



North Sydney Bike Action Plan

Stakeholder Engagement Report - Final

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Institute for
Sensible Transport



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Executive Summary



North Sydney Council have identified the need to review and update the 2014 North Sydney Integrated Cycling Strategy. This is the second in a series of reports developed for this project and documents the outcomes of the stakeholder engagement.

Summary of engagement activities

A series of different engagement activities were undertaken as part of this project. This included:

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

Overall, hundreds of individual items of feedback were received, from a diverse group of professional and community stakeholders.

What we heard

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 more people the freedom to choose cycling. A synthesis of the key themes to emerge from the workshops is provided in the figure below.



Protected lanes on major roads for regional routes (e.g. Pac HWY, Miller St, Military Road)



More crossing opportunities traversing major transport infrastructure (e.g. Warringah FWY)



30km/h limit on residential streets + quietways that use mode filters



Integrate cycling network with schools and public transport hubs



Create regional routes on main roads then local connector routes on residential streets

Key workshop findings – a summary

A more ambitious approach to the development of the North Sydney cycling network was the key message from workshop participants.

One-on-one interviews

Several long-form, one-on-one interviews were conducted with members of the public. These interviews used a semi-structured approach in an effort to build a deeper understanding of how people make transport choices in North Sydney.

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



More separation between cars and people on bikes



Easier ways to cross large infrastructure barriers



User friendly connections to public transport and schools



Very secure bike parking at railway stations



Prioritise connections to the Metros



Better wayfinding and advertising of routes available



Education to assert the right of people to ride on the road

Key themes from in depth interviews

Online survey and mapping

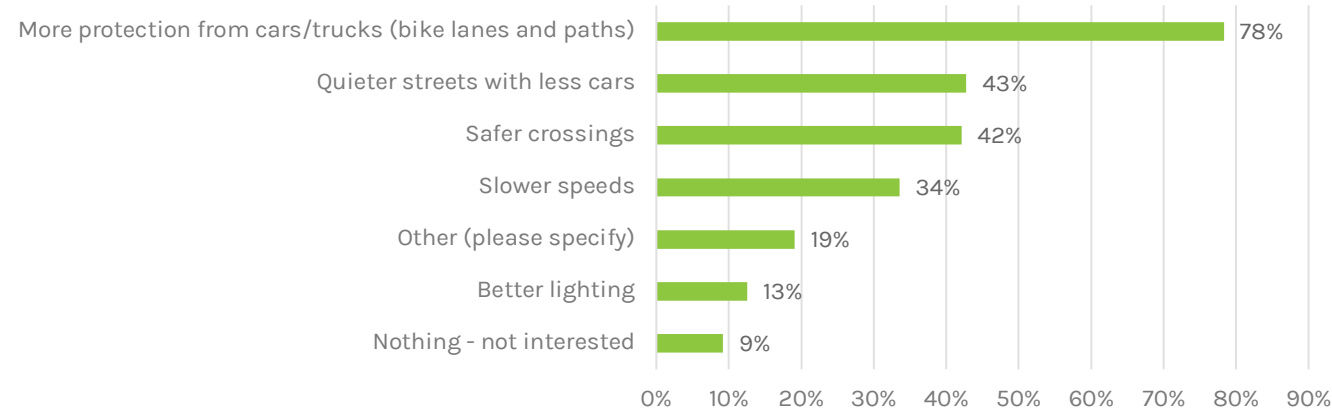
A need for a safer cycling network and more protected from traffic was the most common recommendation from the community. Both the online survey and the digital mapping platform asked the community about their key concerns riding in North Sydney and what is required to make cycling a more attractive choice. The community were united in calling for:

- More bicycle infrastructure, especially on major roads like Pacific Highway and Military Road.

- Safer residential streets, with lower speed limits and traffic calming measures.
- More continuous cycling infrastructure, to stop bike lanes ending abruptly.

The graph below offers a snapshot of what people said is required to increase cycling levels.

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



Recommendations to increase cycling frequency

1. Introduction



North Sydney Council have identified the need to review and update the 2014 North Sydney Integrated Cycling Strategy. This is the second in a series of reports developed for this project and documents the outcomes of the stakeholder engagement. Engagement is crucial to ensuring the development of the cycling network is aligned to the ambition and needs of the community. This will provide a solid evidence base to embark on future stages, including network development. The three key project stages are captured in Figure 1



Figure 1 Three main stages of project

The project's key components are identified in Figure 2. These are colour-coded by project stage.



Figure 2 Key project components

A series of different engagement activities were undertaken as part of this project. This included group workshops with professional stakeholders, as well as members of the local community. A series of extended interviews with members of the community were also held, to provide a deeper level of understanding regarding the barriers and facilitators for people to cycle in North Sydney. Face-to-face engagement was also undertaken via a series of pop-up promotional activities to encourage the community to provide feedback. Finally, two online engagement platforms were used; the first was an online survey and the second was an online mapping platform that enabled people to identify good locations for cycling, as well as places requiring improvement.

This report is structured around the different engagement activities, as highlighted in Figure 3

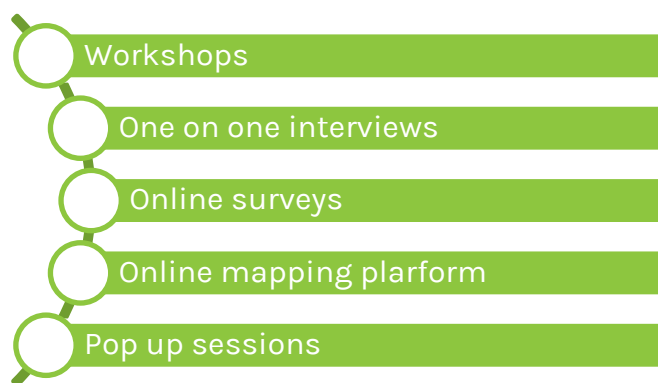


Figure 3 Overview of key components of this report

2. Workshops



This section describes the process and outcomes of the three workshops, held in North Sydney in early May, 2024. Figure 4 offers a snapshot of the different workshop groups.

There was cross-over between workshops 2 and 3. Some non-government stakeholders attended workshop 3 and some government stakeholders attended workshop 2.



Figure 4 Three workshops with different groups

1.1 Workshop structure

Each of the three workshops shared a similar overall structure and were held over two hours. The following identifies the main components of each workshop:

- Welcome from Mayor Zoe Baker.
- Introductions and barriers to cycling, involving participants using sticky notes to identify their, or the community's barriers to riding.
- Project overview – highlighting the different stages and objectives of the Bike Plan.
- Project update – describing the results of work completed on the project to date.
- Feedback on 2014 Priority Routes – participants were provided with a map of the priority routes proposed in 2014, and asked to offer feedback on which should continue to be priorities.
- Feedback on potential new routes – participants were provided with a map of a network of draft potential routes and asked to offer their feedback. We with the previous activity, participants were invited to place sticky notes on the map itself, or to annotate their feedback directly on the map.
- Growing cycling in North Sydney – participants were invited to brainstorm their ideas for

initiatives that should be considered to grow cycling in North Sydney. Participants used Post It notes to document their ideas and then were asked to place their Post It notes on a large board. Each participant was then given three sticky dots, which they could place on other people's ideas, to indicate the degree to which they considered the idea effective in growing cycling levels.

- Next steps and workshop close.

1.2 Summary of key themes – across all three workshops

Prior to describing the findings for each of the three workshops, a synthesis of the consistent themes that emerged across all of the workshops is offered. These are captured in Figure 5.

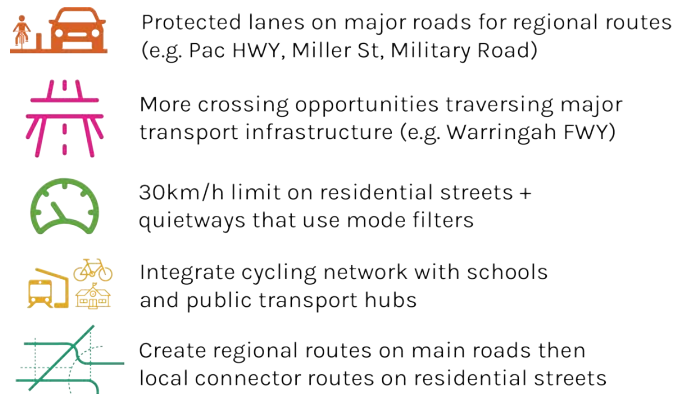


Figure 5 Synthesis of key findings

The findings illustrated above will be used to inform the updates to the proposed network in order to create the conditions that maximise people's freedom to choose cycling.

1.3 Workshop 1 Community members

1.3.1 Barriers to cycling

The first exercise asked participants to identify barriers to cycling in North Sydney. A summary of the key barriers is provided below.

1.3.1.1 Prioritisation of cars over active transport infrastructure

- Car parking taking precedence over safe cycling infrastructure
- Cars obstructing cycling paths (e.g., parked in bus lanes)

- Private vehicle storage is prioritised over safe routes for cycling to schools.

1.3.1.2 Discontinuous network with missing links

- Gaps in the cycling network to connect to key destinations
- Lack of safe road crossings and protections at intersections
- Routes often take circuitous, hilly streets compared to more direct roads that have a topographical advantage by taking ridgelines (e.g., Military Road).

1.3.1.3 Poor cycling infrastructure & maintenance

- Infrastructure issues like potholes, debris, obstructions on bike paths/lanes
- Lack of separation from motor vehicles, creating safety risks
- Disconnected, fragmented, or disappearing cycling routes/networks.

1.3.1.4 Perception of high risk from motorists

- Perceived unsafe conditions when cycling alongside fast-moving vehicles
- Excessive speeds on local roads pose dangers for people on bikes
- Negative driver attitudes and aggressive behaviours towards people while riding.

1.3.1.5 Lack of secure bike parking & end-of-trip facilities

- Insufficient bike racks/parking at destinations like cafes, shops, workplaces
- Lack of secure parking options, especially for e-bikes, at public transport hubs
- Missing end-of-trip facilities, such as showers at workplaces.

1.3.1.6 Topographical & other environmental challenges

- Hilly terrain making cycling more difficult in North Sydney
- Weather conditions like rain impacting cycling
- Risks of bike theft.

1.3.2 Feedback on 2014 Priority Routes

The feedback on the 2014 Priority Routes (much of which has not been implemented) highlighted pressing safety and connectivity concerns in the existing cycling network. Participants emphasised the need for significant improvements to enhance cyclist safety and route usability.

Critical safety issues are identified with the cycle routes across Grosvenor Street and Young Street, which are deemed unusable due to safety concerns. The feedback suggests there was a lost opportunity in 2014 to provide better cycling connections to key local amenities such as pools, as well as public transport hubs. It was noted that none of the routes connected to ferry wharves. Improving bike parking security at these public transport hubs was a consistent feature of the feedback received.

Extending Route R1 to the pool area to create a safer and more accessible cycling environment was identified by some participants.

Participants identified that uphill riding on narrow roads towards Cremorne was considered dangerous, while the downhill route on Clark Road was perceived as safer. There was a consistent theme identifying the need for continuous route connectivity. Participants mentioned dangerous intersections and corners at Lavender Street near the Sydney Harbour Bridge.

There was a consistent theme identifying the need for continuous route connectivity

Lastly, stakeholders discussed broader connectivity issues, including the need for better integration with neighbouring councils. The high pedestrian traffic in areas like Blue Street presents safety risks and potential conflicts, necessitating alternative routes and full protection at dangerous intersections, such as on Alfred St, to increase the safety of people on bikes.

Figure 6 and Figure 7 provide a summary of the key items of feedback received by the different working groups in Workshop 1 (e.g., one map per group of participants in Workshop 1). This feedback will be used to inform the development of the future cycling network in North Sydney.

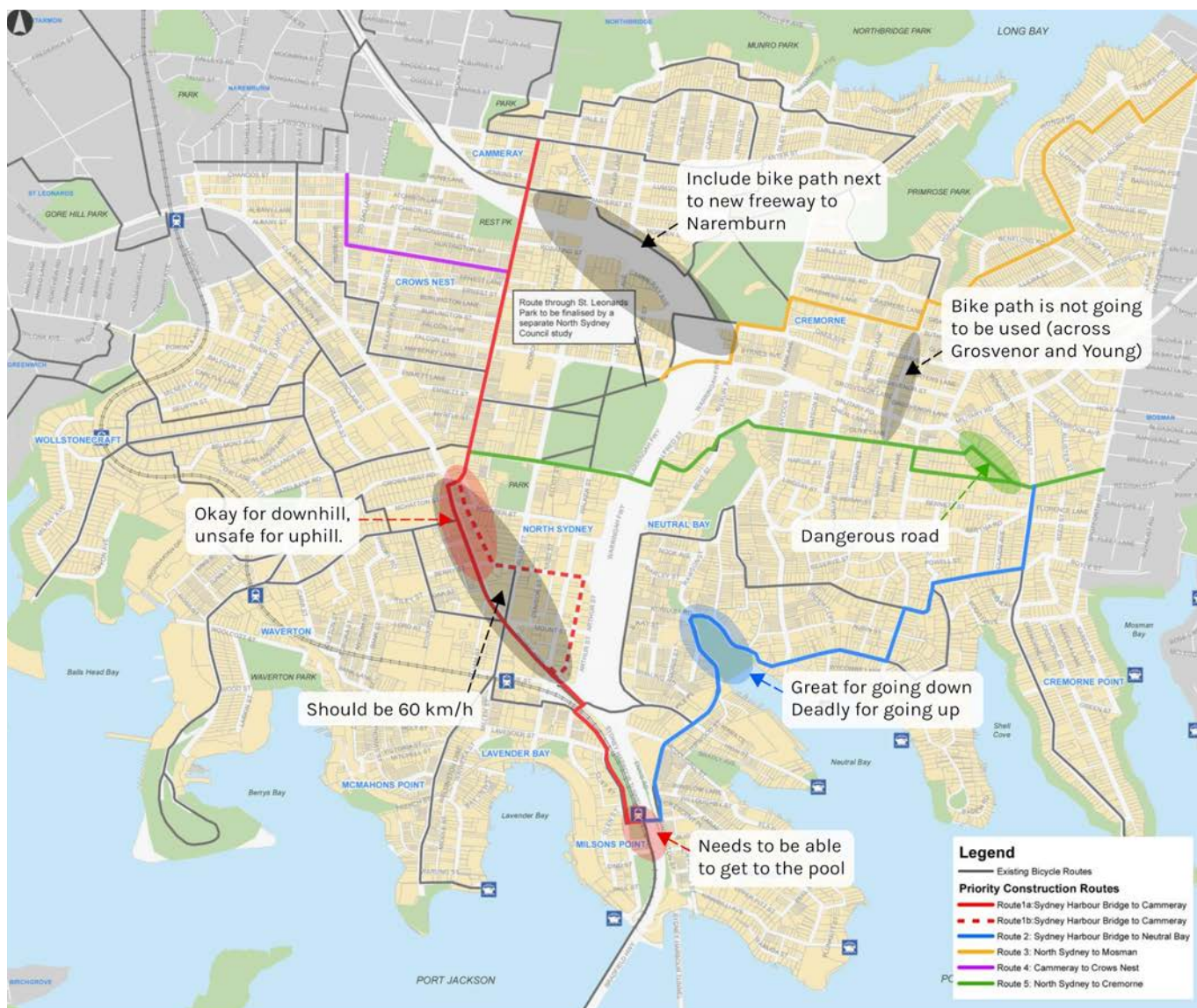


Figure 6 Feedback on 2014 Priority Routes, Group 1 Map (Workshop 1)

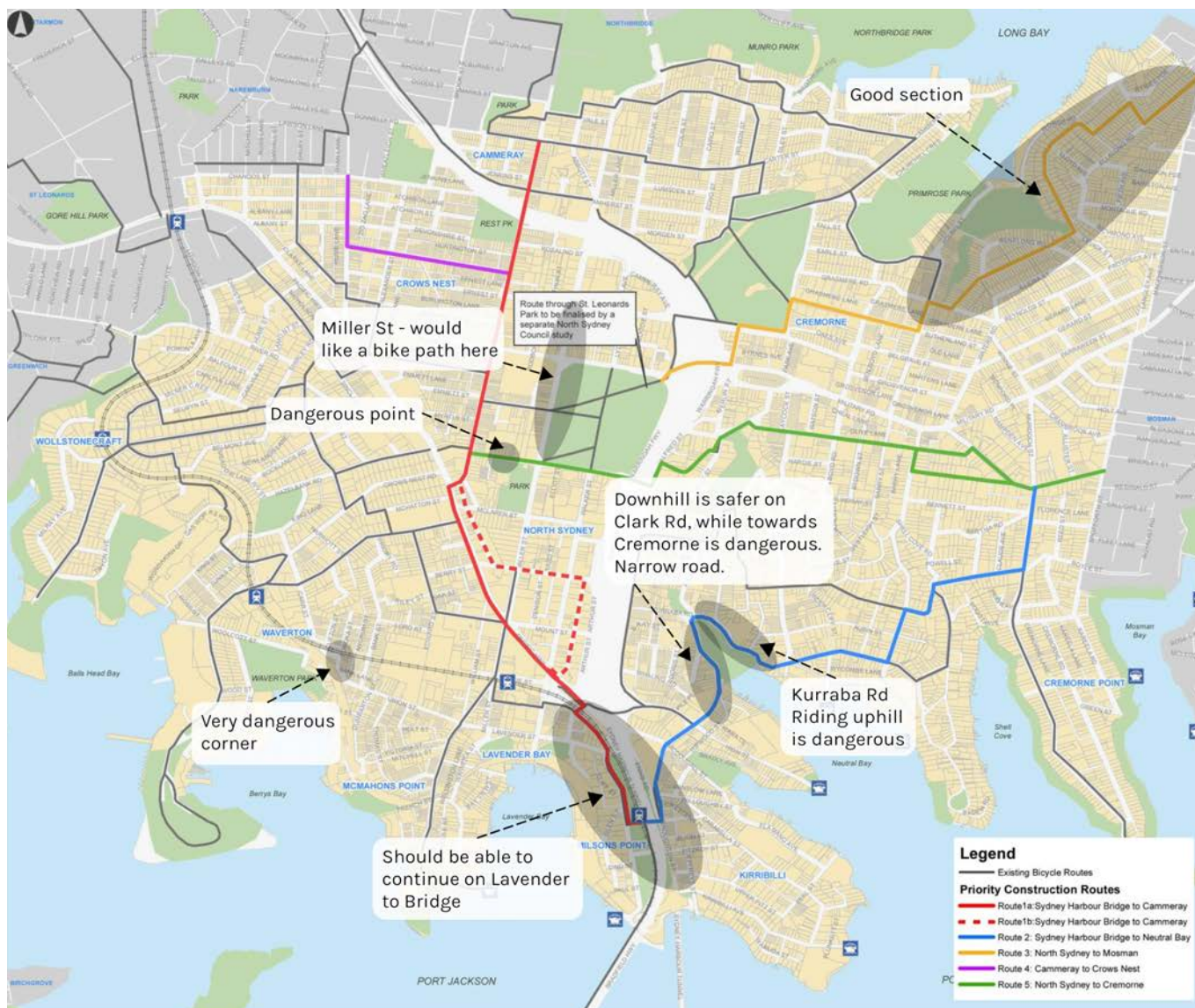


Figure 7 Feedback on 2014 Priority Routes, Group 2 Map (Workshop 1)

1.3.3 Feedback on potential new routes

Participants were provided with a large map of potential new routes in North Sydney. Figure 8 to Figure 11 provides a snapshot of the key messages provided by participants on the potential new routes shown on the map. Some of the comments are supportive of the proposed routes, while others offer suggestions for improvement.

The most consistent and powerful theme to emerge from the participants was the need to make *every street* suitable for cycling. Participants urged the adoption of a more ambitious approach to the development of the cycling infrastructure network in North Sydney. They highlighted that for many people cycling through North Sydney from other LGAs, it was the North Sydney network that they

found most challenging, due to a lack of suitable infrastructure. Their feedback was consistent on a desire to prioritise high-quality, separated cycling infrastructure that forms part of a regional cycling network. These routes, it was argued, should be legible and include dedicated cycling infrastructure on major roads (e.g., Pacific Highway, Miller Street, and Warringah Freeway).

Participants made it clear that the new cycling network must be cognisant of topographical challenges and see routes that minimise steep hills wherever possible. Participants were supportive of the approach to connect cycling infrastructure to public transport hubs. Better connections to schools were considered very important to giving children the experience of cycling from a young age.

The key themes provided by Workshop 1 participants will be used to inform the development of the North Sydney Bike Plan recommended cycling routes.

In particular, participants wanted road space allocation decisions that prioritised the needs of people on bikes, even if this meant space taken from car parking or general traffic lanes on streets with multiple lanes in each direction.

Overall, a key message from workshop participants was the need to be more ambitious.

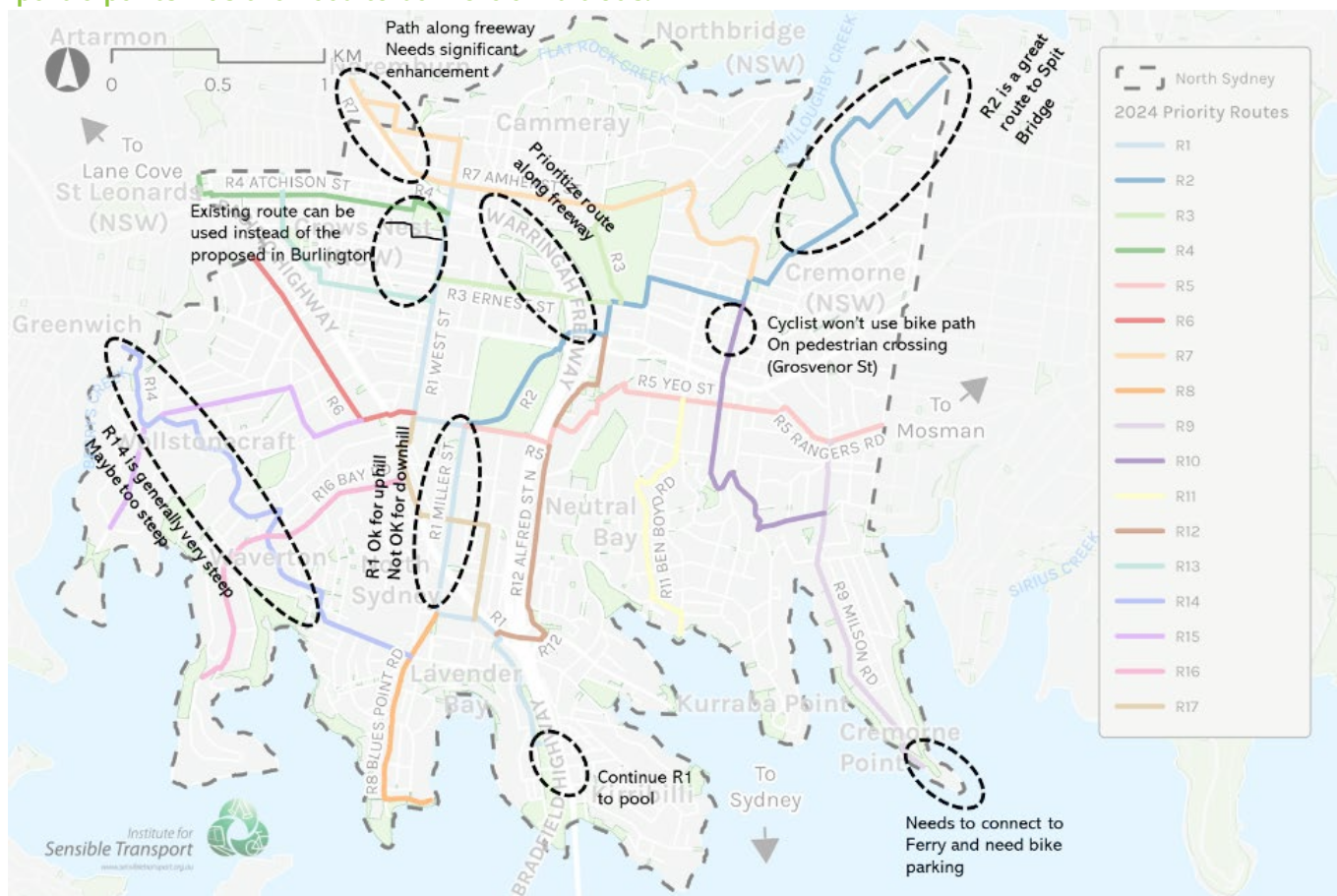


Figure 8 Feedback on 2024 Proposed Routes, Group 1 Map (Workshop 1)

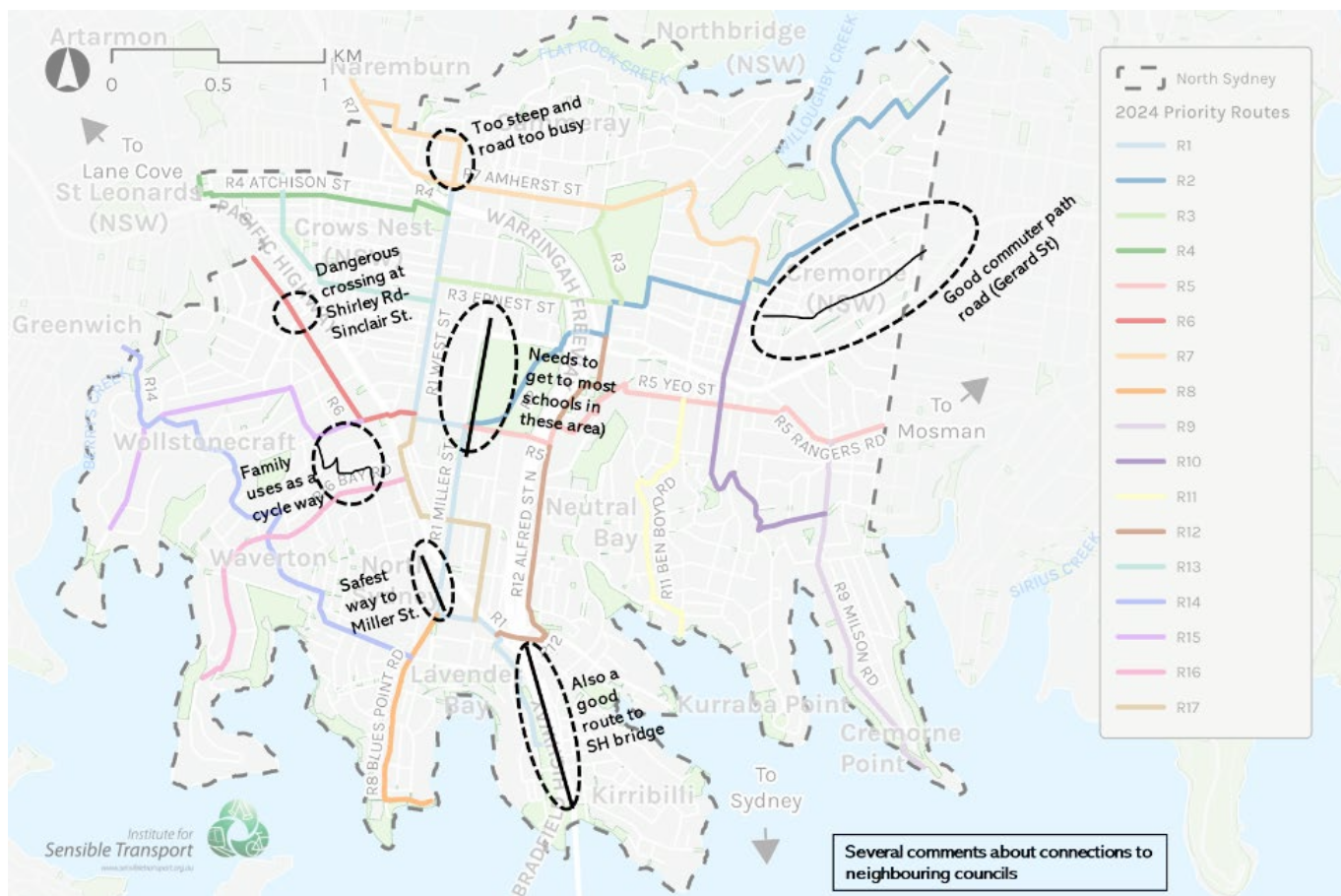


Figure 9 Feedback on 2024 Proposed Routes, Group 2 Map (Workshop 1)

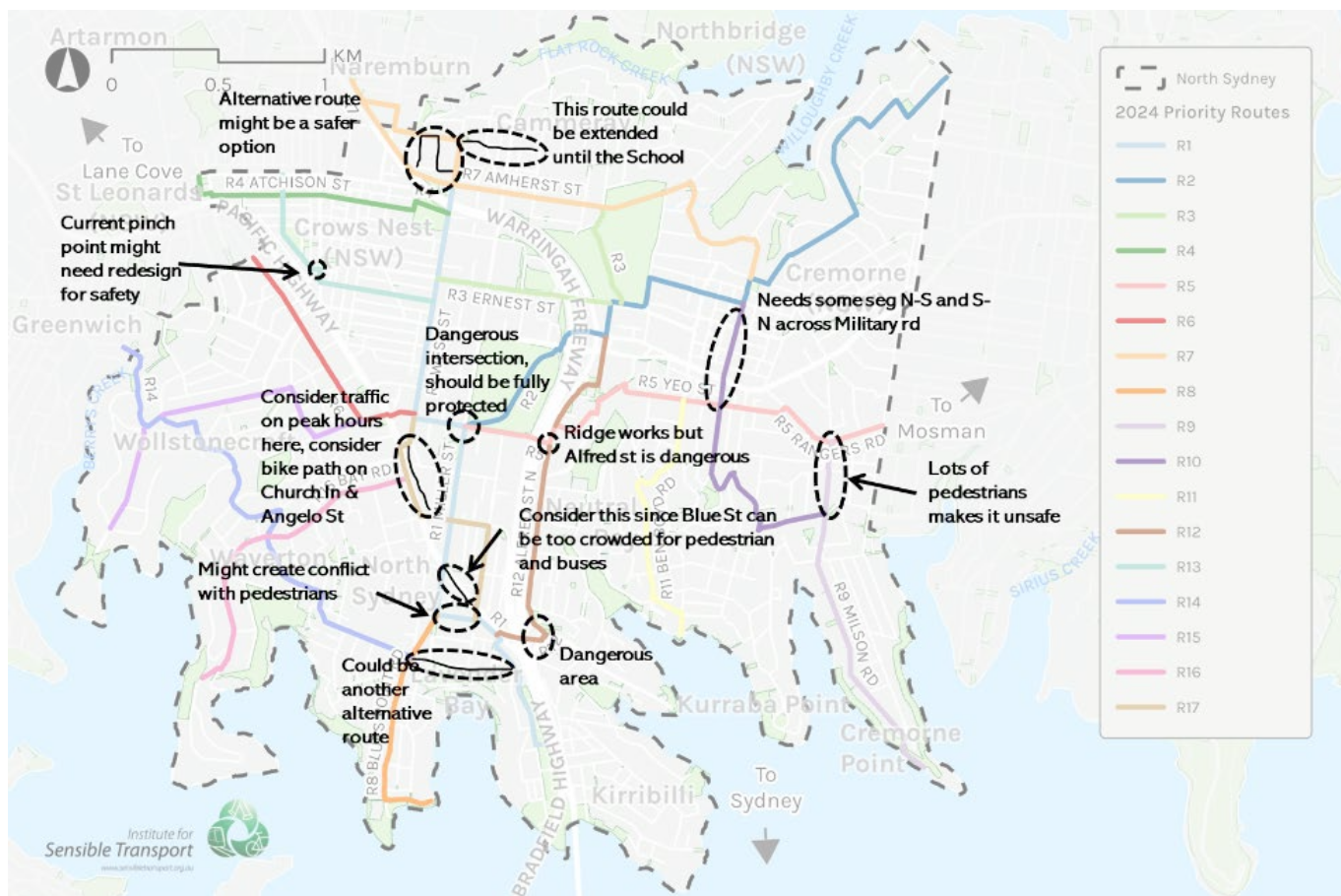


Figure 10 Feedback on 2024 Proposed Routes, Group 3 Map (Workshop 1)

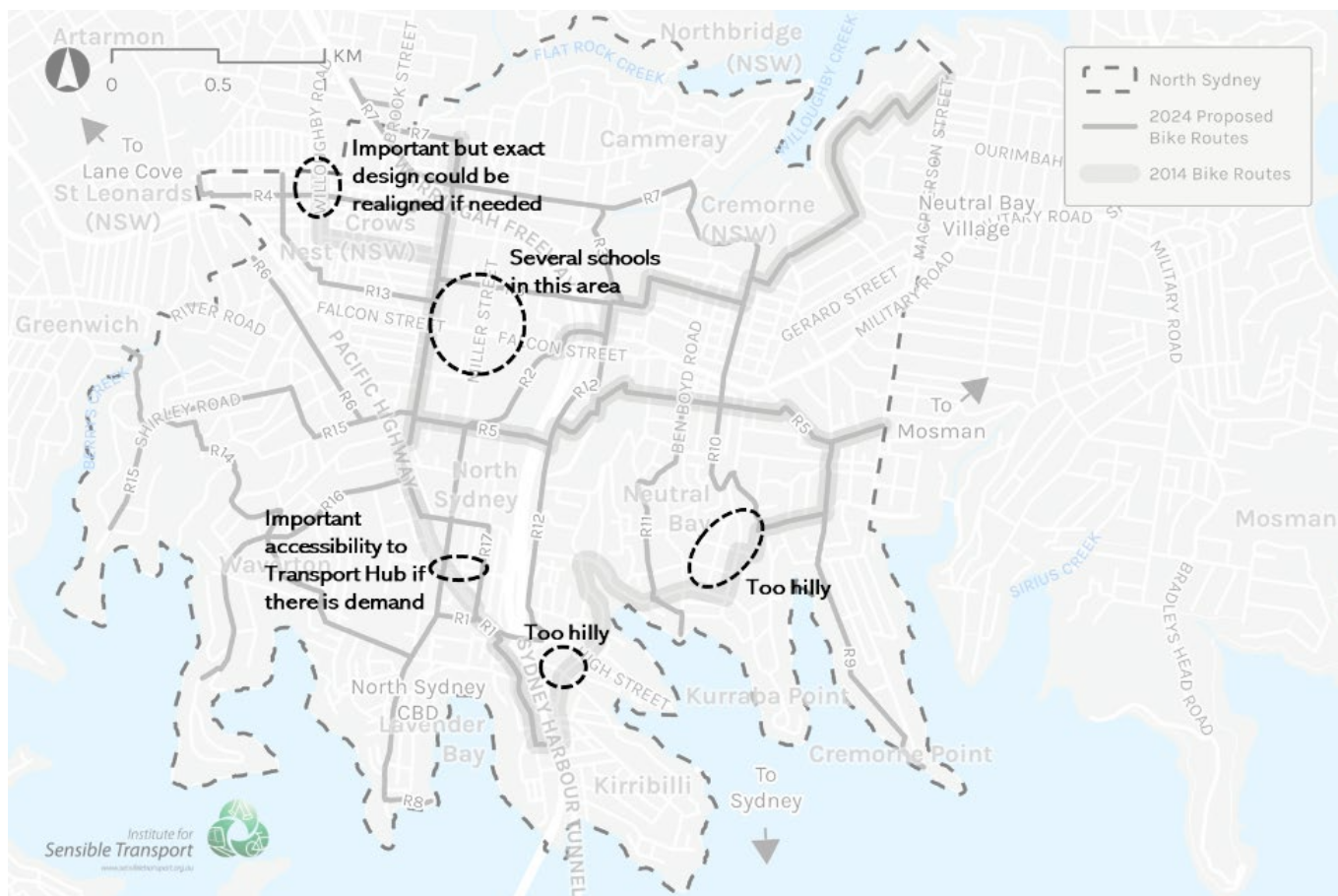


Figure 11 Feedback on 2024 Proposed Routes, Group 4 Map (Workshop 1)

1.3.4 Growing cycling in North Sydney

The final component of the workshop asked participants to brainstorm their ideas for policies or initiatives that can be used to grow cycling participation levels in North Sydney.

The key themes to emerge from the ideas offered have been distilled into six main categories, with the bullet points representing individual ideas.

As highlighted earlier, participants were provided with three sticky dots which they could use to indicate their support across one or more ideas from another participant. A summary of the key themes to emerge from this activity is offered below, with an indication of the ideas that received one or more supportive sticky dots from another participant.

1.3.4.1 Expanding quality cycling infrastructure

- More separated bike paths/lanes on major routes (5 dots of support)

- Lower speed limits on local streets to enable shared spaces (5 dots of support)
- Creating low-traffic neighbourhoods and filtered permeability
- Improved maintenance and elimination of obstructions.

1.3.4.2 Enhancing cyclist amenities and parking

- Increasing secure bike parking at shops, workplaces, and transport hubs (4 dots of support)
- Providing end-of-trip facilities like showers at employment centres
- Allowing bikes on public transport for multi-modal journeys.

1.3.4.3 Prioritising space for active and micro-mobility

- Reallocate space dedicated towards on-street parking to space for cycling (3 dots of support)

- Requiring bike infrastructure in new developments
- Regulating vehicle sizes on local streets to manage safety risks.

1.3.4.4 Improving connectivity to desired destinations

- Building key links like Sydney Harbor Bridge cycling connections (8 dots of support)
- More direct, connected cycling routes to shops, schools, and transport hubs (4 dots of support)
- Priority for cyclists at intersections and traffic signals.

1.3.4.5 Fostering mobility integration and multi-modality

- Partnering with other councils on cohesive regional cycling plans (2 dots of support)
- Holistic strategy viewing cycling as part of an integrated transport network
- Bike parking/carrying allowances on trains/buses.

1.3.4.6 Addressing cultural barriers and incentives

- Education campaigns to increase driver awareness of cyclists (2 dots of support)
- Disincentives for large vehicles in urban areas
- Local business incentives for cyclists (e.g., cafe discounts).

1.3.5 Mosman Council

Following the workshop, Mosman Council provided additional input. This will be used to inform the development of the bike network and is summarised as follows:

- Regional bicycle links are important. As an adjoining LGA, connections between North Sydney and Mosman are crucial to the development of regional cycling opportunities.
- Priority routes 2, 3 and 5 are particularly important, as are new cycling links around Middle Harbour Public School.
- Spofforth Street is a critical link – Mosman Council are open to collaborative solutions but this *must* preserve on-street car parking.

- Mosman LGA are interested in managing share bike and electric bikes, including collaborative actions around research and recommendations.

Finally, Mosman Council is open to feedback opportunities and collaboration on community cycling events and projects.

1.3.6 Summary and implications

The feedback from Workshop 1 highlights the need for a comprehensive network of high-quality separated cycling infrastructure that enables seamless and safe journeys to key activity centres. Supportive policies, education efforts, and amenities were also viewed as crucial for normalising cycling as a convenient transport option in North Sydney.

The community feedback from Workshop 1 presents a clear call for strategic enhancements to North Sydney's cycling infrastructure, addressing both existing routes and the potential development of new ones. Central to these discussions is the need for safer, more connected routes that consider the unique topographical challenges of the area. Key barriers identified include insufficient secure bike parking, particularly for e-bikes at public transport hubs, and the lack of end-of-trip facilities such as showers at workplaces. The prioritisation of car parking over safe cycling infrastructure was also highlighted as a significant issue, with cars frequently obstructing cycling paths and private vehicle storage taking precedence over safe routes for cycling to schools.

Feedback on existing routes underscores the urgent need for improvements to enhance cyclist safety and route usability. Concerns about the safety of routes like Grosvenor and Young, which are deemed unusable due to safety issues, have led to suggestions for route and design realignment.

Looking ahead, stakeholders emphasise the importance of expanding high-quality separated bike paths and lanes on major routes, reducing speed limits to create shared spaces, and enhancing cyclist amenities and parking. Many participants identified the need for a more holistic strategy that views cycling as part of an integrated transport network. Collaborations with neighbouring councils and education campaigns to increase driver awareness of cyclists are also

deemed crucial for fostering a safer and more inclusive cycling environment in North Sydney.

Ultimately, the key implication emanating from this workshop is the need to be more ambitious in the creation of high-quality cycling infrastructure that connects people to where they want to go.

1.4 Workshop 2 Non-government stakeholders

1.4.1 Barriers to cycling

The first exercise asked participants to identify barriers to cycling in North Sydney. A summary of the key barriers is provided below.

1.4.1.1 Lack of safe, high-quality cycling infrastructure

- Non-protected bike lanes feel unsafe
- Lack of continuous cycleways, with routes having missing links
- Gaps in existing cycling infrastructure
- Lack of high-quality and safe shared paths
- Motor vehicle traffic-dominated roads.

1.4.1.2 Vehicular traffic risks

- Competing with cars for limited road space
- Fast and inattentive drivers on local streets
- High traffic volumes compromise safety.

1.4.1.3 Issues around schools

- Students travelling from wide catchment areas, particularly for secondary schools, means some people will not be able to cycle
- Safety concerns for children cycling to/from schools
- Lack of bicycle parking/storage at schools.

1.4.1.4 Perception and social barriers

- Negative perceptions about cycling
- Lack of student/parent willingness to cycle
- Status identity - "People like me don't ride bikes"
- Knowledge gaps about e-bikes.

1.4.1.5 Terrain and environmental challenges

- Hilly terrain makes cycling more difficult.

1.4.1.6 Other factors

- Lack of wayfinding/signage for existing routes
- End-of-trip facility constraints at destinations
- Financial costs as a barrier
- Skills gap among new/infrequent cyclists.

'People like me don't cycle' is considered to be one of the main barriers to cycling in North Sydney, according to participants.

1.4.2 Feedback on 2014 Priority Routes

More protected, high-quality routes along key transport corridors, connected to schools and other destinations were unifying themes to emerge from participants. Participants identified that the 2014 Priority Routes do not connect adequately to schools or public transport hubs. The Pacific Highway was identified as a pivotal route, given its connection from the Sydney Harbour Bridge to suburbs further north, as well as a critical route to cross for trips of an east-west orientation. It was also noted that there are many schools that are on or close to the Pacific Highway. Given the potential demand from school children, participants considered a fully protected lane to be necessary to give school communities confidence in allowing their children to ride.

Recommendations are captured in Figure 12 to Figure 14 and include:

- A safer, more intuitive connection to St Leonards along the Pacific Highway. This was considered particularly important given the new St Leonards Metro Station
- Support the need for a bike lane on Yeo Street. The participants considered a protected lane necessary, given speed and volume of motor vehicle traffic that currently use Yeo Street. They were aware this would need to come at the expense of kerbside car parking, and considered this a reasonable trade-off
- 30 km/h speed limit on all local streets to enhance the safety of all road users. This would work to support a consistent theme among the workshop participants: all streets should offer the opportunity for safe cycling.
- Upgrade footpaths. It was acknowledged that children are able to cycle on the footpath and

that for many primary school-aged children, this would be the parents' preference. Participants recommended that footpaths should be upgraded to meet the new *TfNSW Walking Space Guidelines*

- Integrate schools into the process of planning the future bike network using data from the Department of Education
- Complete the West Street protected cycleway
- Prioritise the corridor from the Sydney Harbour Bridge to Lane Cove, Artarmon and Willoughby.

More protected, high-quality routes along key transport corridors, connected to schools and other destinations were the unifying themes to emerge from participants.



Figure 12 Feedback on 2014 Priority Routes, Group 1 Map (Workshop 2)

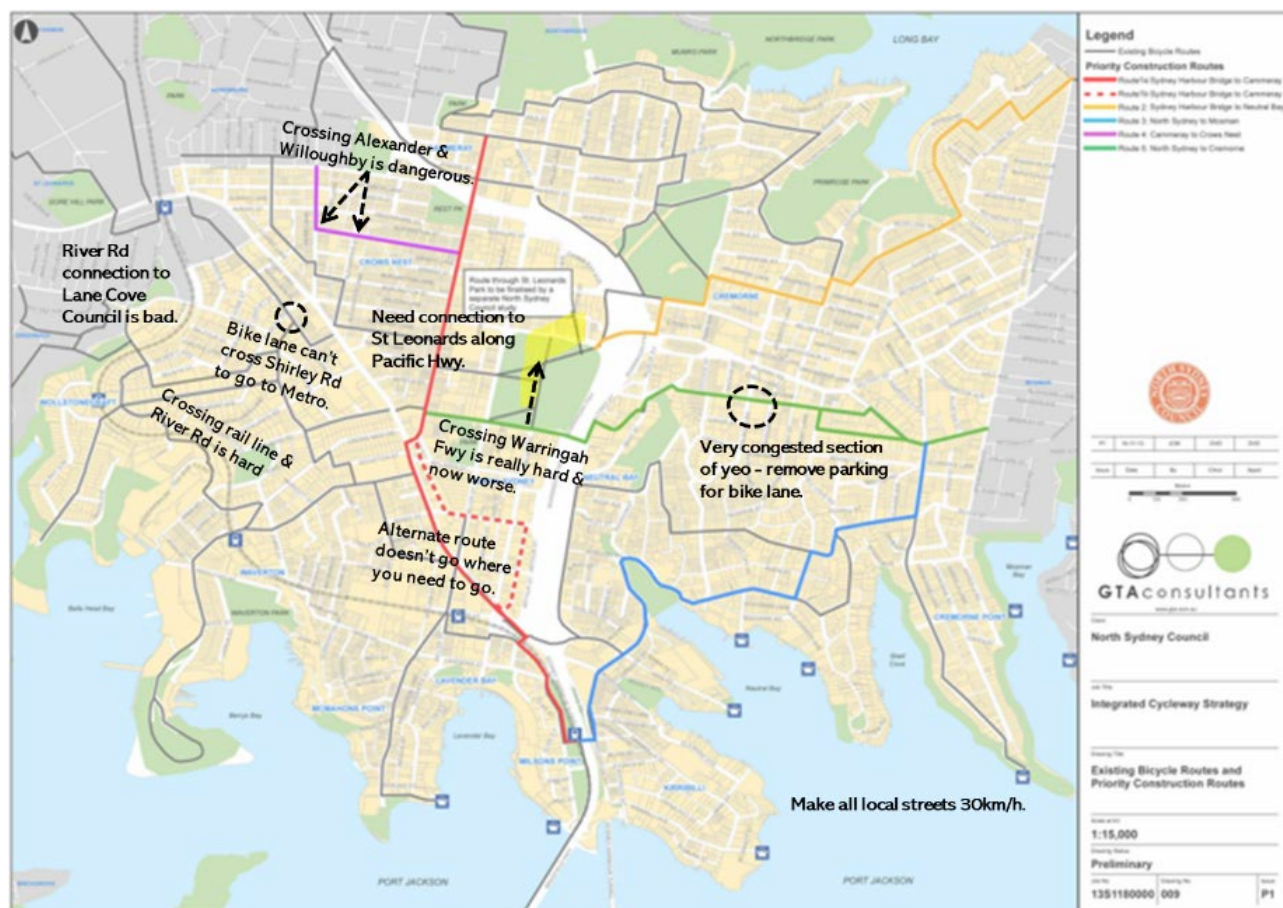


Figure 13 Feedback on 2014 Priority Routes, Group 2 Map (Workshop 2)

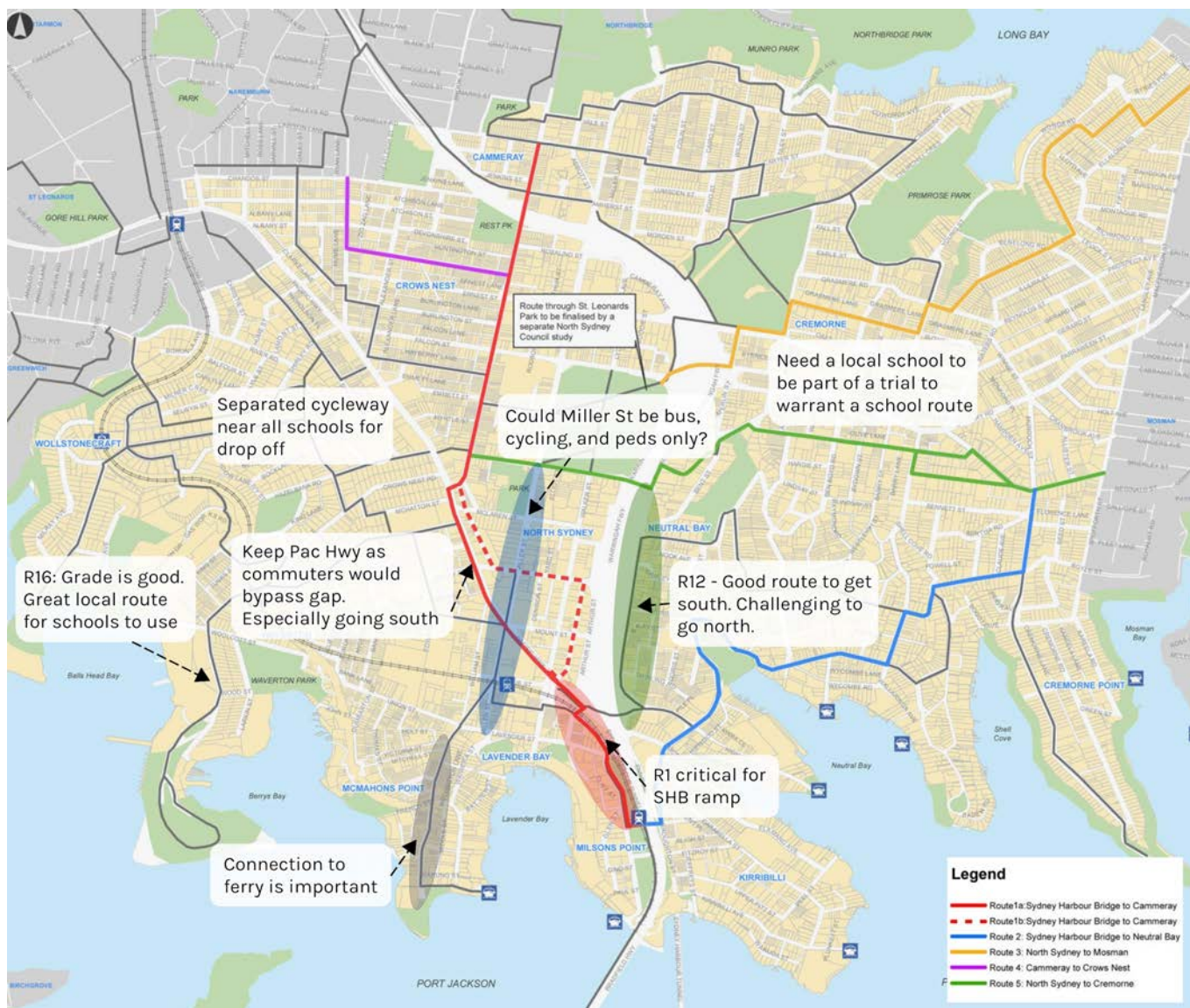


Figure 14 Feedback on 2014 Priority Routes, Group 3 Map (Workshop 2)

1.4.3 Feedback on potential new routes

Participants were provided with a large map of potential new routes in North Sydney. The feedback has been annotated onto the maps shown in Figure 15 to Figure 17 (each map representing a different group in workshop 2).

The consolidated feedback, particularly from those associated with local schools, highlighted the need for targeted improvements to enhance connectivity and safety around school zones. This focus is primarily on the needs of school-going children and ensuring safer routes within school environments.

Significant concerns include the Neutral Bay School catchment, where improved connectivity to local destinations like Hayes Beach and Cremorne

Point pool is needed. Further, there is a call for integrated planning to assess the feasibility of current proposals, with substantial input from school-related stakeholders.

Community feedback emphasised the importance of Route R11 for children with e-bikes and underscored the need to maintain accessibility on Yeo Street for Neutral Bay Public School. The feedback strongly supports developing safe and accessible pathways to schools and upgrading footpaths in accordance with TfNSW guidelines.

Participants highlighted the need for protected bicycle routes along Military Road and the Pacific Highway

Additionally, strategic enhancements such as establishing a continuous, high-quality shared path along the Pacific Highway and creating a short link via Christie Street were proposed. These improvements aim to improve connections between Herbert Street and local transport stations, fostering a more connected community infrastructure.

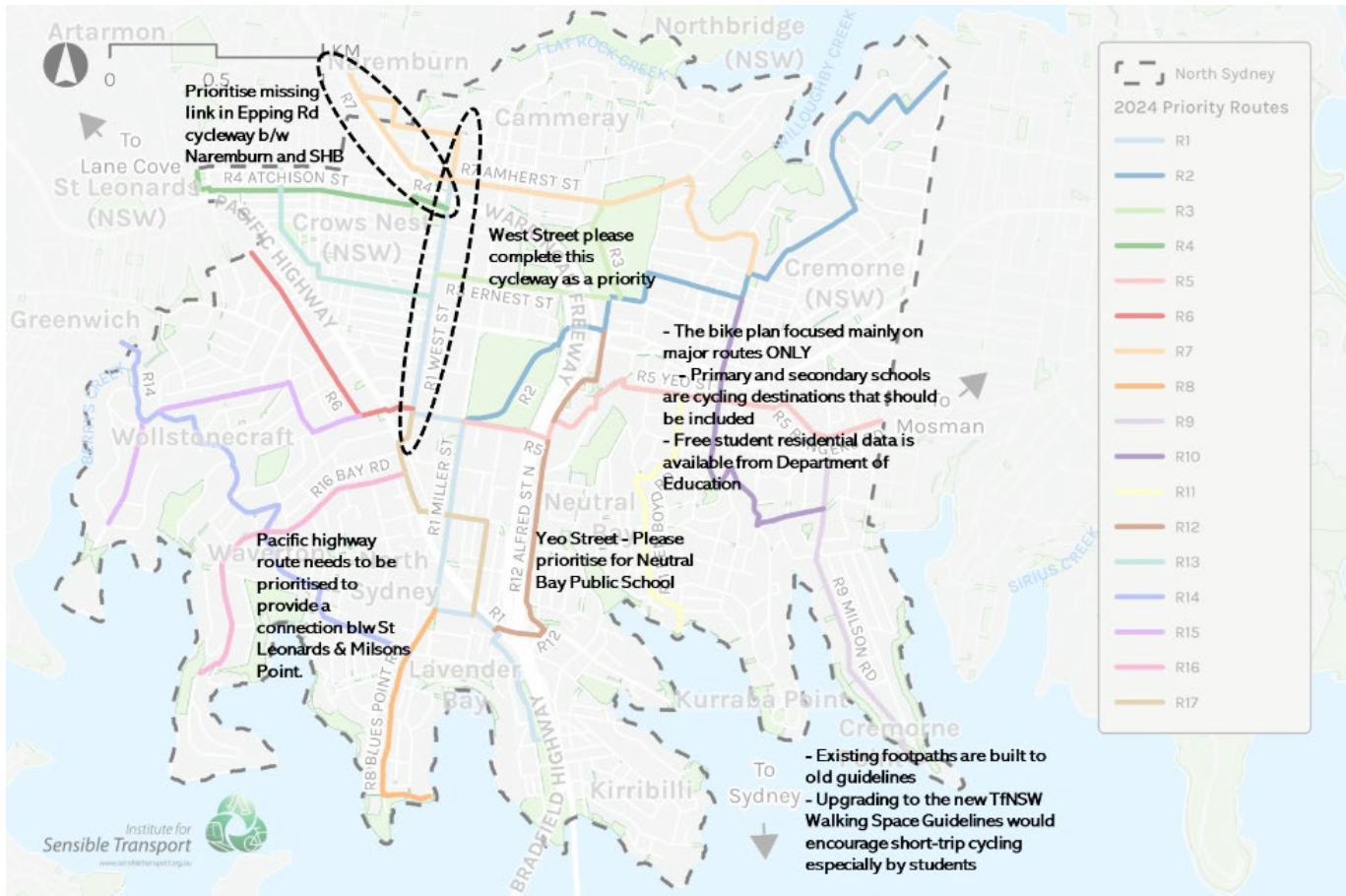


Figure 15 Feedback on 2024 Proposed Routes, Group 1 Map (Workshop 2)

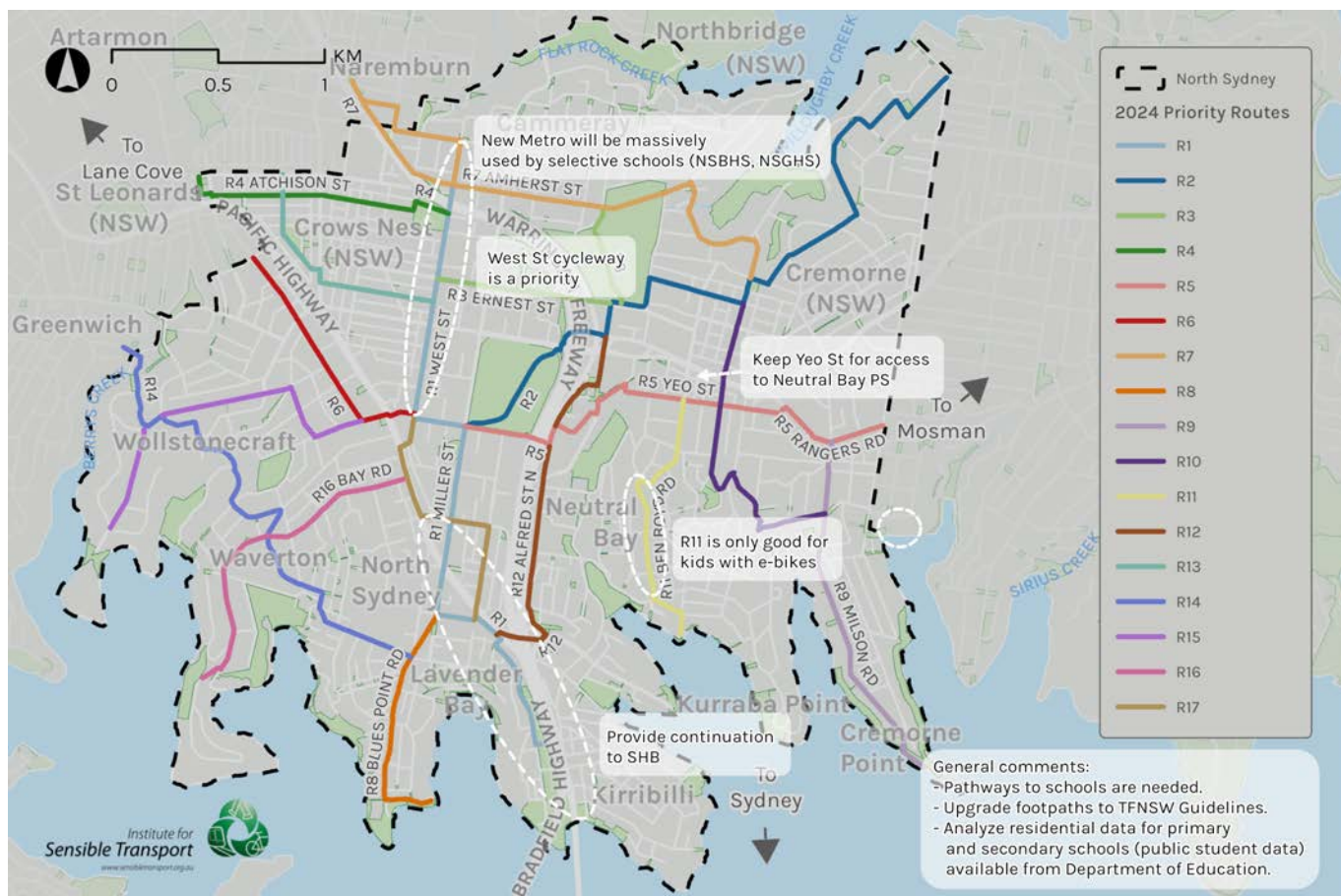


Figure 16 Feedback on 2024 Proposed Routes, Group 2 Map (Workshop 2)

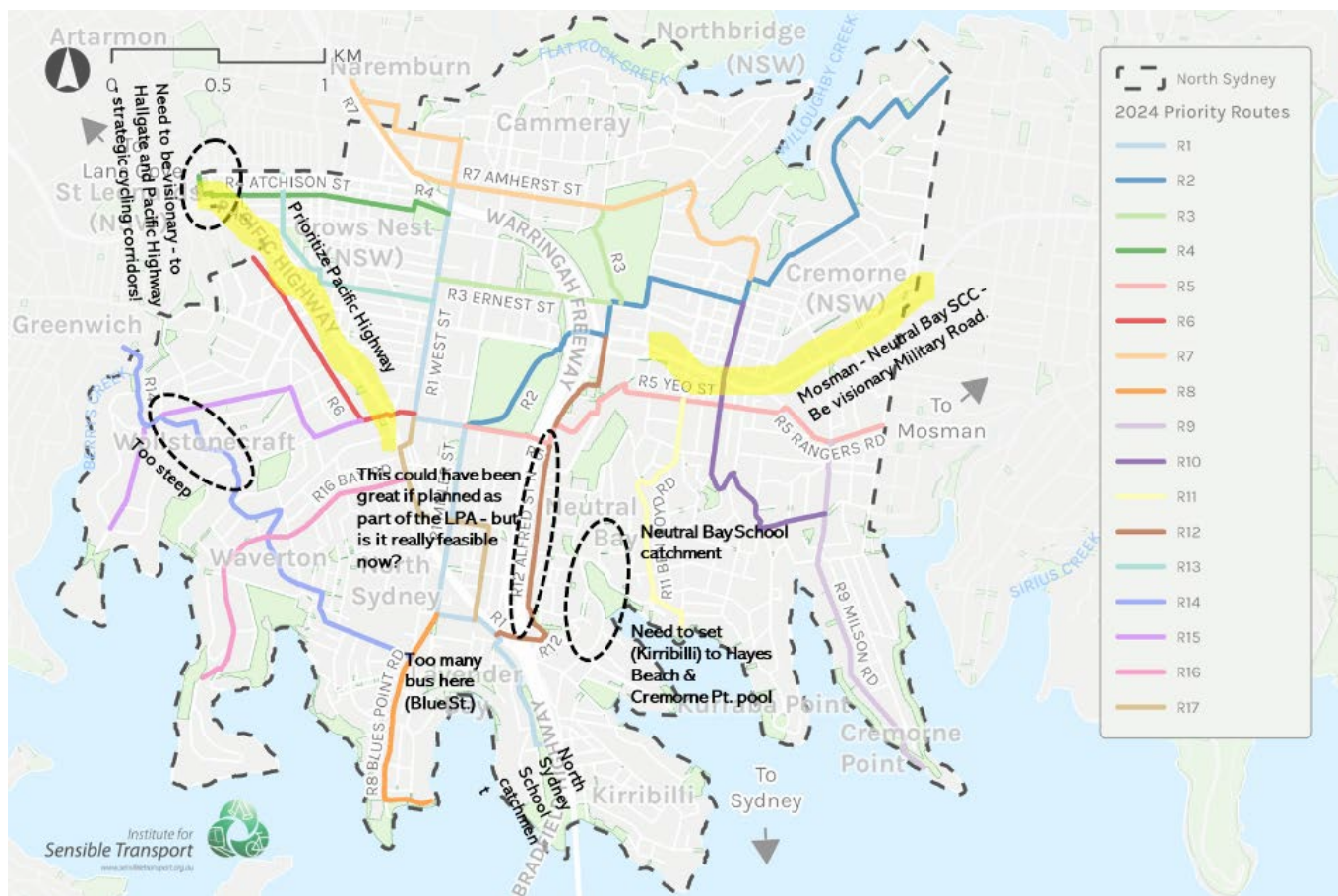


Figure 17 Feedback on 2024 Proposed Routes, Group 3 Map (Workshop 2)

1.4.4 Growing cycling in North Sydney

The final component of the workshop asked participants to brainstorm their ideas for policies or initiatives that can be used to grow cycling participation levels in North Sydney.

The key themes to emerge from the ideas offered have been distilled into six main categories, with the bullet points representing individual ideas.

As highlighted earlier, participants were provided with three sticky dots which they could use to indicate their support across one or more ideas from another participant. A summary of the key themes to emerge from this activity is offered below, with an indication of the ideas that received one or more supportive sticky dots from another participant.

1.4.4.1 Building out a protected cycling network (12 dots of support)

- Separated cycleways as key infrastructure

- Protected lanes and pathways, segregated from traffic
- Considering safe lane widths and proper signage
- Making cycling more convenient than driving.

1.4.4.2 Promoting behavioural shifts and education (9 dots of support)

- Facilitated cycling training programs for kids & adults
- Public campaigns promoting cycling's cool factor
- Encouraging school-based initiatives like *Ride to School Day*
- Mapping tools & transport guides highlighting cycling routes.

1.4.4.3 Enhancing first/last mile connections (8 dots of support)

- Bike routes directly linking to transport hubs
- Connections to strategic centres like North Sydney CBD

- Improved access to major destinations like schools/hospitals.

1.4.4.4 Prioritising pedestrian and cyclist safety (5 dots of support)

- Traffic signal timing prioritising pedestrians and cyclists
- Bike boxes and safety treatments at intersections
- Reducing speed limits on local streets to 30km/h.

1.4.4.5 Expanding bicycle parking and storage options (5 dots of support)

- More bike racks at destinations like schools, shops, and pools
- Secure ground-level bicycle parking requirements for new developments
- Free, highly secure storage for bikes at railway stations, including the new Metro stations
- Make it easier to park a bike than a car.

1.4.4.6 Integrating with other modes and incentives (3 dots of support)

- Allowing bikes on buses and trains
- Partnerships subsidising/rebating e-bike purchases
- Eliminating car parking requirements for developments.

The feedback emphasised the need for protected cycling infrastructure that provides a seamless, convenient and low-stress experience for people of all ages and abilities.

Addressing safety concerns, especially around schools, and incentives were viewed as crucial for normalising cycling in North Sydney.

Participants were unified on the need for road space reallocation in favour of protected cycleways on heavily trafficked arterials and quiet residential streets with safer speed limits.

Participants were unified on the need for road space reallocation and safer speed limits.

1.4.5 Feedback provided by BikeNorth

Following the workshop, BikeNorth provided additional feedback to inform the development of the Bike Plan. This has been summarised below:

- Importance of SHB Cycleway Ramp: The SHB cycleway ramp presents a significant opportunity to boost cycling participation in the area. It is imperative that plans for a safe connector to this ramp are prioritised to maximise its accessibility and usage.
- Impact of Warringah Freeway Upgrade / Western Harbour Tunnel Construction: The WFU and WHT have had substantial implications for existing infrastructure and commuting patterns. The loss of key bike lanes and underpasses has underscored the need for strategic replacements and enhancements to maintain connectivity and safety.
- Action Transport Network Review (ATNR) and Strategic Cycling Corridors (SCC): The integration of initiatives from the ATNR and SCC into the Action Plan is important. These documents provide a framework for enhancing active transport infrastructure, which is crucial for linking existing networks and facilitating future growth.
- Metro Integration and Access: It is essential that the Bike Plan incorporates safe and convenient cycling access to the Crows Nest and Victoria Cross Metro stations. This includes robust connections to existing cycleways and adequate provision for bike parking facilities.
- School Connectivity: Ensuring safe cycling routes to schools and sporting grounds. Deliver thorough assessments and improvements to support active travel among students and families.
- Future Considerations: Emphasise the importance of forward-thinking strategies that align with current best practices and funding opportunities.

1.4.6 Feedback provided by Bicycle NSW

Following the workshop, Bicycle NSW provided additional feedback to inform the development of the Bike Plan. This has been summarised below:

- Incorporating the six priority projects highlighted in your submission to the Active Transport Network Review.
- Developing a clear action plan for achievable projects within North Sydney whilst advocating for larger projects such as Pacific Highway and Military Road.
- Emphasising connections to metro stations and identifying opportunities for enhanced walking and cycling facilities.
- Aligning routes with the Transport for NSW strategic cycleway corridor maps, including potential road space reallocations.
- Slower speeds through modal filters, quietways and 30km/hr streets.
- Making 'every street a cycle street'.

1.5 Workshop 3 Government stakeholders

1.5.1 Barriers to cycling

The first exercise asked participants to identify barriers to cycling in North Sydney. A summary of the key barriers is provided below. These are broken up into seven main categories.

1.5.1.1 Infrastructure deficiencies

- Lack of safe infrastructure for those wanting to ride
- No dedicated bike lanes; unsafe to ride with cars/pedestrians
- Lack of continuous, connected bike paths across LGAs
- Road network densely built for vehicles, hard to retrofit paths.

1.5.1.2 Geographical challenges

- Hilly terrain makes cycling more difficult.

1.5.1.3 Road environment factors

- On-street parking occupying potential cycling space

- Fast traffic speeds and high vehicle volumes
- Lack of shade/tree cover on routes.

1.5.1.4 Destination facilities

- Lack of secure bike parking at homes, workplaces, and destinations
- Insufficient end-of-trip facilities at workplaces.

1.5.1.5 Social and cultural perceptions

- General negative perception towards cycling and walking
- Old/outdated attitudes about cycling
- Society not educated that bikes are a valid transport mode
- Resistance to change away from car-centric culture.

1.5.1.6 Personal constraints

- Time poverty – cycling seen as too slow for some trips
- Fitness requirements are perceived as a barrier.

1.5.1.7 Journey patterns

- Origin-destination dynamics not favouring cycling for some
- Parental safety concerns around school routes.

1.5.2 Feedback on 2014 Priority Routes

The feedback offered on the proposed network from the 2014 Priority Routes highlighted a number of improvements. These included:

- Enhanced connectivity and safety across the network
- Greater focus on direct, convenient routes
- Greater need for protected, continuous routes that offer regional connectivity
- More focus on routes that are limited topographical challenges
- Additional north-south routes across Military Road
- More connectivity between existing cycling routes, with links to key destinations and public transport
- Concerns about the effectiveness and cost-efficiency of the R3 route, prompting calls for its

improvement and the urgent establishment of a new link to the Crows Nest Metro

- Pilot placemaking projects in neighbourhoods, akin to those successfully implemented in the City of Sydney, aimed at refining best practices in route planning and safety. This approach aligns

with the expressed need for better connectivity between North Sydney and St. Leonards, ensuring seamless access to major rail and metro stations.

The maps in Figure 18 and Figure 19 provide feedback on the 2014 proposed network.



Figure 18 Feedback on 2014 Priority Routes, Group 1 Map (Workshop 3)

Note: There were queries over route 4, with concern it may not be the preferred route.



Figure 19 Feedback on 2014 Priority Routes, Group 2 Map (Workshop 3)

Note: On this map the comments were more general in nature, and not specific to locations or routes.

1.5.3 Feedback on potential new routes

Participants were provided with a large map of potential new routes in North Sydney. The consistent themes to emerge from the participants include:

- Strategic enhancements that connect with key destinations, including to Mosman via Military Road
- Prioritisation of connectivity (so routes do not end in inconvenient locations)
- Provide high-quality, separated routes on streets with high volumes of motor vehicle traffic
- Enhance safety of bidirectional routes (e.g. West Street) at intersections
- Limit 'rat running' on residential streets via the use of modal filters
- Transform Pacific Highway into a protected safe route for regional cycling connectivity (between LGAs, and for enhanced connection to schools)
- Prioritise network improvements around school catchments
- Create high-quality connections to railway stations (including the new metro stations), as well as ferry wharves.
- Short link via Christie Street, to connect to Herbert Street for integration with the Crows Nest Metro Station
- Collaboration with adjoining LGAs (e.g. Willoughby) to create stronger cross-border connections.

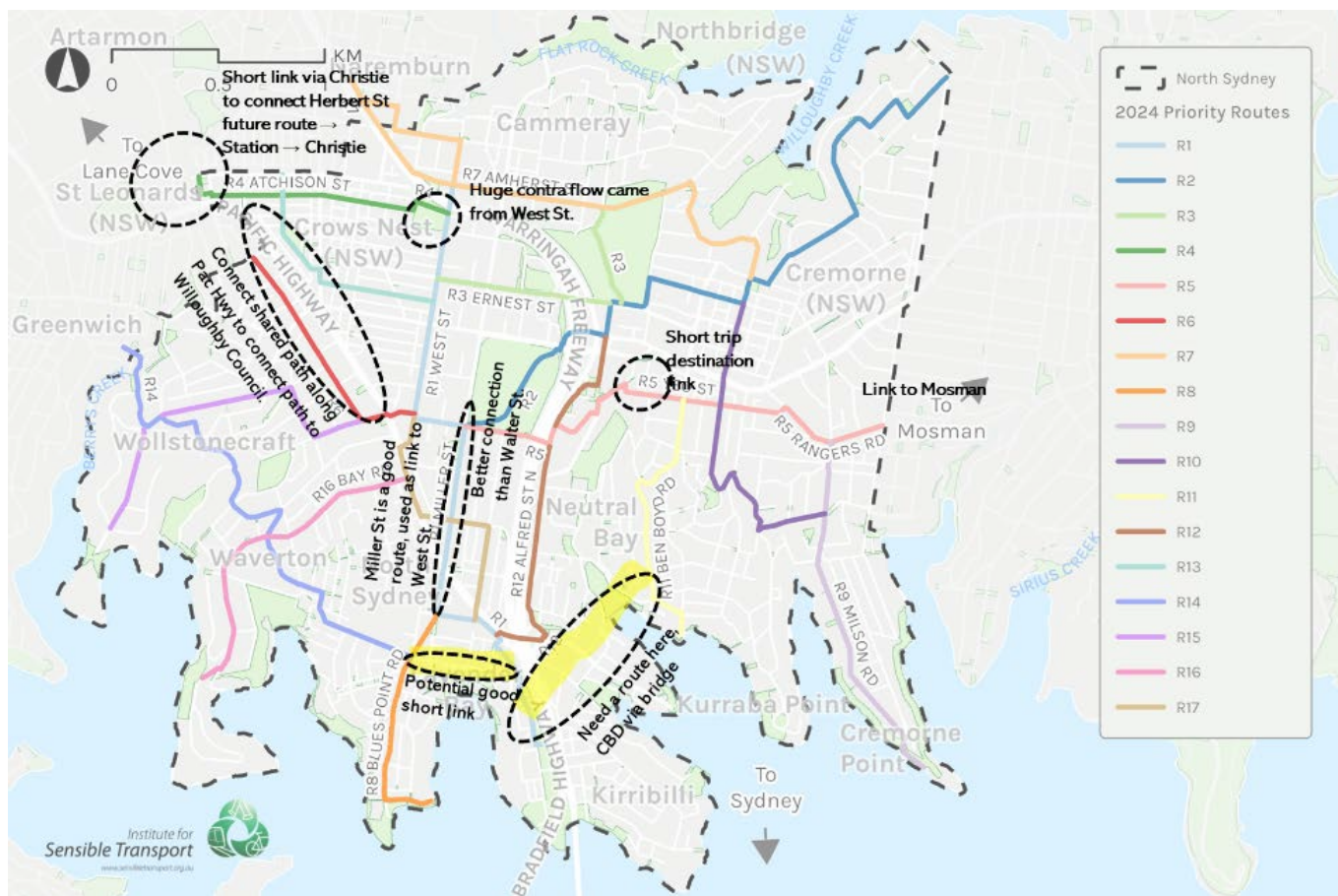


Figure 20 Feedback on 2024 Proposed Routes, Group 1 Map (Workshop 3)

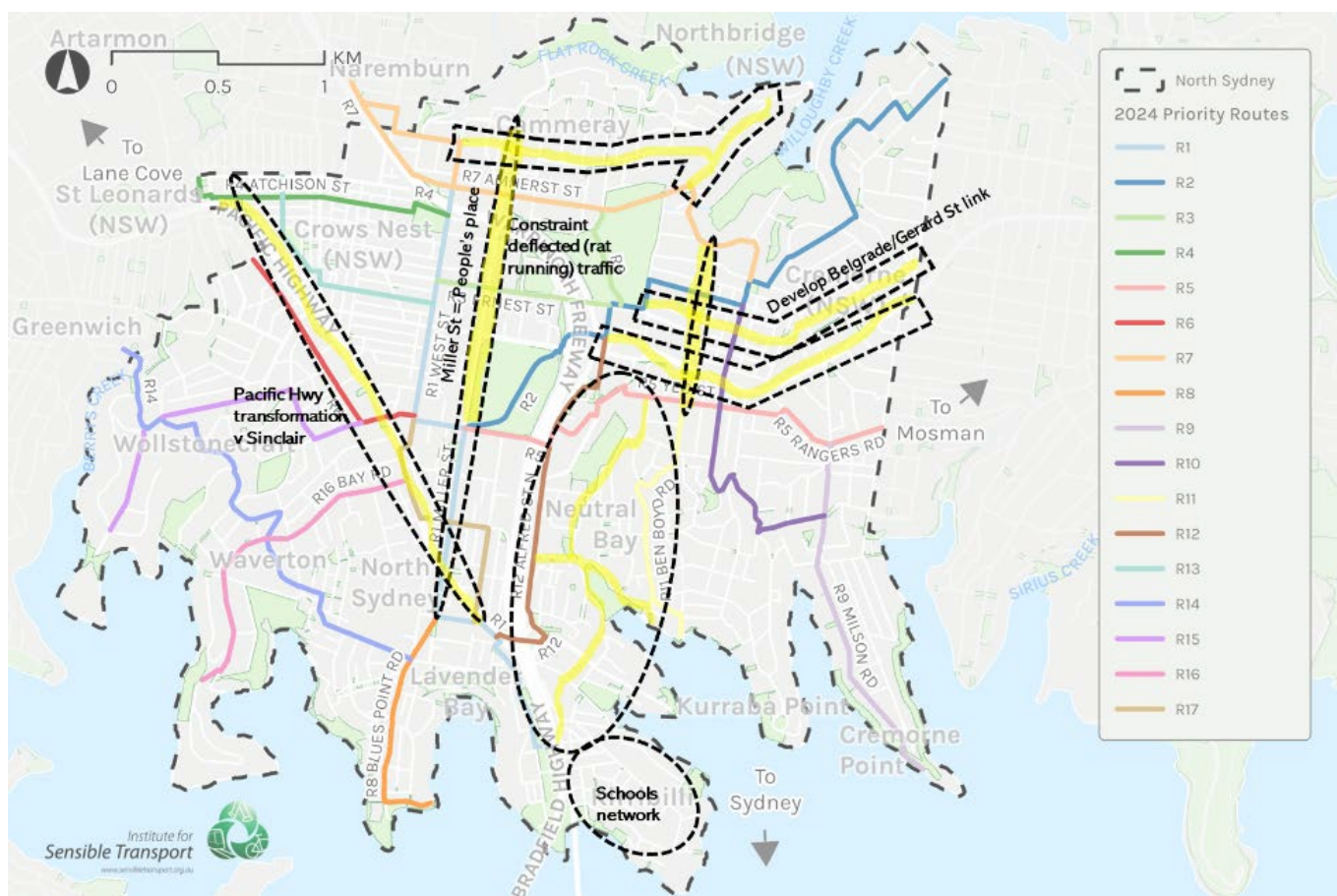


Figure 21 Feedback on 2024 Proposed Routes, Group 2 Map (Workshop 2)

1.5.4 Growing cycling in North Sydney

The final component of the workshop asked participants to brainstorm their ideas for policies or initiatives that can be used to grow cycling participation levels in North Sydney.

The key themes to emerge from the ideas offered have been distilled into seven main categories, with the bullet points representing individual ideas.

As highlighted earlier, participants were provided with three sticky dots which they could use to indicate their support across one or more ideas from another participant. A summary of the key themes to emerge from this activity is offered below, with an indication of the ideas that received one or more supportive sticky dots from another participant.

1.5.4.1 Expanding the cycling network (12 dots of support)

- More contiguous separated cycleways on trunk routes
- Filling missing links to connect broader regional network (3 dots of support)
- Integrating with rail/highway corridors and Green Grid routes
- Leveraging major state investments like Metro, and Harbour Bridge access.

1.5.4.2 Enhancing destination access (5 dots of support)

- Improving access to key hubs like North Sydney CBD, and Metro stations (2 dots of support)
- Routes serving open spaces like Spit Junction
- Prioritising connectivity to shops, schools, train stops, parks.

1.5.4.3 Traffic calming on local streets (4 dots of support)

- Creating 30km/h low-traffic and low-speed zones (2 dots of support)
- Implementing “Slow Streets” treatments (2 dots of support).

1.5.4.4 Improving bike parking and

- Providing sufficient bike storage at stations, shops, and workplaces (1 dot of support)

- More workplace end-of-trip facility requirements.

1.5.4.5 Reallocating road space away from cars

- Reducing street parking and car-oriented development (2 dots of support)
- Incentivising shift away from private car use.

1.5.4.6 Facilitating behaviour change (4 dots of support)

- Initiatives encouraging students/families to cycle (2 dots for schools)
- Public cycling maps and wayfinding aids (1 dot of support)
- Consultation processes to gain community buy-in (1 dot of support).

1.5.4.7 Overcoming hurdles through leadership and governance (3 dots of support)

- Sustained political commitment and long-term vision
- State/regional coordination across councils (1 dot of support)
- Advocacy efforts to build supportive coalition (1 dot of support)
- Reallocating funds from road expansion to active transport.

The feedback recognised cycling as involving a complex, multi-faceted set of barriers requiring coordinated interventions across infrastructure, land use, policy, and community engagement dimensions. Key barriers include social resistance to moving away from a car-centric culture, the lack of safe and continuous cycling infrastructure, and the geographical and road environment challenges that make cycling difficult. Specific issues such as the non-existence of dedicated bike lanes, the occupation of potential cycling spaces by on-street parking, and high traffic speeds were identified as critical areas needing attention.

Feedback on the existing routes from 2014 pointed to a significant demand for improved connectivity, especially across and on major motorways and high-volume regional roads (e.g., Warringah Freeway and Military Road). There was also strong advocacy for transformative changes along key routes like the Pacific Highway, with suggestions

for practical linkages that would enhance the cycling network's functionality and safety.

Building out a truly connected regional network, reallocating street space, and facilitating cultural shifts were seen as vital for mainstreaming cycling.

Regarding potential new routes, stakeholders emphasised the importance of strategic enhancements such as establishing links to key areas like Mosman and creating direct routes to major business areas to alleviate traffic-related challenges. The feedback also advocated for filling missing links in the cycling network and leveraging major state investments to enhance destination access and integrate cycling infrastructure with other transportation modes.

Growing cycling in North Sydney was discussed extensively, with recommendations for expanding separated cycleways, implementing traffic calming measures, and enhancing end-of-trip facilities. There was a particular focus on reallocating road space away from cars and incentivising shifts away from private car use to support a more cycling-friendly environment.

3. One-on-one interviews



Several long-form, one-on-one interviews were conducted with members of the public. These interviews used a semi-structured approach in an effort to build a deeper understanding of how people make transport choices in North Sydney and what measures would help support a growth in cycling participation. Importantly, these interviews uncovered some of the social and cultural issues that influence people's willingness to cycle.

The interviews involved four separate discussions, with two males and two females, with varying levels of experience riding in North Sydney. Some cycle in North Sydney professionally, as a food delivery rider and some have just begun riding. The purpose of the interviews was not to seek a representative sample of the North Sydney population but rather to dig below the surface to appreciate some of the motivations that underpin people's transport behaviour and aspirations for the future.

1.6 Summary of key themes

Figure 22 provides a synthesis of the key themes to emerge from the conversations with the four people interviewed. This distils the main points that were often repeated by multiple interviewees. Participants often focused on the physical environment for cycling, highlighting the barriers relating to safety and attractiveness. Integration of cycling infrastructure with key destinations, like local cafes and shops, as well as railway stations, was a consistent feature. Negative societal perceptions of cycling on the road also emerged as something that limits the appeal of riding for transport. The following sections provide a more detailed discussion of each of the individuals that participated in these interviews. Pseudonym's have been used to protect the identities of those who participated in interviews.



Figure 22 Summary of key themes

1.7 Sunil, Food delivery rider

Sunil juggles his responsibilities as a student with his job as a food delivery rider, navigating North Sydney's major roads and residential streets. He often faces the challenge of finding safe and efficient routes, as major roads like the Pacific Highway and Military Road feel dangerous but are necessary for direct access.

Feeling unsafe riding on roads with heavy traffic is a common concern for Sunil. The intersections and crossings of major roads, such as the Pacific Highway and Warringah Freeway, pose significant challenges. Right-hand turns at traffic lights, as well as riding on Ernest Street, Falcon Street, Military Road and Pacific Highway, often feel perilous.

Sunil believes that cycling would be much easier if major roads had protected bike lanes and more crossing options. He finds the existing narrow, protected bike lanes insufficient for food delivery riders, who need more space to manoeuvre safely.

Despite the challenges, Sunil's passion for cycling and his dedication to his job keep him motivated. He envisions a North Sydney where cycling

infrastructure supports the safety and efficiency of all riders, making his daily rides not only safer but also more enjoyable.

1.7.1 Key challenges

- Dangerous major roads (e.g., Pacific Highway, Military Road)
- Unsafe feeling on roads with heavy traffic
- Difficulties crossing major roads (Pacific Highway, Warringah Freeway)
- Dangerous right-hand turns at traffic lights
- Insufficient space in existing narrow, protected bike lanes.

1.7.2 Making cycling safer

- Protected bike lanes on major roads
- More crossing options over major roads
- Easier ways for riding along, and crossing Pacific Highway
- Quiet, low speed residential streets.

1.8 Charlotte, parent who cycles with children

Charlotte enjoys using a e-cargo bike for taking her young children to kindergarten. While she prefers to cycle, Charlotte resorts to using a car when the destination lacks adequate cycling infrastructure.

Her children love the adventure of cycling and prefer it over car rides. However, Charlotte needs to meticulously plan her routes to avoid dangerous areas. The lack of proper bike infrastructure forces her to ride on footpaths at times, prioritising safety over convenience.

Charlotte loves her e-bike which makes riding up North Sydney's many hills much easier. Finding a safe place to park what is a very expensive bicycle is a challenge however, especially at transport hubs.

Charlotte's commitment to cycling persists despite the infrastructure, rather than because of it. She would love to see more separated bike lanes, lower-speed streets, and better wayfinding. Charlotte also emphasises the need for better connections to public transport and safe, user-friendly bike parking at railway stations.

Charlotte has also experienced some negative reactions from the community. In particular, she was disturbed when someone yelled out at her that children should not be on the road. She would like to see more programs that educated people on the legitimate role that cycling plays as part of the transport system in North Sydney.

1.8.1 Key challenges

- Making right hand turns at busy intersections with fast moving traffic
- Riding on roads with high traffic volumes without adequate infrastructure
- Difficult to find routes that are direct and safe for a young family
- Getting to railway stations safely by bike and finding a highly secure place to lock her bike.

1.8.2 Making cycling safer

- More separated bike lanes on major roads
- Lower-speed residential streets
- Improved wayfinding
- Better public transport connections and safe bike parking at railway stations
- Cultural change programs promoting cycling as a legitimate mode of transport.

1.9 Sam, novice rider

Sam is a newcomer to the world of cycling, exploring the streets of North Sydney on her bike. Although she usually relies on public transport, she has recently started cycling for local trips, accompanied by her boyfriend, who provides the confidence boost she needs.

The transition to cycling wasn't easy for Sam; she found it very scary at first, and riding on the road still feels dangerous. She relies on her boyfriend's experience and confidence to help navigate the streets safely. Sam dreams of a city with more car-free cycling options, which would give her the confidence to ride alone.

Sam finds it particularly frustrating when cycle lanes abruptly end, forcing her into traffic. She believes that better infrastructure is essential for new cyclists like herself. Sam thinks more educational programs would be helpful in building

up people's confidence. These could be aimed at people interested in cycling but lacking the necessary skills and confidence.

1.9.1 Key challenges

- Feeling scared and unsafe on roads with traffic
- Lack of continuous, protected bicycle lanes.

1.9.2 Making cycling safer

- More car-free routes
- Wayfinding to help people find safe routes.
- More education programs to help people who do not have the confidence to start riding.

1.10 Vaughn, experienced rider

Vaughn is a passionate and competitive cyclist navigating the streets of North Sydney. Preferring direct routes, Vaughn rides assertively, often taking a lane when it's safer to do so. Despite his love for cycling, he finds the Miller Street/Pacific Highway intersection particularly challenging and hazardous. Nonetheless, he rides through this intersection because it offers the most direct route.

Vaughn's ideal cycling experience would include more separated bike lanes, especially on main roads along ridgelines, and reduced speed limits to enhance safety. He believes these improvements would make his rides more enjoyable and secure.

He can see the benefit of having better cycling connections to public transport and high-security bike parking, facilitating seamless and safe transitions between cycling and other modes of travel.

For Vaughn, cycling is not just about getting from point A to point B; it's about the exhilarating experience of creating your own momentum, almost like flying.

1.10.1 Key challenges

- Dangerous intersections, particularly Miller Street/Pacific Highway
- Lack of separated bike lanes on direct routes, like Military Road
- Fast moving, heavy traffic on most direct routes.

1.10.2 Making cycling safer

- More separated bike lanes, especially on ridgelines such as Military Road
- Reduced speed limits on streets in which protected lanes are not possible
- Improved public transport connections, including high quality routes to railway stations and ferries, as well as secure bike parking.

4. Online survey and mapping



An online survey was used to understand people's barriers and facilitators to increasing levels of cycling in North Sydney. A total of 152 people participated in the survey. An online map also allowed people to place a pin on a digital map to indicate areas they like, or could be made better.

1.11 Online survey

1.11.1 Location and demographics of respondents

Just over half (58%) of all respondents lived in North Sydney. The survey sample comprised 38% females, 61% males, and 1% non-binary individuals. The age profile of respondents skewed towards those aged between 30 aged 60 (65% of respondents), when compared with the general population. Twelve per cent of respondents were under-30 age group. Almost a quarter (23%) were over 60 years old.

1.11.2 Bike/scooter riding frequency

Figure 23 illustrates levels of cycling frequency among respondents. Most (61%) cycle a few times a week. An additional 13% cycle once a week, while 11% did not cycle at all. This data highlights a strong cycling culture among the respondents, with over two thirds cycling regularly. This is higher than typical rates of cycling in North Sydney.

1.11.3 Main mode of transport to work

Figure 24 reveals cycling as the most common mode of travel to work among respondents, with 37%. Public transport follows closely behind at 28%. Cars are the third most prevalent choice for commuting, used by 15% of respondents. This distribution indicates that respondents use sustainable mobility to a greater degree than a typical resident of Greater Sydney. Only 1.6% of Census respondents reported using a bicycle to travel to work in 2021. This is in sharp contrast to the 37% from respondents to this survey.

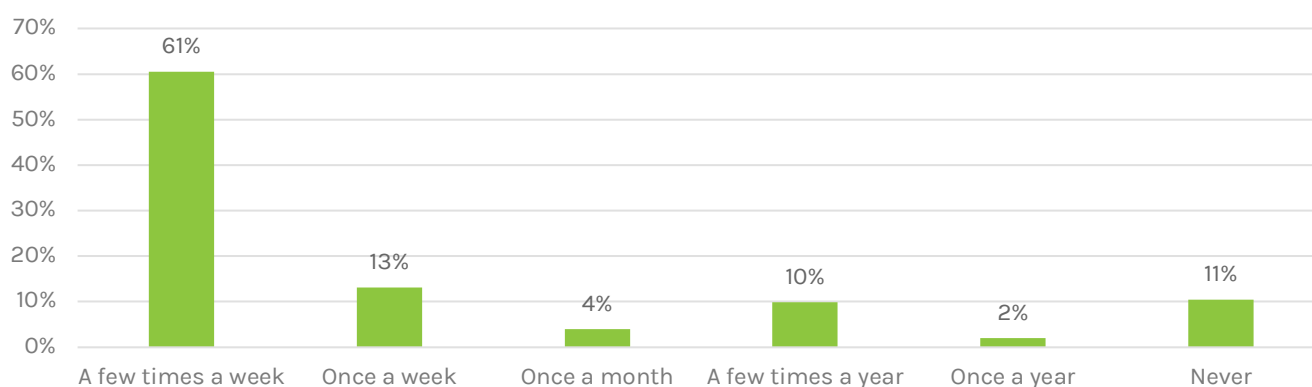


Figure 23 Cycling frequency

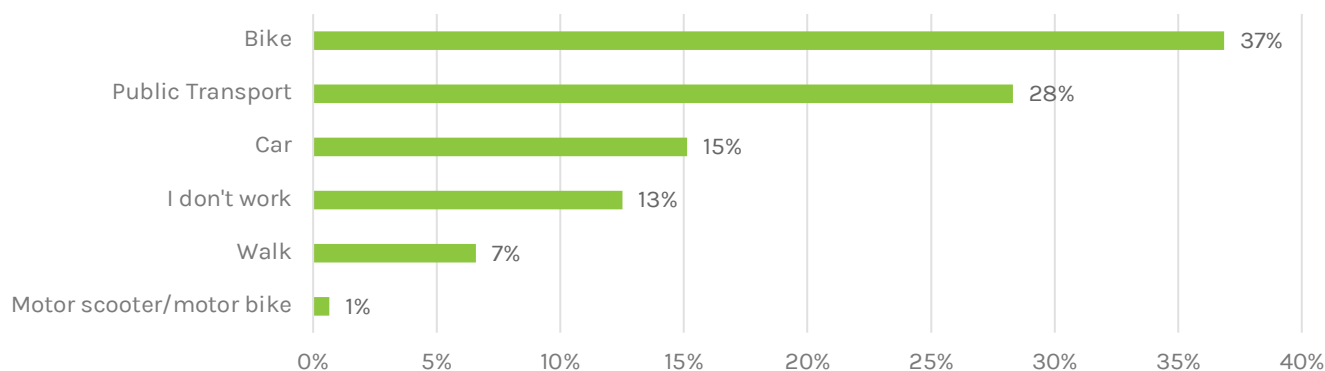


Figure 24 Main mode of travel to work

1.11.4 Main cycling barriers

Figure 25 highlights safety concerns as the main barrier for cycling among respondents. The top three barriers are:

- Lack of bike lane or paths, with 73% of respondents identifying this as an issue
- Riding a bicycle in mixed traffic, with 60% of respondents identifying this as an issue
- Lack of safe crossing, with 34% of respondents identifying this as an issue.

Respondents were able to select multiple barriers, which meant that the percentages in Figure 25 do not add to 100%.

These findings suggest that a focus on improving cycling infrastructure, particularly dedicated bike lanes, connected cycling infrastructure, and safe crossings, are crucial in encouraging more people to choose cycling as their mode of transport.

1.11.5 Recommendations to increase frequency of bike riding

Figure 26 shows what respondents value most in terms of measures to increase levels of safe cycling. The data reveals that increased safety is the top priority, with three key recommendations emerging:

- More protection from traffic, with 78% of respondents identifying this as a facilitator
- Quieter streets with less car, with 43% of respondents identifying this as a facilitator
- Safe crossings, with 42% of respondents identifying this as a facilitator.

Respondents were able to select multiple barriers, which meant that the percentages in Figure 26 do not add to 100%.

The common theme across these three recommendations is that respondents would like greater separation from motor vehicles and more options for quieter routes.

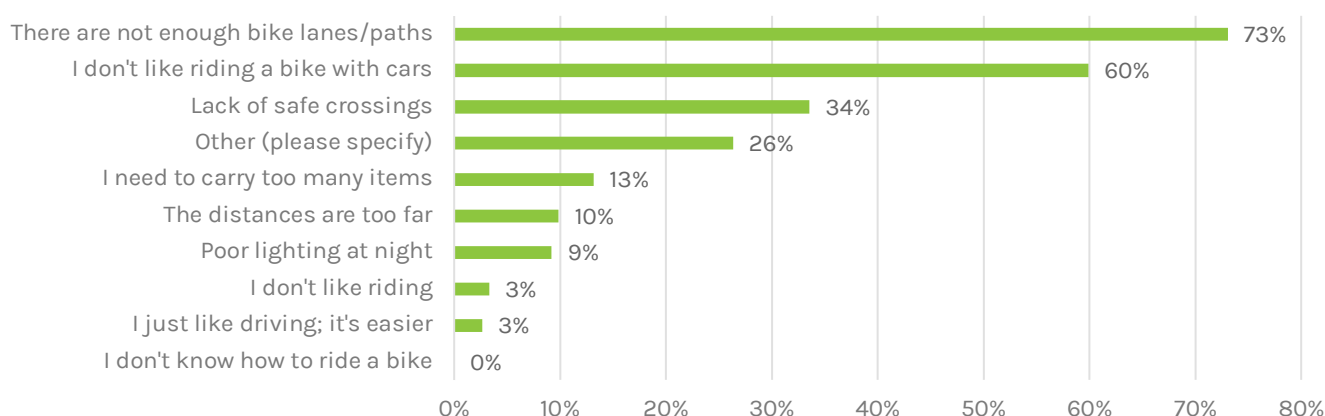


Figure 25 Main cycling barriers

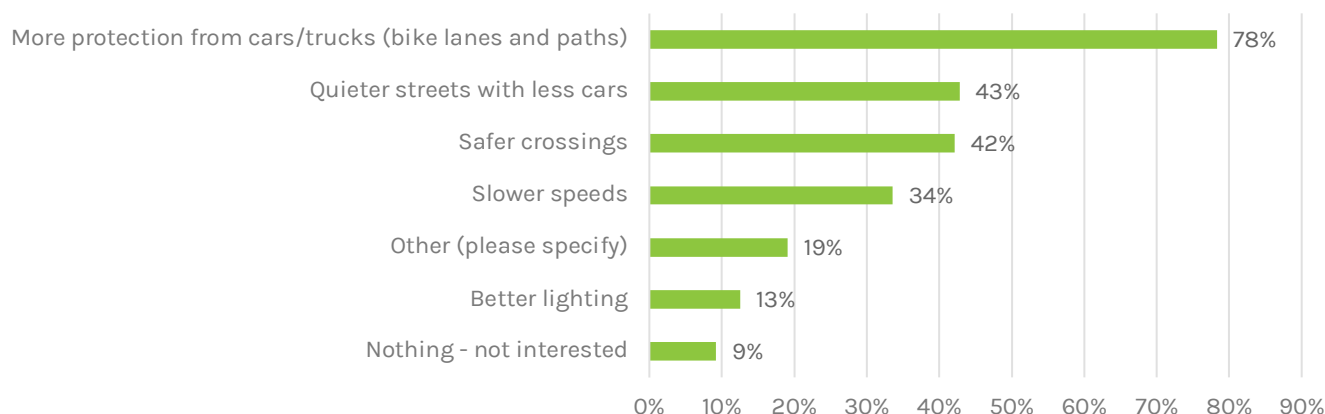


Figure 26 Recommendations to increase cycling frequency

1.12 Online map analysis

Community members contributed a total of 239 pins using the online mapping interface provided as part of this project. A total of 42 individuals engaged with this component of the project.

Some 50% of respondents live in North Sydney. Of the remaining 50%, 34% were workers or visitors to North Sydney and 11% were property owners (who live outside North Sydney). Notably, there was a very low response from renters, with less than 6% of respondents living in a rental dwelling in North Sydney.

The survey sample comprised 71% males, 19% females, and 10% individuals who identified as other or preferred not to disclose their gender identity.

1.12.1 What people like most

Respondents noted that there are some parts of the network they enjoy. In particular, people said they liked separated bike paths. Flat Rock Gully (Willoughby City Council) was mentioned for providing a comfortable riding experience. Protected routes for families, like the path around Brightmore Reserve playground, are valued. They also enjoy following quieter backstreets and appreciate well-designed intersections with traffic calming measures that prioritise pedestrians and cyclists. These positive examples provide a blueprint for future improvements to North Sydney's cycling infrastructure.

‘Love the kids’ bike path around the playground. A great place for kids to practice and learn road rules.’ – Local resident

1.12.2 Major concerns

A thematic analysis of the comments reveals community concerns with current conditions for cycling in North Sydney. The main concerns are discussed briefly below.

1.12.2.1 Safety

Respondents identified that cycling in North Sydney can be quite challenging. The paths are narrow and uphill, making it difficult to maintain

momentum. Cycling in mixed traffic creates an unsafe experience. For instance, the pinch point on Miller Street, which narrows to a single lane places people on bikes in a vulnerable position.

Moreover, there's a lack of safe designated crossings, forcing cyclists to share the lane with traffic. Points in the network that were identified as challenges include:

- intersections of Herbert St and Christie St with Pacific Hwy
- the ramp from the Ridge St Bridge to Winter Ave
- Church Ln and Angelo St
- Warringah Freeway and Military Rd

Some people mentioned that the poor surface condition of some bike lanes can add another layer of risk.

‘Motor vehicles descending Rocklands Rd regularly cut the corner to turn right into Sinclair Street. This is extremely dangerous for cyclists who are on Sinclair St waiting to cross onto the shared path behind the hospital.’ – Local resident

Major safety concerns can be summarised as:

- Narrow bike lanes
- Riding in mixed traffic
- Lack of safe crossings
- Poor surface condition.

1.12.2.2 High-speed traffic

High-speed traffic emerged as a common concern among respondents. Narrow roads with cars moving at unsafe speeds, especially on uphill streets (e.g. Spofforth Street), leaves little room for people on bikes and was said to increase their level of stress and feelings of vulnerability. This discourages cycling, especially for families on roads like Yeo Street, which was said to be used as a high-speed shortcuts for motorists. Even at intersections with major roads like the Pacific Highway, heavy, fast moving traffic makes safe crossings difficult for people on bikes.

‘Getting scary here cars accelerating uphill bikes are slow. Let’s make it a 30 zone.’ – Local resident

1.12.2.3 Space allocation for active transport

Respondents highlighted several times that they felt like the transport network in North Sydney prioritises car traffic. Moreover, at some locations, oncoming cyclists and pedestrians may need to squeeze by, especially with obstructions like light poles or parked cars. Much of the time, cyclists are either forced to ride with cars or pushed onto narrow paths to share with pedestrians.

‘Given 20 lanes are operating north-south for general traffic between Warringah freeway and Pacific Highway, it does not seem unreasonable to dedicate one lane (less than 5% of available road capacity) to people who ride. Space efficient modes will only improve the congestion situation.’ – Local resident

The lack of dedicated east-west connections was also highlighted by multiple respondents. Ernest Street, for example, lacks a continuous cycling path. Some respondents said that this will be especially problematic once the Warringah Freeway bridge construction is complete. Similar situations exist on Military Road and Alexander Street, where dedicated separated bike lanes are needed to improve connectivity and accessibility. Allocating even a single lane away from car traffic on these roads was said to offer safer and more attractive cycling options for local trips.

1.12.2.4 Missing link connection

North Sydney’s cycling network suffers from several missing links. Community contributors to the online map platform identified that there is no connection between Arthur Street and West Street, Lower Bent St, and Milsons Point Station. Additionally, a coherent route through Crows Nest is absent, with bike lanes ending abruptly in some areas. These gaps create significant barriers for cyclists commuting between North Sydney and the city centre.

‘From Arthur St to West St is a major missing link in not just North Sydney’s but the whole of Sydney’s cycling infrastructure. A separated bike lane up either Pacific Highway or Miller St would make an enormous difference and encourage many more people to ride through North Sydney (rather than drive).’ – Local resident

1.12.2.5 Lack of end-of-trip facilities

Respondents identified that North Sydney struggles to provide sufficient safe and convenient bike parking. One community member suggested pedestrianising a section of Willoughby Road and installing bike parking at each end. Similarly, adding more bike racks within parks would make cycling a more attractive option for reaching green spaces. Finally, with increased density, converting some on-street car parking spaces into secure e-bike storage facilities could provide a space-efficient solution for a larger number of cyclists.

‘With the increased density coming to North Sydney around the train stations, it’s no longer possible to fairly allocate on-street space for car parking of resident vehicles. There are simply too many people to have a fair allocation of space for cars. If some of these spaces were converted to lockable e-bike storage you could easily fit 10+ e-bikes into a single, secure parking space that could serve everyone who wanted to store their vehicle.’ – Local resident

1.12.3 Recommendations

A synthesis of the key recommendations, based on the comments provided by online map respondents is provided below.

1.12.3.1 Separated bike lanes

The most consistent theme to emerge from the community was the need for a more cohesive network of protected bike lanes across North Sydney, and connections to other LGAs. Respondents highlighted that this would enhance safety levels and encourage more people to choose cycling. Participants called for protected bike lanes on:

- Major roads, such as Pacific Highway and Military Road, to offer safe routes across North Sydney and into adjoining LGAs.
- Roads that serve as important neighbourhood shopping streets, such as Crows Nest and the heart of North Sydney.
- Heavily trafficked intersections.

‘So many people ride their bikes up Pacific Highway - which is a dangerous area for riders. Including a dedicated bike line would be amazing.’

1.12.3.2 Sydney Harbour Bridge Ramp

Respondents identified that they would like a ramp that eliminates the stairs at the northern end of the Sydney Harbour Bridge. There is some feedback about introducing safe crossings or ramps to improve accessibility for cyclists. Respondents identified the need for enhanced integration between the Sydney Harbour Bridge and the Pacific Hwy.

‘While I agree that a ramp from the bridge to here would be great, at the moment, what is needed is to reinstate the previous excellent ramp from the Ridge St Bridge to Winter Ave, which was used by many people including school students to walk, ride, etc. The replacement zigzagged temporary ramp is completely inadequate.’- Local resident

1.12.3.3 Wayfinding

The need for better wayfinding signage across North Sydney was a common recommendation from respondents. Improved signage can assist riders in making safer decisions and create clarity for other road users. Some of the recommendations included:

- Using "do not block" road paint to enhance clarity and safety for cyclists at intersections
- Using the "straight ahead" arrow to indicate cyclists' direction
- Remove the "No Cycling" sign where there is enough space for a bike lane

‘At a minimum, we need clear signage advising motorists of minimum passing distances, and to be patient with cyclists.’

- Better signage on the ground especially for shared paths.

‘Lack of clear wayfinding signage causes confusion and potential for cars finding themselves in the wrong lane to try turning across the path of a cyclist attempting to cross Pacific Hwy.’

One suggested technique was the inclusion of on-the-ground signage (e.g. blue shared path line, bicycle outline). This approach could be used to highlight the presence of a shared path. Respondents said that the reason for this type of signage is that they felt many pedestrians were not aware that shared paths allowed for cycling.

1.12.3.4 Contra-flow bike lane

Contra-flow bike lanes are designed to allow cyclists to ride a bike in the opposite direction of traffic. In this way, cyclists can use a one-way street in two directions. This increases accessibility, connectivity, and safety for cyclists by providing alternative routes that avoid busy streets for cyclists. A number of respondents identified that contra-flow bike lanes would help to increase the number of safe travel options for people on bikes.

Participants recommended council explore the inclusion of more contra-flow lanes on:

- quite one-way streets
- streets that form a connection with a neighbouring council, especially in areas that connect two existing pieces of cycling infrastructure.

‘Please add a counterflow bike path up this quite one-way street. It is a safe route up toward West Street, and safer than going up Miller Street with cars running up behind you.’

1.12.3.5 Improve connection by considering a shared path

Introducing shared paths in different locations can improve the connectivity of the cycling network in North Sydney. There were many suggestions for new or enhanced shared paths among respondents to the online mapping platform, including:

- Wider shared path to provide better access and reduced conflict with pedestrians
- Upgrade the footpath to a shared path where possible
- Join separated shared paths to increase network connectivity
- Collaborate with neighbouring councils to fill the missing shared path links.

‘Connecting a few dots here but if Church Ln and Angelo St supported contraflow, as well as William St - this little section of the Pacific Hwy change its footpath to a shared path connecting the two missing links.’

1.12.3.6 Traffic calming measures

Respondents identified a need for more traffic calming measures. This includes lower speed limits, to create a lower default speed limit on smaller, residential streets,

‘Traffic calming and lower speed limits needed on Yeo St as it's being used as a rat run to avoid Military Rd when it should be a quiet street for parents and kids to walk/ride to Neutral Bay primary school.’ - Local resident

Finally, some respondents identified a need for creating a car-free or shared zone on Willoughby Road.

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