

A photograph of two people from behind, wearing helmets and riding bicycles on a dirt path. They are looking out over a beach and the ocean. The person on the left is wearing a white t-shirt and a dark helmet. The person on the right is wearing a grey t-shirt and a white helmet. In the background, there is a sandy beach, waves breaking, and a rocky cliff in the distance under a blue sky with some clouds.

BIKE

PITTWATER

2016

DRAFT



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INTRODUCTION

What is Bike Pittwater

Bike Pittwater is all about making cycling a normal part of life and offering greater transport and recreational options to the Pittwater community. In order to achieve this, we need to expand current on road and off road cycle facilities, create cycling networks linking key destinations and support riding for all age groups and abilities.

Bike Pittwater, 2016 – 2021 aims to build and expand from our 1997 Bike Plan. The need to update the plan stems from the global and local trends of increased cycling participation and desire from governments to promote alternative forms of transport to help relieve motor vehicle congestion.

The Pittwater Bike Plan has five key strategies with a number of actions on how we can achieve and deliver them across Pittwater.

- To improve and maintain cycling infrastructure
- To improve the awareness and safety for cyclists
- To promote cycling as a convenient and enjoyable travel option
- To develop and maintain relationships with key organisations to promote and fund cycling projects
- To facilitate opportunities for recreational cyclists

Why Encourage Cycling

Cycling is a broad term that covers many different types of activities by a diverse range of people. The common factor is that they are all on a bicycle. Activities may range from Children cycling to school, people cycling for sport and fitness and commuters.

Bike riding is a great way for travelling short and medium distances; it's also fun and enjoyable while keeping you fit and healthy. Riding your bike is also a more sustainable mode of travel which offers a range of environmental benefits.

Active neighborhoods are more livable so by riding your bike, you also get connected with your neighbourhood, interact with people and notice things that you would never see when you are driving. There is also no stress over finding a car park.

In contrast to the rise in popularity of adults cycling, in the last four decades, there has been a rapid decline in the number of children walking or cycling to school. Children who walk or cycle to school engage in more physical activity than those who travel by other means .

Throughout the world, numerous amounts of research has been done on the benefits of cycling to local communities. Some examples of these benefits include:

Health & wellbeing

Physical activity gives obvious health benefits to the rider and hence is less of a burden on the wider community.

Transport

A bicycle offers people with transport options. It offers greater mobility to people who don't drive a car and offers others with an alternative to driving their car or catching public transport. A bicycle can also be used as a portion of the journey by combining cycling with public transport.

Congestion

A bicycle requires much less road space than motor vehicles. Greater bicycle use has the ability to help reduce traffic congestion, especially when combined with good cycling infrastructure. Parking a bicycle is also considerably easier than parking a car. Car parking has become one of the major issues within Pittwater's town and village centres.

Environment

Riding a bicycle has a very low impact on the environment when compared to private motor vehicles and public transport.

Local Economy

Greater access and movements by bicycle allows for more people to enter town and village centres more often. Economic benefits can also be generated through cycle tourism and visitors cycling into and around Pittwater.



Consultation and Research

Developing Bike Pittwater required a thorough knowledge of the Pittwater area, local cycling issues and cycling trends. This information was sourced via a variety of methods:

- Meetings with various stakeholder groups, residents associations and members of the cycling community.
- Casual conversations with local cyclists.
- A web based community survey was undertaken with a total of over 200 responses (please refer to our Bike Plan Community Feedback Document located at www.pittwater.nsw.gov.au for a summary of responses).
- Saddle surveys by Council staff and GTA Transport Consultants to verify network proposals, gaps and issues relating to bike riding.
- Desktop and web research into cycling issues including safety, infrastructure and trends.
- General cycling observations and commuting by bicycle by Council staff who prepared this report.

Council staff worked closely with GTA Transport Consultants in the preparation of Bike Pittwater.

Council staff who prepared this document are regular bike riders. Often commuting by bicycle, enjoying recreational riding and participating in events and racing both on and off road.





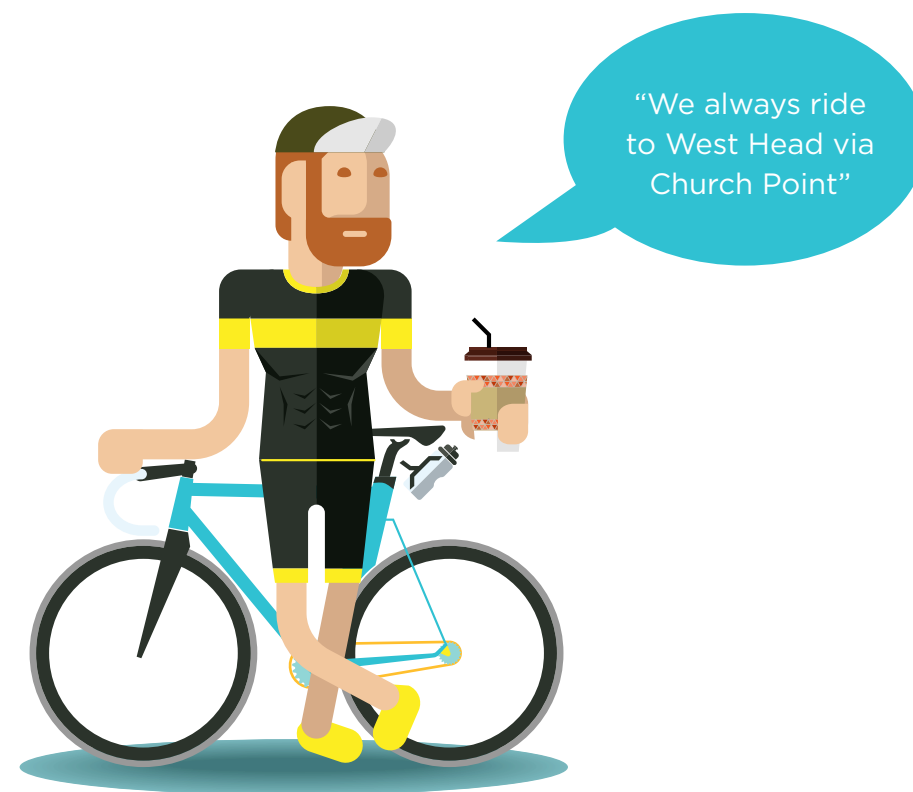
Bike Riding in Pittwater

Pittwater has been a popular bike riding destination going way back to the mid 1880's. The roads to Church Point, Ku-ring-gai National Park and Palm Beach have been popular routes attracting cyclists from the local area and throughout Sydney. These days most cyclists using these routes are sport and recreational riders on morning and weekend rides.

The development of the shared path network throughout Warriewood and Narrabeen has seen a rise in the number of people cycling for recreation, commuting and utility purposes in those areas.

Research conducted during the Pittwater Public Space and Recreation Strategy 2014 showed that bike riding is the 4th most popular fitness activity in Pittwater with males having a higher participation rate than females.

Statistics show that cycling is continuing to grow across Australia. Half of all Australian households have at least one working bicycle kept at their home. Of these households, two-thirds had two or more bicycles in working order.



Who is Cycling

Bike counts and general observations suggest that Pittwater is very popular area for road (sports) cyclists. These cyclists are generally fast moving cyclists that ride in groups or individually on main road corridors. This type of cycling is growing in numbers and often described as “the new golf”.

A large number of people cycling in Pittwater could be described as casual cyclists. For example, people cycling to the beach riding slowly on local roads, shared paths and footpaths. This type of cycling is most popular in areas such as Avalon, Newport and Warriewood/North Narrabeen.

Cycling to school is most popular in Avalon. Weekday mornings would see a large number of both primary and secondary students making their way across Avalon, many utilising the shared path between North Avalon and Avalon Village.

The community survey and consultation with schools demonstrated that there are many Pittwater residents who are keen mountain bikers. Currently there are no official mountain biking facilities in Pittwater which forces these people to ride unofficial trails or trails in other areas.

Although there are a number of people cycling to commute to work. This is seen as an area where cycling numbers have the potential to increase.





Why Aren't More People Cycling?

The community survey and discussion with residents groups suggest that many people enjoy cycling but lack of safe infrastructure and network connections is a major barrier. Many people are not prepared to ride on roads mixed with motor vehicle traffic as they feel it is unsafe. Discussion suggests that if safe cycling infrastructure was available many more people would consider using a bicycle more often.

There are many reasons as to why people don't cycle. Many of them are valid, yet many of them could easily be overcome. There will always be a portion of the population who will drive. The aim of Bike Pittwater is not to get everybody cycling, The aim is to create an environment where more people consider cycling as a transport or recreational option more often.





What's Been Done Recently?

Council is continually improving cycling facilities throughout the area. It's not always easy to incorporate new infrastructure in developed areas, however, Council has been successful in completing a number of projects that add to Pittwater's cycling infrastructure and help to improve the safety for people who choose to ride a bicycle. Some recent projects completed are listed on the following table.



New Shared Path along Pittwater Road, Warriewood. Constructed as part of the active transport network to connect to the proposed Northern beaches B-Line stop.

North Narrabeen	Shared path - Oak Street Shared path - Walsh Street & North Narrabeen Reserve Shared path - Pittwater Road Path upgrade - Narrabeen Lagoon Trail Signage - Narrabeen Lagoon Trail Education - Bike Week Stall Narrabeen Lagoon Trail Stencilling - North Narrabeen shared path network Bicycle parking hoops - Coastal Environment Centre
Warriewood	Shared path - Garden St to Callistemon Way Playground Stencilling - Warriewood shared path network
Elanora	Bicycle parking hoops - Elanora Village Centre
Mona Vale	Stencilling on Pittwater Rd west of Town Centre Share the Road signage on Pittwater Road Bicycle parking hoops - Mona Vale Library Path upgrade - Mona Vale Golf Course
Bayview/ Church Point	Stencilling on Pittwater Rd and McCarrs Creek Road Share the Road signage on Pittwater Road
Newport	Shared path along Barrenjoey Road at beachfront Bicycle parking hoops - Kalinya Street shops
Avalon/ Clareville	Bicycle parking hoops - Clareville Beach Bicycle parking hoops - North Avalon Beach
Palm Beach/ Whale Beach	Shared Path - Governor Phillip Park past Surf Club
Pittwater Wide	Education - Advising new road rules through social media Promotion - Cycling in Pittwater through social media Promotion - Promotion of cycling to Council events
Internal	Staff bicycle parking - Operations Centre (Boondah) Promotion - Promotion of Ride to Work Day



OPPORTUNITIES

Vision

To encourage an active Pittwater where cycling is supported as a travel option and recreational activity within the community.

Strategies and Actions

The Pittwater Bike Plan has five key strategies with a number of actions on how we can achieve and deliver them across Pittwater.

- To improve and maintain cycling infrastructure
- To improve the awareness and safety for cyclists
- To promote cycling as a convenient and enjoyable travel option
- To develop and maintain relationships with key organisations to promote and fund cycling projects
- To facilitate opportunities for recreational cyclists



STRATEGY 1

To improve and maintain cycling infrastructure

Actions

- To continue to expand the shared path network.
- Develop and implement a bike parking program for town centres and destinations.
- Investigate opportunities for separated cycle ways through Place Planning.
- Ensure cycling infrastructure design is considered a priority for future works.
- Improve the cycle network through way finder signs, footpath markings and road markings.
- Investigate opportunities for maintenance and improvements to the road surface for the safety of cyclists.
- Ensure cycling infrastructure funding is allocated in the Council Delivery Plan each financial year.
- Work with neighbouring councils to provide cycling connections across boundaries.
- Continue to engage with the community on future cycling needs.
- Investigate opportunities for new non-residential developments to integrate end of trip facilities within their developments.



STRATEGY 2

To improve the awareness and safety for cyclists

Actions

- Continue to promote road rules, awareness and etiquette between drivers and cyclists.
- Develop and implement a 'share the road' campaign.
- Continue to offer cycle training and maintenance workshops to increase the confidence and skill of cyclists.
- Develop and implement cyclist awareness materials for use on the Pittwater Council fleet and include cyclist information during employee driver training sessions.
- Use existing resources to promote awareness of cyclists on the roads.
- Regularly review council correspondence for complaints relating to cycling.



STRATEGY 3

To promote cycling as a convenient and enjoyable travel option

Actions

- Encourage cycling to Council and community events.
- Promote the benefits of active travel within the community.
- Develop Pittwater cycle maps showing the current and proposed future cycle networks and bike parking facilities.
- Investigate opportunities to use social media to promote cycling information.
- Maintain up to date cycling information on Council's website.
- Work with Department of Education and Communities and local schools to encourage students to cycle to school.
- Promote the health, social and environmental benefits that cycling provides.
- Promotion of Ride to Work Day to local business and Council employees.
- Promotion of Ride to School Day to primary and high schools.
- Encourage use of E-Bikes as a cycling option.



STRATEGY 4

To develop and maintain relationships with key organisations to promote and fund cycling projects

Actions

- Continue to work with Austcycle to provide cycle training.
- Continue to build and maintain relationships with key stakeholders to educate and raise awareness of cycling issues among the public and cyclists.
- Work with local cycle retailers to promote cycling networks, awareness and etiquette.
- Continue to promote and participate in NSW Bike Week events.
- Expand relationships with RMS and TfNSW.
- Continue to submit funding for active travel projects through RMS and TfNSW.
- Identify all other opportunities for funding to support cycling initiatives.
- Continue to build relationships with cycle clubs.
- Work with NSW police to provide education, enforcement and awareness on cycling road rules to the community.
- Work with local chamber of commerce's to encourage cycling in town centres.
- Continue to partner with local councils to deliver cycling awareness and events.
- Work with local businesses to encourage cycling within the workplace.



STRATEGY 5

To facilitate opportunities for recreational cyclists

Actions

- Provide and maintain children's cycling facilities in parks and reserves.
- Identify key recreational cycling routes and provide cycling amenities.
- Work with stakeholders to investigate future MTB facilities.
- Explore opportunities for cycling events to be held locally.
- Work with tourism organisations to provide opportunities to promote cycling tourism.



NETWORK POSSIBILITIES



The following pages show routes identified as possible network opportunities. These routes have been chosen by evaluating a number of considerations including, but not limited to: connectivity to key destinations, connectivity to population, topography, landownership, available space and existing cycle usage.

Whilst some of these possible routes would be easily achievable, many of these routes present challenges in terms of existing infrastructure, usage and space. As most of Pittwater is currently developed, in order to achieve a good cycling network there will most likely be a need for compromise in many locations in terms of path design, infrastructure and in some cases potential loss of vegetation or car parking. Each route would need to undergo detailed survey and design prior to any works.

Types of Treatments

The following pages list types of possible treatments. For the purposes of this document general treatments have been identified for the network possibilities. Each route would need to be evaluated and designed in detail.

Type of Treatment	Possible Treatments May Include
On Road Network	Stencilling Signage (warning & wayfinding) On road lane marking (especially uphill sections) New road furniture to consider bicycle usage.
Shared Path	Shared paths would ideally be 2.5m, width. In come cases this might need to be reduced to 2.1m or increased to 3m. Street environments would generally require a sealed surface such as concrete. Shared paths through reserves could consist of sealed or unsealed (gravel) surfaces. In more urban areas (such as Mona Vale Town Centre) some of these routes could be separated cycleways.
Road Crossing	Pram ramps, hand holds, warning signage, raised crossings, refuges, road narrowing, etc



NORTH NARRABEEN



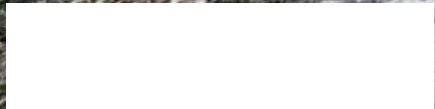
Discussion

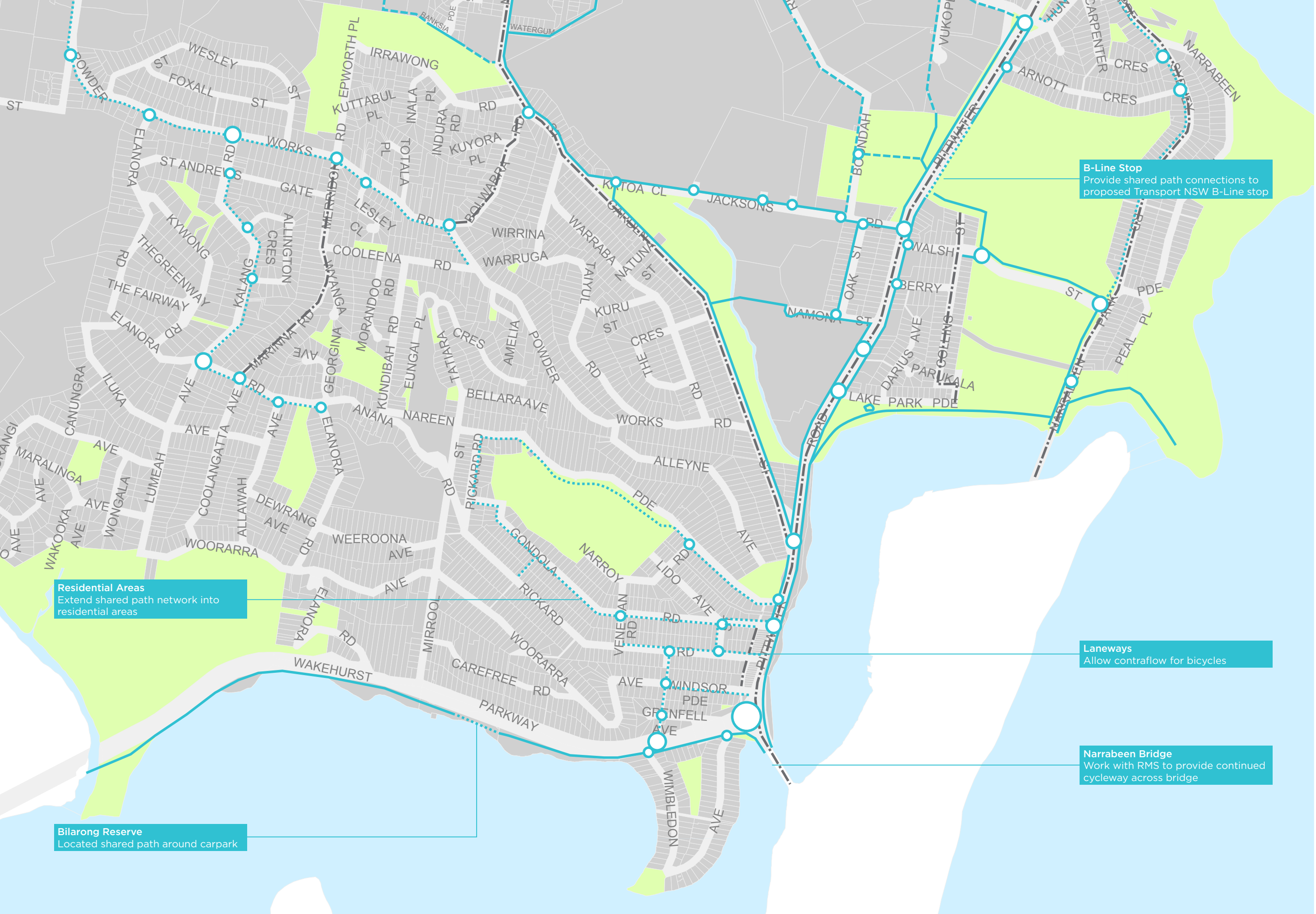
North Narrabeen is fortunate to be home to some of Pittwater's most scenic off road shared paths. These consist of the Narrabeen Lagoon Trail through Bilarong Sanctuary and Bilarong Reserve, connecting along Pat Hynes Reserve to the Pelican Path leading to North Narrabeen Rock Pool. Other shared paths exist along Garden St and Pittwater Road linking to schools, shops and Warringah Council's network.

The scenic shared paths attract recreational riders from nearby and from further afield. It's common for people to drive to Bilarong Reserve to cycle the Narrabeen Lagoon Trail.

The paths throughout North Narrabeen also serve as vital commuter links. Commuters may use sections of these paths as part of their overall journey. Some are commuting short distances (E.G. to school, Bus stop, etc) whilst others are using part of the path network for longer commutes between Pittwater and Warringah, Manly and beyond. The Narrabeen Lagoon Trail has opened up a commuting route that helps cyclists avoid the busy Pittwater Road corridor through Narrabeen/Collaroy.

Opportunities exist to expand this successful network to allow easier access for surrounding residents and creating safer and more direct access to some existing areas of the network.





NORTH NARRABEEN - Network Concept



WARRIEWOOD

Discussion

When it comes to cycling facilities in Pittwater, Warriewood is the jewel in the crown. Although its not perfect, there is a good network of shared paths that connect residential areas, schools, playgrounds and shops. Much of this infrastructure is due to new development in the area with a planned cycling network mostly funded by developer section 94 contributions.

As development in Warriewood continues gaps in the network should be completed. A key missing link is the connection of the Warriewood network to Mona Vale.

As a result of providing a safe off road cycling network, many residents are comfortable to cycle for short trips.





Ingleside Reserve
Council to continue to work with adjacent landowners to establish a legal downhill mountain bike trail.

Warriewood Valley
Continue to provide the proposed shared path network inline with the Warriewood valley Masterplan.

Warriewood Road
Continue shared path to Pittwater Road

Narrabeen Park Pde & Sydney Road
On road network. Stencilling, signage & considerate road furniture

- KEY**
- Existing Shared path
 - Proposed Shared path
 - Possible Shared path
 - Possible On-Road Network
 - Road Crossing Consider Cycling Facilities

WARRIEWOOD - Network Concept



ELANORA

Discussion

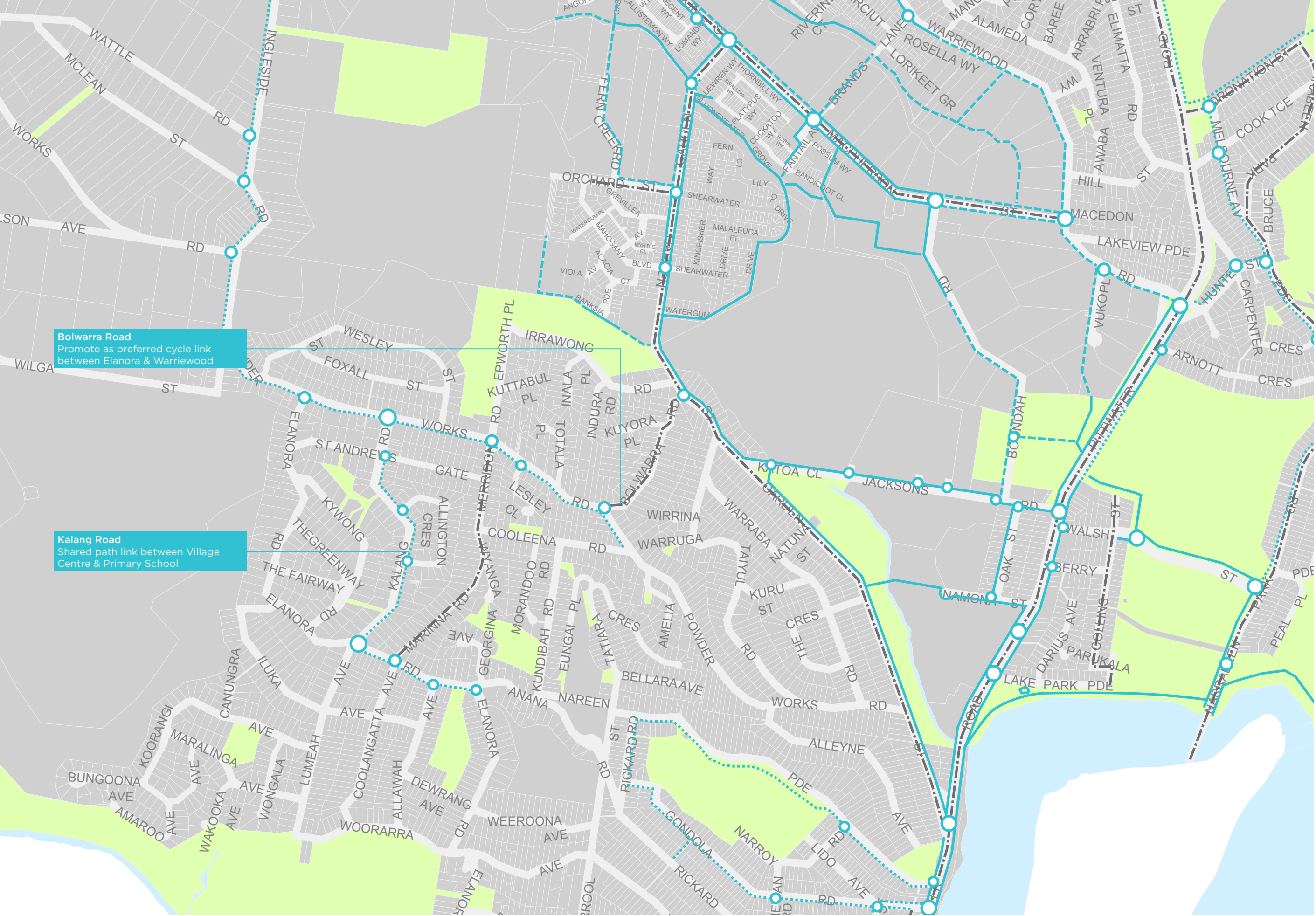
Elanora, consisting of hilly terrain, may not be the most obvious area for cycling, however many opportunities exist for residents to cycle to the Village Centre and down to Warriewood.

Residential areas surrounding the Village Centre could easily be accessed by bicycle. A well located shared path could extend access to a number of local streets and hence to a number of residents.

Access to Warriewood should be promoted via Bolwarra Road. This route offers a quieter alternative to cycling on Powderworks Road. Access at the top and bottom of Bolwarra Road should be addressed.

It is likely the growing popularity of E-Bikes will also help to increase cycling participation in and around Elanora.





KEY

Existing
Shared path

Possible
Shared path

Possible
On-Road
Network

Road Crossing
Consider Cycling
Facilities

ELANORA - Network Concept



INGLESIDE

Discussion

Ingleside is currently a semi-rural area consisting of homes on large blocks, small farms and some small light industry. This is mixed in with swathes of native bushland and relatively quiet roads. This area is due to undergo significant change in coming years. The Department of Planning and Environment, Urban Growth NSW and Pittwater Council are currently working together to investigate development potential with a view to possible land release to increase population density. Cycling infrastructure will form part of this planning process and will be delivered through developer contributions as Ingleside develops or as part of the RMS' project to upgrade Mona Vale Road.



MONA VALE

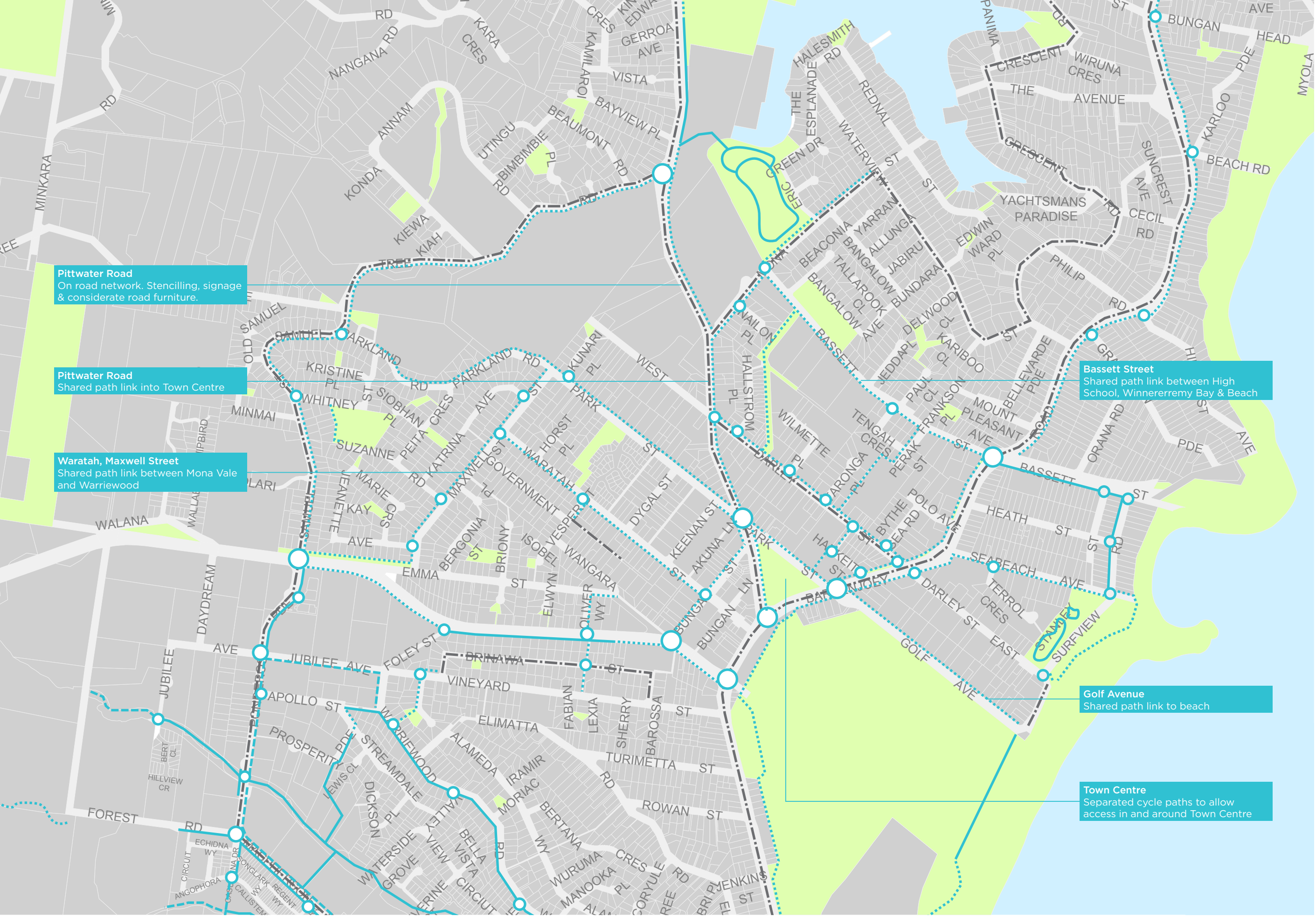
Discussion

Mona Vale is currently a very popular thoroughfare for road and sport cyclists heading to Church Point and Kur-ring-gai National Park. Many of these types of cyclists are groups originating within Pittwater, throughout the Northern Beaches and Northern/Central Sydney. Much of this activity is concentrated in the early mornings, however it is not unusual to see small groups or individual cyclists at any time of the day.

Apart from sport cyclists, Mona Vale wouldn't currently be considered to have a high level of cycling participation. There are people who commute by bicycle to work and school and others who ride to the Town Centre or the Beach.

Mona Vale is considered an area that has a huge potential for an increase in cycling participation. It is envisaged that a network of good off road bicycle/ shared paths combined with bicycle parking facilities would encourage people to cycle rather than drive short distances.





MONA VALE - Network Concept

BAYVIEW & CHURCH POINT



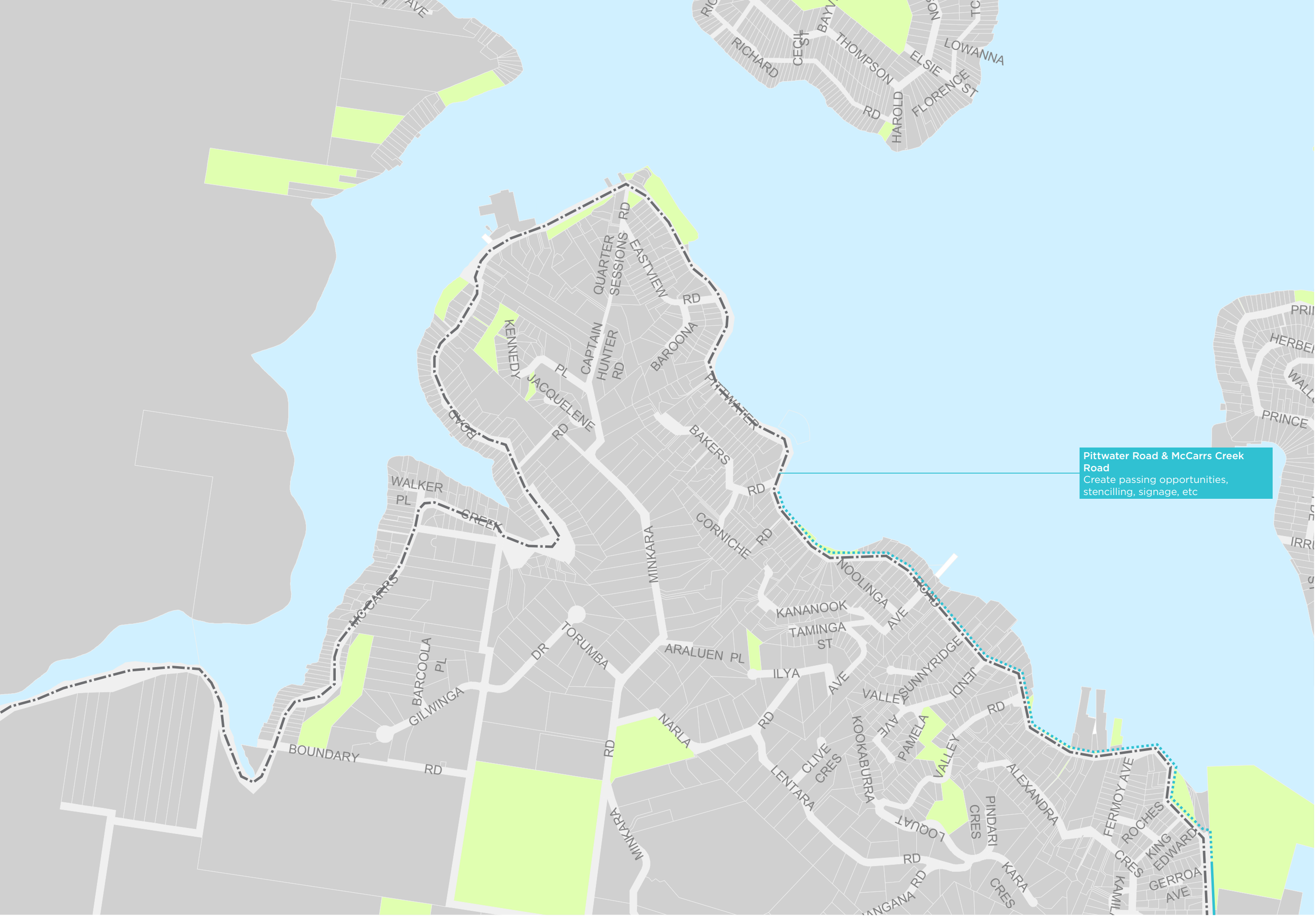
Discussion

Pittwater Road and McCarrs Creek Road is an extremely popular route for road and sports cyclists. Many cyclists use Church Point as their turn around destination for morning training rides. This is also combined with cyclists using this area to access Kur-ring-gai Chase National Park. Cyclists numbers are highest on weekday mornings around 6am to 7am and on weekend mornings around 6am to 8am. During these periods the number of cyclists frequently out number motor vehicle traffic.

The popularity of this area with cyclists has become frustrating for some local residents. Some residents have made complaints to Council regarding the number of cyclists, cyclists slowing motor vehicle traffic and noise from cyclists talking as they ride past during the early morning. Likewise, many cyclists have also raised issues regarding vehicles passing in unsafe situations and poor road surfaces.

Being the only access point to the National Park from Pittwater, it is likely that cyclists will continue to use this area. Lack of space within the road reserve makes it difficult to propose significant infrastructure upgrades to help dissolve the current conflict. Possible improvements may include road widening at certain points to allow for more passing opportunities and continued stencilling and awareness signage.

Much of the improvements for this area will come down to education, safety and awareness campaigns to help foster mutual respect between drivers, cyclists and local residents.



Pittwater Road & McCarrs Creek Road
Create passing opportunities, stencilling, signage, etc

KEY

Existing Shared path

Proposed Shared path

Possible Shared path

Possible On-Road Network

Road Crossing Consider Cycling Facilities

BAYVIEW & CHURCH POINT - Network Concept



NEWPORT

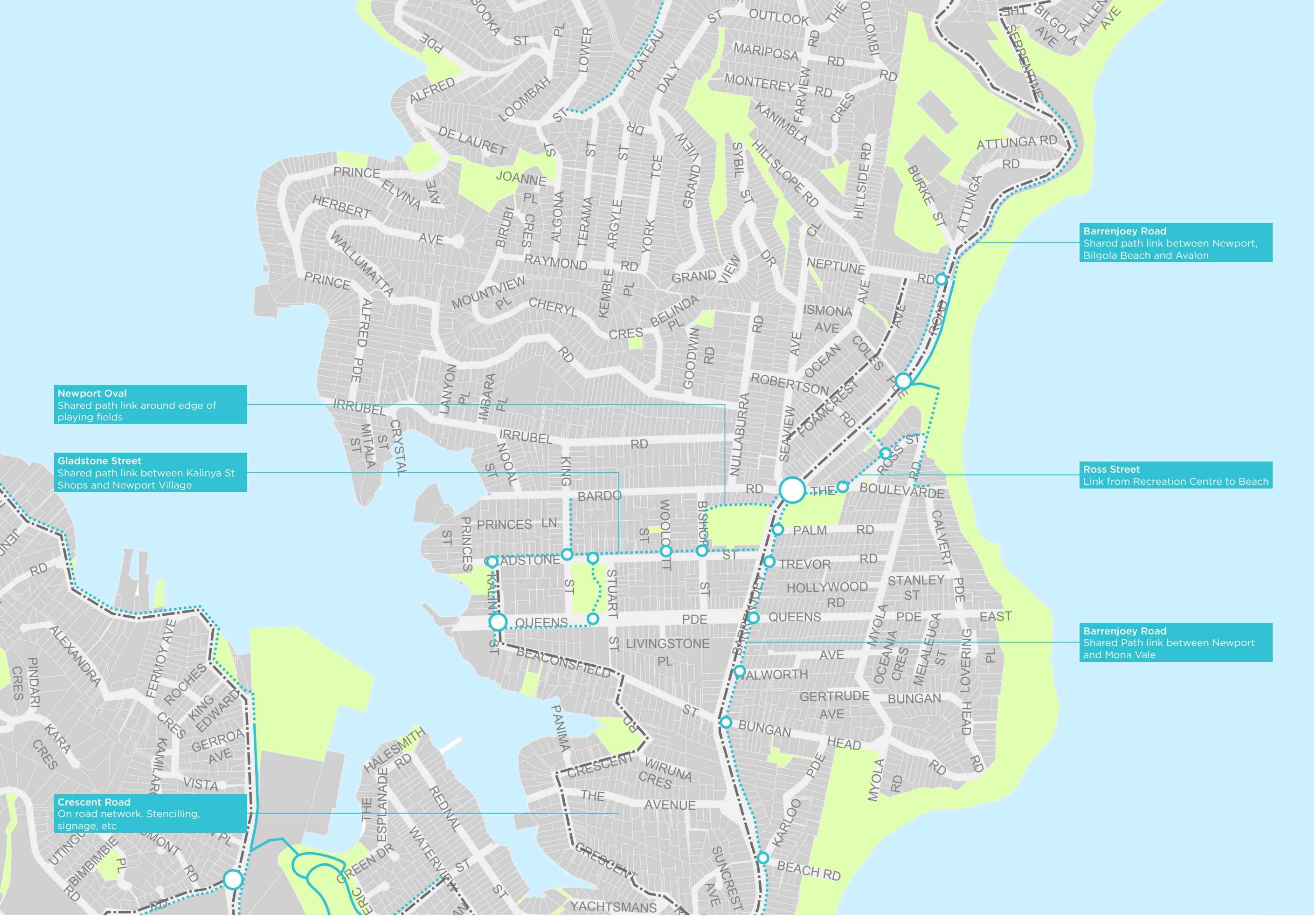
Discussion

Like most of Pittwater's Villages, much of Newport is located in a basin with relatively flat terrain linking the beach, commercial, recreational and some residential areas.

Currently Newport is lacking in cycling infrastructure. There is a new section of shared path along part of Newport Beach and bike racks have been installed throughout the village.

Even without much infrastructure, it is still common to see people cycling in Newport. Most commonly by younger people around the beach area.

Potential exists to develop a safe cycling network that would link Newport Beach and Village to Kalinya Street shops, Public School and Newport Arms. This would allow for a safe route that would offer local residents an alternative to using their cars for short trips.



NEWPORT - Network Concept



BILGOLA BEACH & BILGOLA PLATEAU



Discussion

Access to Bilgola Beach is a key destination and forms part of the potential cycle link between Newport and Avalon. Opportunity exists to create a shared path between Newport and The Serpentine and North of The Serpentine to Avalon. Topography, available land and build costs would most likely see The Serpentine used as an on road connection through this area.

Bilgola Plateau is another hilly area of Pittwater where cycling is less prevalent. However, the plateau area provides opportunities for local cycling without having to encounter hilly areas. A shared path along Plateau Road has the potential to link residential streets with the two sets of local shops, primary school and Plateau Park playground. This would provide residents with a safe cycling option for local trips.



BILGOLA BEACH & BILGOLA PLATEAU - Network Concept



AVALON & CLAREVILLE

Discussion

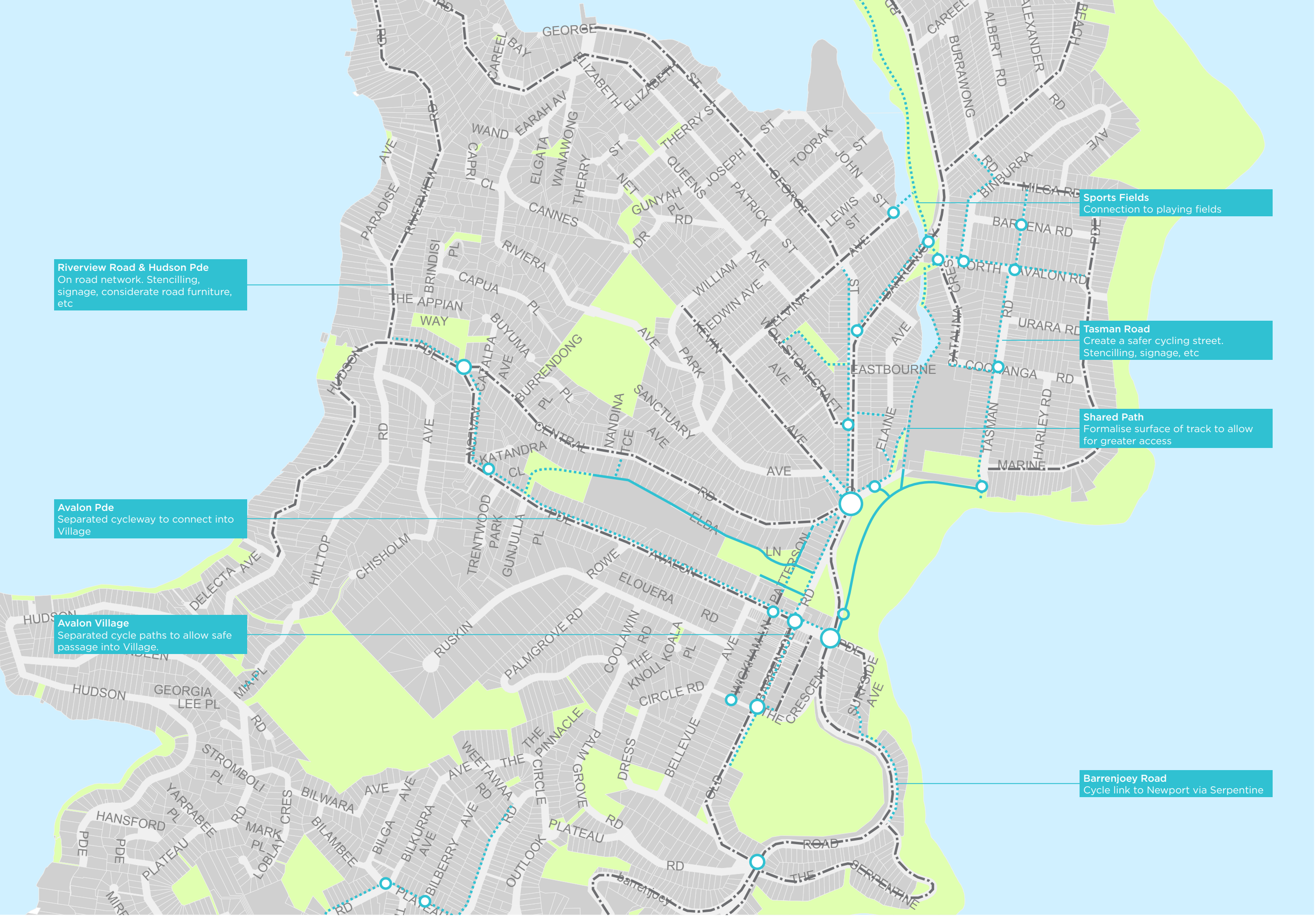
Cycling is popular in Avalon, centred around the flatter areas of the Village, Beach and North Avalon. The “Yellow Brick Road” shared path (connecting Avalon Village and North Avalon) is a key piece of infrastructure that helps to facilitate bicycle use.

Compared to other areas of Pittwater, Avalon has a high number of children and teenagers cycling to school. It's also common to see casual cyclists going about their daily business, getting to the shops or beach.

Although parts of Avalon are hilly, it's still common to see people cycling. A number of people are embracing E-Bikes (electric assisted bicycles) as a form of transport to help overcome hilly environment.

Road and sport cyclists are also common within Avalon. The most popular times being weekend mornings when people are riding on Barrenjoey Road through to Palm Beach and on local through roads such as Riverview Road and Whale Beach Road.

As cycling is already embraced as a form of transport by a number of local residents, it's assumed that a better connected and extended cycleway network would see a rise in the number of people using a bicycle for short trips.



AVALON & CLAREVILLE- Network Concept

PALM BEACH & WHALE BEACH

Discussion

The most popular form of cycling in this area is made up of road and sport cyclists. Palm Beach is seen as a destination for Sydney cyclists as it's the most northerly point of Sydney's coastline.

A popular route for many cyclists is to travel north to Palm Beach via Barrenjoey Road, then south via Whale Beach Road. The 'Ettalong route' is also popular for Sydney cyclists. Cyclists ride to Ettalong via the Old Pacific Highway, then catch the ferry to Palm Beach and travel south along Barrenjoey Road.

Casual and utility cycling is not as common in this area mainly due to the hilly nature of the topography.





Barrenjoey Road & Whale Beach Road
On road cycle network. Provide stencilling, signage, sympathetic road furniture, etc

KEY

Existing Shared path

Proposed Shared path

Possible Shared path

Possible On-Road Network

Road Crossing Consider Cycling Facilities

Palm Beach & Whale Beach - Network Concept



MOVING FORWARD

Global population is continuing to increase and Pittwater is not exempt from this. Providing infrastructure, awareness and education for travel options other than private motor vehicles will help relieve local traffic and parking congestion and help create a more vibrant and healthy community.

There is no expectation that everybody should ride a bicycle, Bike Pittwater's aim is to provide direction for Council to encourage more people within our community with the opportunity to ride a bicycle safely and more often.

Our major challenge will be funding the projects which we have identified in Bike Pittwater. We will continue to seek an increase of funding through Council's delivery Program and Budget, and will investigate funding opportunities through State and Federal Grants, to improve the cycling network and to deliver cycling campaigns and education which will encourage and support cycling.

As an organisation we are excited about the many opportunities which have come from the development of Bike Pittwater and look forward to continuing to work with our community.



