic from the Sydney Harbour Bridge all the way to at least Falcon Street and the space needs to be immediately removed from vehicles to a safe cycling space.	The final Bike Action Plan includes an action to advocate for the implementation of the NSW strategic cycleway corridors.	3
39.	Infrastructure	Oxley Street Crows Nest	This bike route which connects to Crows Nest metro station needs to be extended further along Oxley Street to the Willoughby boundary at Chandos Street to connect to Willoughby route along Henry Lane.	The revised proposed network includes a connection along Oxley Street north.	3
40.	Infrastructure	Bradfield Highway Milsons Point	Good idea for a route through the park to reduce the need to unnecessarily deal with busy bus and ferry stops at the bottom of the hill.	Council notes the support for a route through Bradfield Park.	0

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
41.	Infrastructure	North Sydney Oval Miller Street North Sydney	<p>The existing path through St Leonards Park desperately needs upgrading because it's the only viable North/South connection in the area and will remain so for at least the medium term. The path already struggles with park run let alone micromobility traffic too.</p> <p>This is particularly important now that the motorway built ramp from Alfred St North to the Ridge St overpass will be 11% gradient (previously only 6%) which makes it practically impossible for anyone but the strongest riders to make it up. Even E-bike riders will struggle if they need to stop on the ramp for some reason.</p> <p>The vast majority of users will need to ride through St Leonards Park instead.</p>	Council will investigate options to improve the park path as part of its capital project prioritisation planning and coordination.	2
42.	Infrastructure	162 Ben Boyd Road Neutral Bay	Great to see Council is receiving "Get NSW Active" funding for the detailed design of Yeo St. This is so important to help kids walk and cycle to Neutral Bay Primary as well as local parks and sports fields - particularly because the school also has Opportunity Classes with students who come from outside its specific catchment area.	Council notes the support for Yeo Street cycleway.	2

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
43.	Infrastructure	170-178 West Street Crows Nest	<p>Great to see Council is receiving "Get NSW Active" funding for the detailed design for the remainder of West St to Amhurst St. This is so important to help kids walk and cycle to all the schools along here - Cammeray High School senior campus in particular.</p> <p>The gridlock of cars along West St every morning that disappears during school holidays clearly shows the desperate need to make it safe for kids to ride to school themselves.</p>	Council notes the support of the extension of the West Street cycleway.	4
44.	Infrastructure	36 Blue Street North Sydney	This road between Miller Street and Blue Street is essentially a major bus parking area with drop off and pickup. While a facility to provide bike access directly to North Sydney Station is excellent, this is not suitable for through bike traffic which needs to be a safe protected route along the Pacific Highway.	<p>Blue Street between Miller Street and Pacific Hwy is included in the proposed Cycling network.</p> <p>The phased implementation of the network will include an options assessment as part of the design development process to confirm the preferred route and determine the best design to create the desired outcome of a safe and comfortable connection for people to ride a bike.</p>	3

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
45.	Safety	West Street North Sydney	<p>08/05/25 at around 8:10 AM car hit a cyclist, resulting in the cyclist suffering broke both wrists, surgery and a plate in one wrist.</p> <p>It has been more than a decade since the council identified the need for a proper bike lane along west st.</p>	<p>Improving safety for people walking and riding is a priority of Council. With the support of NSW funding, Council can implement some of its planned network.</p> <p>We share your frustration and want o implement more sooner. More funding is need from State Government to fund Active Transport.</p>	1
46.	Infrastructure	Ridge Street North Sydney	<p>The route from Ridge St East (the bridge over the freeway) to Falcon St requires you to go all the way to Miller St. A tiny path between the Greens driveway and the main path would improve the cycling experience, and also stop the degradation of the grass.</p>	<p>The Bike Action Plan includes a proposed bicycle route through St Leonards Park, connecting Ridge Street and Falcon Street.</p> <p>The phased implementation of the network will include an options assessment as part of the design development process to confirm the preferred route and determine the best design to create the desired outcome of a safe and comfortable connection for people to ride a bike.</p>	0

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
47.	Safety	High Street North Sydney	It is super urgent that a safe way to get from Middlemiss St up the highway is created (rather than the existing very crowded shared path which has trees in the middle of it. The Warringah Freeway works took away a safe lane for bikes to get to Walker St, and this is now a very unsafe area.	Council advocates for improvements by NSW Government associated with major transport projects.	1
48.	Infrastructure	Pacific Highway North Sydney	I love this superhighway, and it should be fast-tracked as much as possible, as once the Bridge ramp is completed there will be many more bikes crossing the bridge and needing to get safely through the North Sydney area.	Implementation of the NSW Strategic Cycleway Corridors is dependent on State prioritisation of funding for Active Transport. To make a clear connection to NSW Government funding of its strategies, the Plan now refers to superhighways as NSW Strategic Cycleway Corridors.	0
49.	Infrastructure	West Street North Sydney	This shared path along West St will make an enormous difference to the cycling infrastructure in the area. It is a major missing link to the wonderful cycling infrastructure in Naremburn created by our neighbouring Willoughby Council	Council notes the support for the West Street connection in Naremburn.	0

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
50.	Safety	Miller Street North Sydney	This part of Miller St is currently quite unsafe, particularly going north, as it is only one lane with the new (very nice) tables on Miller St West. Ideally, this block would be closed to all traffic except buses, and would be much better for pedestrians and cyclists. It has become every more unsafe as pedestrians try and cross the road at the Metro station constantly - the less traffic on this block the better.	The Bike Action Plan includes a proposed route along Miller Street. Council will investigate options to improve cycling on this section of Miller Street outside of the Metro as part of the future design development process.	0
51.	Road Space	31-49 Willoughby Road Crows Nest	Willoughby Road should be closed to private cars from the Pacific Highway to Holtermann Street (the same closure as the annual Crows Nest Fair). Now that we have the metro, there is no need for buses to go down this section of Willoughby Road, and it would create a fabulous shopping destination which would attract far more visitors for the cafes and restaurants.	The extent of the modal filter will be considered as part of the Willoughby Road project identified in the Integrated Transport Strategy.	0

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
52.	Infrastructure	Wyagdon Street Reserve, Bent Street Neutral Bay	The "bike path "on this section of street is barely a path, it is painting on the already narrow pedestrian pathway. This street is wide enough that a proper separated path uphill could be made, which would be much safer for bikes given how steep it is going up.	<p>We acknowledge the bike path on Bent Street is narrow.</p> <p>The Bike Action Plan includes this bicycle route along Bent Street between Yeo Street and Winter Avenue.</p> <p>Council will investigate options to improve this existing cycling route as part of the future design development process to ensure alignment with current most relevant design guidelines.</p>	1
53.	Infrastructure	Zig Zag Lane Crows Nest	Would be good if some of these quiet one way streets had exceptions for bikes.	The final Bike Action Plan includes an action to investigate the suitability of one-way streets for two-way cycling.	1
54.	Infrastructure	11 McLaren St North Sydney	Would it be possible for a contraflow up Angelo lane (might be too narrow?)	The final Bike Action Plan includes an action to investigate the suitability of one-way streets for two-way cycling.	0

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
55.	Safety	Clark Road North Sydney	This is an extraordinarily unsafe area. The footpath is dangerously narrow, and pedestrians often have to step into the road when passing each other. It's impossible for children to use the cycling path. Frustratingly, there is enough space for 3 lanes of traffic plus a lane for parking on the North-West side of the intersection.	We acknowledge that the footpath is narrow. The Bike Action Plan includes a bicycle route along Clark Road, south of Anderson Park. Council will investigate options to improve cycling and walking on this route as part of the future design development process in line with the current most relevant design guidelines.	1
56.	Infrastructure	1-5 Holdsworth Street Neutral Bay	There is no footpath, and no shoulder to speak of on this side of Kurraba Road.	We recognise there is no footpath or shoulder on the eastern side of Kurraba Road, south of Holdsworth Street. This section is challenging due to space constraints. The Bike Action Plan includes a route at the southern end of Anderson Park to improve cycling connectivity in the area while bypassing this section of Kurraba Road.	1

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
57.	Safety	Carabella Street Kirribilli	<p>There is a high amount of traffic on this road. It is posted as a school zone only during certain hours of the day, and the speed limit is a whopping 40 km/h. Due to parked cars there is poor visibility of both pedestrians and cyclists, particularly at night. The footpaths carry many pedestrians, so it's not feasible for children to cycle on it.</p> <p>In The Netherlands, school zones are:</p> <ul style="list-style-type: none"> - 15 km/h - all hours (as kids / teachers often have activities outside of specific hours) - don't have cars parked in heavy pedestrian / cycling traffic areas. 	<p>The final Bike Action Plan includes an action to investigate the suitability of one-way streets for two-way cycling.</p> <p>Council will investigate options to provide traffic calming and lower speed limits as part of the future design development process, with consideration of the current most relevant design guidelines.</p> <p>Council will also take an area-based approach to investigating and proposing speed reductions to TfNSW as part of the implementation of the Integrated Transport Strategy.</p>	1

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
58.	Safety	14 The Avenue North Sydney	<p>Traffic heading North often exceed the speed limit of 50 km/h. Although there is plenty of space for a cycling lane, this is instead wasted on parked cars, adding an additional danger to cyclists of being 'doored'.</p> <p>Although the speed limit is 50 km/h, cars need to slow down near Anderson Park, causing a backup, and thus cyclists need to pass the same cars they have just been passed by.</p> <p>Suggestion: Change speed limit to 30 km/h. It will be much safer, and cars will still get to their destinations just as fast, if not faster, as before.</p> <p>In Dutch cities like Utrecht, all roads are 30 km/h, unless there is a physically separated bike lane.</p> <p>This means:</p> <ol style="list-style-type: none"> 1. Cars get to their destinations faster because of reduction of stop/start congestion. 2. Cyclists are safer 3. Which means more cyclists. 4. Which further reduces congestion. 5. Which reduces pollution (air and noise) 	<p>The Bike Action Plan includes a route along Clark Road south of Anderson Park.</p> <p>Council will investigate options that reduce cyclists' risk of being "doored" will be investigated as part of the future design development process, with consideration of the current most relevant design guidelines.</p> <p>Council will also take an area-based approach to investigating and proposing speed reductions to TfNSW as part of the implementation of the Integrated Transport Strategy.</p>	1

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
59.	Safety	Kurraba Road Neutral Bay	<p>Footpath on South side of Kurraba Road is too narrow for children to cycle on. High risk of bicycle going over curb and child falling into traffic.</p> <p>Speed limit is too high at 50 km/h, especially given poor visibility around corners.</p> <p>Change speed limit to 30 km/h.</p>	<p>We acknowledge the existing footpath is narrow to cycle on.</p> <p>The Bike Action Plan provides a route along a section of Kurraba Road and through the southern side of Anderson Park.</p> <p>Council will consider options to provide traffic calming to lower vehicle speeds and improve the safety of all road users as part of the future design development process with consideration of the current most relevant design guidelines.</p> <p>Council will also take an area-based approach to investigating and proposing speed reductions to TfNSW as part of the implementation of the Integrated Transport Strategy.</p>	1

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
60.	Safety	Ben Boyd Road Neutral Bay	<ol style="list-style-type: none"> 1. There is no crossing from the South-West to North-West corner of this intersection. 2. There is poor visibility of oncoming cars given the hill. 3. The crossings on the North and East sides require cyclists to push a "Beg" button 4. The time given to cross the road (while dismounted) is insufficient. (Motorists become impatient as soon as the pedestrian crossing starts to flash red) 	<p>We understand your crossing concerns.</p> <p>The Bike Action Plan includes a cycling route along Kurraba Road and Ben Boyd Road and it is expected the final design will address these concerns by providing improved bicycle crossing points.</p>	1
61.	Safety	30-30 Lavender Street Lavender Bay	<ol style="list-style-type: none"> 1. The footpath on the South side is too narrow for children to cycle on. 2. The speed limit is too high. <p>This is offset somewhat by a wider footpath on the North side.</p>	<p>We acknowledge the existing footpath is narrow and challenging to cycle on.</p> <p>The Bike Action Plan includes a bicycle route along Lavender Street.</p> <p>Council will investigate options to improve safety for all road users and provide traffic calming measures as part of the future design development process, with consideration the current most relevant design guidelines.</p>	1

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
62.	Policy & Enforcement	Bus Stop – Broughton St Opp Milsons Point Station Broughton Street Kirribilli	<p>I FREQUENTLY see motorists turning into Willoughby Street, at speed, and failing to give way to pedestrians crossing (from the North-East to South-East corner, and vice versa).</p> <p>This requires education and police presence to issue fines in accordance with Road Rules 72 and 73.</p>	<p>It is concerning that all drivers do not give way to pedestrians at crossings, as required under the NSW Road Rules.</p> <p>We recommend that this issue, along with further details such as the time of day, is raised with Police for their consideration of increased monitoring at this location to help change driver behaviour.</p> <p>As part of the Bike Action Plan, Council will also continue to deliver community education programs that promote road safety and encourage responsible behaviour by all road users.</p>	1
63.	Infrastructure	40-56 Waiwera Street Lavender Bay	<p>Parking on both sides of the street, but cyclists aren't allowed to use if heading North towards Lavender Street. 🚫🚲</p> <p>In Paris, all one-way streets allow cyclists to cycle in both directions.</p>	<p>The final Bike Action Plan includes an action to investigate the suitability of one-way streets for two-way cycling.</p>	1

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
64.	Infrastructure	160-160 Military Road Neutral Bay	<p>The bike plan is heavily dependent on this North/South crossing of Military Rd. It's the only one being proposed in the area with Merlin St no longer viable after the removal of the underpass with the freeway works unless there is a huge change of scope and they are made to build a crossing there.</p> <p>This means that Young St needs to be high capacity because every rider moving North/South of Military Rd needs to pass through here.</p> <p>Given that May Gibbs Pl is pretty small, a larger, high capacity crossing of Military Rd at Waters/Rangers Rd or Ben Boyd Rd is probably needed. They don't both need to be high priority for cars.</p>	<p>The final Bike Action Plan includes a route along Rangers Road and Waters Road to provide an additional north south connection across Military Road.</p> <p>Council will investigate options to provide sufficient bicycle capacity will be investigated as part of the future design development process, with consideration to the current most relevant design guidelines.</p>	0
65.	Infrastructure	Military Road Neutral Bay	<p>Laycock provides much better access to Yeo Street via its road closure at Military Road. Just needs a shared path along Military Road to connect to Merlin Street and Alfred Street North. Much better access to Yeo than Winter and Bent.</p>	<p>A bicycle route on Laycock Street has been added to the final proposed Cycling network.</p>	1

Attachment 2

Table 3: Interactive Map

North Sydney Bike Action Plan 2025-2045

Ref	Key Themes	Map Reference	Community Submissions	Council Responses	Votes
66.	Infrastructure	Grosvenor Lane Neutral Bay	Many of these quiet one-way laneways could easily be made 2-way for bicycles like in City of Sydney. This would help build a cheap and convenient local network - particularly for deliver riders while also laying the foundations for a much needed high capacity crossing of Military Rd at Ben Boyd Rd. Young St / May Gibbs place isn't really conducive to high bicycle throughput which it would need to be if that remains the only crossing of Military Rd in the plan.	The final Bike Action Plan includes an action to investigate the suitability of one-way streets for two-way cycling.	0
67.	Infrastructure	N/A	The bike plan is a great Council initiative... I often ride down William Street (from Mount to Miller) against the one way traffic flow. This is probably illegal but is safer than entering the Victoria Cross precinct. Is it possible to install a bike counter flow lane in William Street as successfully operates in Middlemiss Street nearby?	The Bike Action Plan includes an action to investigate the suitability of one-way streets for two-way cycling.	N/A (submission received via email)

Attachment 2

Table 4: Written Submissions

North Sydney Bike Action Plan 2025-2045

Theme	Bicycle NSW Submission Summary	Council response
Overall Position	Strong support for the Plan and its vision of safe, active, and sustainable travel. North Sydney is a critical bike route hub connecting northern suburbs to Sydney CBD. Bicycle NSW supports infrastructure, cultural change, and better network design.	Council notes support for the Bike Action Plan
Key Highlights of the Plan	- Clear vision, strong data, and a prioritisation framework.	Council notes support for the elements of the plan highlighted in the submission.
	- Ambitious but realistic cycling mode share goal (1.6% → 6%).	
	- Strong alignment with other strategies and policies.	
	- Two regional "superhighways": Pacific Hwy and Military Rd.	
	- Good Phase 1 projects: West St, Yeo St, Ernest St, St Leonards Park.	
	- Quietway network proposed: every street a bike street.	
	- Ongoing proactive education and behaviour change initiatives.	
Key Recommendations	- Prioritise Pacific Hwy over Military Rd – critical corridor for Sydney-bound riders.	Council amended Action A5 to refer to the NSW Strategic Cycleway Corridors and identify implementation of the Pacific Highway cycleway as a high priority.
	- Avoid the term "Cycling Superhighways" – prefer "regional/strategic cycleways".	The term superhighways was replaced with NSW Strategic Cycleway Corridors to more clearly align with the State Government strategic plan.
	- Return McLaren St to the plan – critical for station access.	The proposed final Cycling Network includes McLaren Street.
	- Develop Road Cycling Network – for strong/confident riders.	The strategic focus on developing a cycling network to encourage more people who are not currently riding to ride and those who already ride but would ride more if there was a connected network of protected cycleways.

Attachment 2

Table 4: Written Submissions

North Sydney Bike Action Plan 2025-2045

Theme	Bicycle NSW Submission Summary	Council response
	- Improve Metro station connections.	Council is advocating for improvements prior to TfNSW handing over assets to Council.
	- Ensure safe school routes within 1km of each school.	This is part of our road safety program objectives.
	- Enhance cross-boundary links and collaboration with neighbouring LGAs.	<p>We reassessed the proposed cycling network to ensure the primary routes connecting to neighbouring LGAs were included. Missing links at Gerard Street (to Mosman and nearby school), at Oxley Street (to Willoughby), River Road (to Lane Cove) and High Street (to North Sydney ferry wharf) were added.</p> <p>We added an action A22 to improve collaboration with neighbouring LGAs.</p>
	- Trial separated cycleways using temporary materials.	<p>The material type is a consideration during the project development to assess opportunities for cost saving. Durability and maintenance costs are also considered.</p> <p>Opportunities to reallocate road space may be possible with the use of temporary materials, however these opportunities are considered within the context of our community engagement policies and capital works and maintenance programs.</p>
- Set clear rollout targets for infrastructure, e.g., set goals for the completion of Phase 1 projects, such as West Street and Yeo Street, to help keep Council on track.	<p>We acknowledge clear targets for the implementation of the cycling network is important.</p> <p>The target in Action A5 is what we think is feasible (e.g. 5% consulted/year a ready for grant applications).</p> <p>Progressing the network implementation is dependent on NSW funding. Projects that are awarded Get NSW Active funding will be completed within the timeframes</p>	

Attachment 2

Table 4: Written Submissions

North Sydney Bike Action Plan 2025-2045

Theme	Bicycle NSW Submission Summary	Council response
		set out in the funding agreements.
Infrastructure Design Concerns	- Too many painted lanes proposed – not compliant with TfNSW guidelines.	We agree. The intent is to use low-cost treatments to the greatest extent possible where appropriate and prioritising investment in separation along sections of routes that need it the most. The typologies shown in the Cost Benefit Analysis section are indicative for the purpose of developing a reasonable costing to complete the network.
	- Painted lanes should be limited to contraflow, uphill, or road cycling routes only.	
	- Bollards and chicanes should be avoided – dangerous and non-inclusive.	We agree.
	- Quietways proposed on unsuitable streets (e.g., Lavender St).	The existing conditions of a street inform the road space allocation, operational changes and design interventions required to make the street function as a quietway.
	- Some routes proposed are unsuitable (e.g., Morton Lane steps, Winslow St).	The cycling network was reassessed with consideration of similar comments raised and changes are proposed. For example extending the route on Shirley Road rather than Morton Lane.
Mapping Issues	- Current maps are unclear and use overlapping colours.	Thank you for raising these issues. We have revised the maps to make them more legible. We try to ensure accuracy, but there may still be inconsistencies. Please bring these to Council's attention if other inconsistencies are found.
	- Errors in route phasing and typologies shown.	
	- Blank map in Section 1.1 and data inconsistencies (e.g., cycleway lengths).	

Attachment 2

Table 4: Written Submissions

North Sydney Bike Action Plan 2025-2045

Theme	Bicycle NSW Submission Summary	Council response
Mapping Recommendations	- Develop interactive online map with filter layers and real-time updates.	We appreciate these ideas. We will endeavour to improve our maps as funding and resourcing allow.
	- Create a simplified, clear print map (like City of Sydney's).	
	- Show inter-LGA connectivity clearly on maps.	
Car Parking Policy	- Plan lacks clarity on future car parking changes .	Thank you for these comments. Management of kerbside use is important to meet the objectives of the Integrated Transport Strategy. Strategic Direction 3 sets the principles and associated actions for implementation.
	- Council should clearly state willingness to remove parking where needed.	
	- Emphasise public space is for people , not private vehicle storage.	
Speed Limits	- Strong advocacy for 30km/h limits across local streets.	Safe speeds are essential to achieving our road safety objectives. We will continue to work with the community and NSW to implement and achieve safer speeds on streets within the Council area.
Imagery & Messaging	- Replace images showing fast, Lycra-clad cyclists.	Thank you for these suggestions.
	- Use inclusive, inspiring images showing all ages/abilities .	
	- Refer to Healthy Streets Imagery Guidance .	
	- Show examples of best-practice infrastructure .	

Theme	Bike North Submission Summary	Council response
General support	Bike North welcomes the plan and supports its development, acknowledging improvements to date and the need for updates due to infrastructure changes and evolving cycling demands.	Council notes your support of the plan.
	Supports the structure: <ul style="list-style-type: none"> - Cycling Super Highways - Local Routes (3 phases) - Neighbourhood Routes (every street a bike street) - Action list and cost/benefit analysis appreciated. 	
Cycling Super Highways	Pacific Highway : Strong support; should include an explicit goal to build a separated cycleway to Falcon Street or St	We have changed the cycling super highways to NSW Strategic Cycleway Corridors.

Attachment 2

Table 4: Written Submissions

North Sydney Bike Action Plan 2025-2045

Theme	Bike North Submission Summary	Council response
	<p>Leonards. Opportunity created by WHT.</p> <p>Falcon St / Military Rd: Aspirational; needs TfNSW involvement and future planning.</p>	<p>Action A5 is proposed to be amended to identify implementation of the Pacific Highway cycleway as a high priority.</p> <p>Council expects leadership from State Government to implement all of the NSW Strategic Cycleway Corridors. Council will advocate for the implementation in North Sydney and will collaborate to ensure the best design outcomes.</p>
Phase 1 Local Routes	<p>Strong support for all 5 Phase 1 routes, especially those with separated cycleways:</p> <ul style="list-style-type: none"> - R1 (West St): Critical north-south link; extend to Jenkins or Palmer St. - R4 (Atchison St): Good east-west link to St Leonards. - R5 (Yeo St): Key for Neutral Bay schools; recommend alternative routing. - R18 (Ernest St): Connects key schools and fills a gap. - R2 (to Mosman via Cremorne): St Leonards Park upgrade urgently needed. 	<p>Council notes your support for Phase 1 Routes.</p> <p>Some of the routes have been designated as regional to make the implementation intent clear.</p>
Phase 2 & 3 Routes	<ul style="list-style-type: none"> - Concern over reintroducing routes with steps (e.g., Morton Lane, Winslow St) – unsuitable for cargo/e-bikes. - Useful informal routes (e.g., Mount and Edward Streets) should be retained. - Need better connectivity to Crows Nest Metro and neighbouring LGAs. - Recommend continuing Oxley St to Chandos St for Willoughby link. - Request for workshop with Council before finalising later phases. 	<p>Council amended the proposed cycling network with consideration of your feedback.</p>
Additional Actions Requested	<p>Introduce a program to assess and convert one-way streets to two-way cycling</p>	<p>Council proposes to amend Action A10 to include: Developing a program to investigate one-way streets to determine the safety of allowing two-way bike travel.</p>

Attachment 2

Table 4: Written Submissions

North Sydney Bike Action Plan 2025-2045

Theme	Bike North Submission Summary	Council response
Conclusion	<p>Overall support with key amendments to:</p> <ul style="list-style-type: none"> - Prioritise strategic opportunities (e.g., Pacific Hwy cycleway). - Ensure practical, safe, and connected infrastructure. - Plan for emerging rider demographics. <p>Bike North offers ongoing collaboration with Council.</p>	Council notes your overall support and have proposed amendments to the plan in response.

Topic	Resident Submission	Council response
Acknowledgment of Country	<p>I am writing in response to the draft bike plan. I have filled out the survey and I'm very pleased to see the proposed upgrades for bicycle transport. I commend Council for this initiative.</p> <p>The reason I'm emailing you separately is I was quite concerned with the wording of the plan. The acknowledgement of country seems to be part of a trend towards ever more extravagant statements of aboriginal sovereignty. I noted there was reference to the fact that the land is unceded etc.</p> <p>This forms part of a narrative which is unrelenting and utterly one-sided. There was no accompanying statement affirming the validity of Australian sovereignty or the value it has conferred on its citizens. This was hurtful and non-inclusive. And like all such statements ultimately socially divisive.</p> <p>Furthermore, will Institute for Sensible Transport and or Council be paying compensation or paying rent to the 'rightful' owners of the land? If not, will they making plans</p>	<p>Thank you for your feedback and support for the proposed improvements to bicycle infrastructure.</p> <p>The Council's same Acknowledgement of Country provided in the adopted Integrated Transport Strategy is included in the final Bike Action Plan.</p> <p>Council includes such acknowledgements to respectfully recognise the traditional custodians of the land and their ongoing connection to it. These acknowledgements align with Council's Aboriginal & Torres Strait Islander Cultural Protocol Guidelines and are not intended to be political statements, but rather an expression of respect and inclusion.</p> <p>We understand that views on this matter can differ and appreciate you taking the time to share yours.</p> <p>The acknowledgement written by the contributing consultant and included in the draft is removed because the final plan is a Council document.</p>

Attachment 2

Table 4: Written Submissions

North Sydney Bike Action Plan 2025-2045

	<p>to shortly vacate the premises? Of course not and I'm quite sick of this sort of hypocrisy.</p> <p>Ultimately, I'm not interested in hearing the political opinions of the authors of the plan or for that matter the elected body which purports to speak for its voters. This is something that needs to be wound back in the drafting of future strategic documents by Council. I request that you confirm by return email written confirmation that this will take place.</p>	
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ATTACHMENT 3

North Sydney Bike Action Plan 2025-2045 Summary of proposed amendments

The key focus of this Bike Action Plan is to leverage community interest in cycling by creating a connected network of cycling infrastructure that provides people access to where they need to go by bike and meet their requirements for safety and comfort.

The draft Bike Action Plan included a proposed cycling network and actions to investigate the provision of safer bicycle infrastructure, crossings, traffic-calmed streets, improved lighting, end-of-trip facilities, and links to public transport. It also supports education programs and community initiatives to build cycling skills and confidence.

After a careful review and consideration of submissions received, the following changes are proposed to the final Bike Action Plan to best align with community's needs. Copy-editing throughout the document was made for the purpose of presenting a clear, concise, plain language document to improve legibility. The copy-editing changes are not itemised in this report. *A detailed summary of the proposed changes are provided in Attachment 2.*

Section 5 Prioritisation – Summary of Approach

Section 5 includes changes to headings, moving two sections to the cost benefit section, new paragraphs for clarity regarding what is represented in the plan and what the process is to implement the proposed cycling network. New wording is shown in italics under the plan headings below. The content of the tables were updated.

Section 5.1 heading changed to *Safe Neighbourhood Streets Connected to Regional and Local Routes.*

- New paragraphs in italics below

Safe neighbourhood streets. A clear message from the community was the need for every street to be comfortable to ride along. Neighbourhood streets are created by the introduction of safer speed limits and traffic calming measures designed to minimise through traffic on local, residential streets. These are critically important because without safe neighbourhood streets, people cannot access their residences safely.

North Sydney's future cycling network includes three route designations to connect people between their homes, schools, shops and work (Figure 19):

- *NSW Strategic Cycleway Corridors - These routes are the NSW Strategic Cycleway Corridors and offer the quickest, most direct, and most convenient routes for cycling between regions of Sydney.*
- *Regional routes - connecting key destinations across Local Government Areas and between North Sydney and neighbouring*

ATTACHMENT 3 Summary of proposed amendments North Sydney Bike Action Plan

Councils. These connections are critically important given the function North Sydney plays as a connection to the City of Sydney, from other parts of the Greater Sydney region.

- *Local routes - connecting neighbourhoods to nearby neighbourhoods and to regional routes and NSW Strategic Cycleway Corridors. These broaden the network to enable people to travel from their neighbourhoods, for daily trips such as school, shopping, work and community places.*

Section 5.2 Prioritisation – Summary of Approach

- The following sentence was added to the end of the first paragraph: Indicative typologies of infrastructure and benchmark costs were used to estimate the cost of completing each route.

Section 5.2.1 Results

- New subheading and paragraph: Baseline prioritisation

The initial prioritisation of the routes as part of this Bike Action Plan is shown in Table 5 provides a baseline to inform an ongoing implementation process.

We used this prioritisation framework to gauge when routes may be implemented.

This provides an indication for capital work planning and budgeting, as shown in Table 4. The framework to help guide staged delivery across 20 years.

- New subheading and paragraph: Ongoing process

Using this framework network prioritisation will be reviewed annually as part of Council's budget process with consideration of state funding guidelines, land use changes and other emerging opportunities to leverage cost effective implementation.

Section 5.2.2 heading changed to Future Network phased implementation

- New paragraph added

Network implementation will involve an annual review of implementation priorities and funding opportunities and constraints. A project development process will also inform implementation to ensure the desired outcome of a safe and comfortable connection for people to ride a bike along. The project development process includes:

- confirming the most direct route with consideration of any changes in land use and other infrastructure,
- assessing road space allocation, operational changes and design options to determine the preferred design consistent with current design guidance and policy, and
- community engagement.

Council relies on NSW Government funding to implement most of the planned cycling network. Action A4 sets a target of completing concept designs and consultation on 5% of the prioritized cycling network each year, ready for grant applications. The NSW Strategic Cycleway Corridors require State leadership and funding for implementation.

The indicative implementation phases of the cycling network are shown in Figure 22.

Proposed North Sydney Cycling Network

- Categories of routes

The cycling network routes were further defined into three categories:

- NSW Strategic Cycleways Corridors (SCC) - The Super Highways in the Integrated Transport Strategy and the draft Bike Action Plan that had been categorised as Regional are now referred to as the NSW Strategic Cycleway Corridors for clarity and consistency with the NSW Government.
- Regional connections – the primary connections between the SCC and routes in neighbouring Council areas and to train station and ferry terminals
- Local connections – the connections between local neighbourhood streets and regional connections.

The principle of neighbourhood streets as easy for walking and riding remains part of the overall strategic approach to meet our road safety objectives. Existing quiet streets such as King, Ivy and Morton and other connections used by people to access places by bike continue to provide additional access for people living in each neighbourhood.

- Cycling propensity index

The comments specific to the proposed cycling network were compared to the Propensity Index map in section 4 of the plan to ensure the network better served the areas that will lead to the strongest uplift in cycling participation. Network gaps were identified in Cammeray, Cremorne, Neutral Bay, Waverton and Wollstonecraft in areas with greater propensity for cycling.

Five clusters of links were identified to fill the gaps identified and provide more direct connections between State Strategic Cycleway Corridors, regional connections and local connections in areas with greater propensity for cycling and incorporate community feedback. The cost benefit analysis was recalculated to confirm the feasibility of adding the routes to the proposed cycling network.

A summary of the additional proposed routes by suburb:

1. North Sydney	<ul style="list-style-type: none"> • Miller Street north of Ridge Street, North Sydney and Cammeray • Edward Street and Mount Street • McLaren Street (between Miller Street and Pacific Hwy) • High Street, North Sydney
2. Cremorne local	<ul style="list-style-type: none"> • Waters Road and Grasmere Street, Cremorne • Gerard Street, Cremorne • Benelong Road, Cremorne (between Brightmore St and Gerard Street)
3. Woolstonecraft/Waverton local	<ul style="list-style-type: none"> • Crows Nest Road, Waverton • Morton Street, Waverton (between Crows Nest Road and Hazelbank Road)

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	<ul style="list-style-type: none"> • Shirley Road, Wollstonecraft • River Road, Wollstonecraft
4. Neutral Bay local	<ul style="list-style-type: none"> • Wycombe Road, Neutral Bay • Aubin Street, Neutral Bay • Kurraba Road, Neutral Bay • Laycock Street, Neutral Bay
5. Cammeray and St Leonards	<ul style="list-style-type: none"> • Oxley Street, St Leonards • Willoughby Street, St Leonards • Carter Street, Cammeray • Avon Street, Cammeray

The following segments were removed from the network:

1. Morton Street north of Newlands (topography)
2. St Leonards Park Link (duplicate and less direct route)
3. Atchinson Street between Matthew Street and Matthew Lane and Matthew Lane to St Thomas Rest Park (duplicate route)

Map amendments

Four maps were amended to respond to comments received:

- Cycling Network includes State Strategic Cycleway Corridors, regional connects, local connections and the five added route clusters.
- Cycling network phased implementation. The map was retitled and updated based on the new proposed routes and amended cost benefit analysis. Phased implementation map was amended to reflect the changes to the proposed cycling network and revised cost benefit analysis.
- The typology categories were consolidated from 11 to 6 and the map was moved to the cost benefit analysis. It is not intended to be prescriptive but is indicative for the purpose of establishing a baseline cost estimate.
- Route map consolidated with the route table and moved to the cost benefit analysis. It is not intended to be prescriptive but is indicative for the purpose of establishing a baseline cost estimate.

Section 6 Actions and Implementation Plan

Section 6.1 Linking Challenges with Actions

- First paragraph edited for consistency and clarity.
- Changes and Actions table edited for consistency and clarity.

Section 6.2 Actions

- Paragraphs edited for consistency and clarity:

Section 6.2.1 Policy and behaviour change

- Three actions were amended and one new action added in response to feedback received on the draft Bike Action Plan:
 - A5 amended to: refer to the NSW Strategic Cycleway Corridors and identify implementation of the Pacific Highway cycleway as a high priority.

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- A9 amended to add: Consider a process and funding source to formalize existing shared paths, prioritising those within the Cycling Network.
- A10 amended to include: Developing a program to investigate one-way streets to determine the safety of allowing two-way bike travel.
- A22 added action: Collaborate with others Councils and agencies - Council will led by example and share information and experience with other Councils, agencies and organisations working to improve the community or practice to meet common strategic goals for healthier and more resilient communities with active and sustainable transport as a first choice. Council will actively seek opportunities for collaboration and develop positive working relationships to build professional capacity and community networks to achieve shared strategic policy outcomes.

Cost Benefit Analysis

The cost benefit analysis was recalculated to confirm the feasibility of adding the routes to the proposed cycling network. The section was moved to Appendix A as it is the technical analysis that supports the proposed network and actions. This allows the key sections to be the focus of the Bike Action Plan.

Section 3 Projecting cycling activity

- Projected cycling mode share increased from 6% to 7.2% based on the proposed network changes (new routes in high propensity for cycling areas)
- figure updated

Section 4 Estimating costs and benefits

- The additional proposed routed increased the network from 38.8km to 46.1km.
- The total cost estimate to complete the network reduced from \$157million to \$125 million. The cost reduction is the result of refining the benchmark rates based on information provided after the draft action plan was presented. For the cost of separated on-road bike paths an updated benchmark rate of \$5.5million/km was used.
- The cost-benefit analysis was undertaken using the NSW Treasury CBA Tool¹⁰. Costs of the network were spread evenly over the twenty years from 2025 to 2045 and benefits from 2025 to 2045 were input.
- The results, assuming a 5% discount rate resulted in a BCR of 2 (previously 1.4), with a net present value of \$82 million (previously \$35.3 million)

Section 5 new section Network Assumption for Cost Benefit Analysis

- This section includes the maps and descriptions of the routes and typologies assumed for the purpose of the cost benefit analysis.
- For Cost Benefit analysis indicative cycling routes and types of infrastructure were assumed
- Figure showing the types of infrastructure assumed for the routes in the Bike Network. The assumptions were made for the purpose of the benefit cost analysis exercise.
- Table explaining the typologies The typology categories were consolidated from 11 to 6 and the map was moved to the cost benefit analysis. It is not intended

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to be prescriptive but is indicative for the purpose of establishing a baseline cost estimate.

Section 7 Monitoring and Evaluation

- Renumbered from section 8 to section 7
- No other changes except changing Bike Plan to Bike Action Plan

List of tables and figures moved from Appendix A to the Table of Contents