

Northern Beaches Bike Plan 2019

Cycling Infrastructure Glossary & Best Practice

Current trends in urban and transport planning place a greater emphasis on providing quality cycling infrastructure. The table below illustrates good examples of recently constructed cycling infrastructure.

Infrastructure Type

Description

Separated Cycleway (within road corridor)



Example: City of Sydney

A separated cycleway is a dedicated path for people riding bicycles. The cycleway would usually be accompanied by a separate footpath to cater for pedestrians. The cycleway would also be separated from motor vehicle traffic.

It is widely considered that separated cycleways are the best type of infrastructure to encourage people to cycle. They provide a safe environment, protected from vehicles and away from pedestrians. Separated cycleways should be the priority treatment for cycling infrastructure on the Northern Beaches.

Separated cycleways should be used on regional and district routes and in areas of high pedestrian activity.

Separated Cycleway (within parkland)



Example: Mosman Council

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Shared Path (within road corridor)



Example: Newcastle City Council

A shared path is where pedestrians and people riding bicycles share the same path space.

Shared paths are the most common form of off road cycling infrastructure on the Northern Beaches and form an essential part of the cycling network. Shared paths are appropriate when space does not allow for a separated cycleway or where volume of bicycle and pedestrian traffic is low enough not to cause conflict. Widths of shared paths can range from 2m to 4m depending on physical constraints and level of use.

Shared Path (within parkland)



Example: Sydney Olympic Park

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Shared paths can be an appropriate treatment if constructed to adequate width.

Shared Zone



Example: Inner West Council

Shared zones are areas pedestrians, bicycles and motor vehicles share the same space. Vehicle speeds are limited to 10km/h and priority is given to pedestrians. Shared zones may be one way for motor vehicles but two way for bicycles and pedestrians.

Shared zones should be considered as part of Council's Safe Cycling Network.

Contraflow One Way Street



Example: City of Sydney

Contra-flow facilities allow bicycle riders to travel in both directions on one way streets. This type of facility is supported by Austroads and RMS as a way of increasing opportunities for bicycle movements through neighbourhoods.

Local Street



Example: City of Sydney

Local streets form an important part of both the safe cycling network and road cycling network.

Local streets with low traffic volumes may be considered as part of Council's Safe Cycling Network.

Riding on quiet local streets can sometimes be more enjoyable than shared paths. They often have a more consistent road surface and have greater space which easily allows people to ride side by side.

Bicycle Lane



Example: North Sydney Council

On road bicycle lanes should only be used for Council's Road Cycling Network. Bicycle lanes should not form part of Council's Safe Cycling Network unless located on a quiet local street.

Bicycle lanes are best used where the road is clear of on street parking. Bicycle lanes should not be placed alongside parking lanes as it puts cyclists at risk of being struck by an opening car door. Bicycle lanes may be placed alongside parking lanes if an adequate buffer zone between parking lane and bike lane.

Bicycle lanes are beneficial on uphill sections of road where the speed differential between bicycles and motor vehicles is highest. Downhill sections can often be more suitable to a mixed traffic lane rather than a bicycle lane. Where bike lanes currently exist, Council should review the layout and suitability of the bike lane when re-sheeting works are carried out.

Other on Road Treatments



Example: North Sydney Council

On road treatments should be used on Council's Road Cycling Network to promote awareness of bicycles and create a safer cycling route. Roads should be assessed individually as to which treatments would best fit the environment.

Bicycle Storage Areas (Signalised Intersection)



Example: Manly

Bicycle storage areas should be considered treatments at signalised intersections on Council's Road Cycling Network.

Bicycle storage areas allow for a safer intersection environment for people riding on the road.

Stair Ramps



Example: Dee Why

Stair ramps provide a facility for people to push their bicycle up or down stairs. Stair ramps provide greater access to areas that are only accessible by stairs.

Stair ramps should only be used as a last resort to provide bicycle access where a ramp or convenient alternative route is not possible.

Priority Crossing



Example: City of Sydney

A priority road crossing gives priority to people riding bicycles over motor vehicle traffic. These crossings are often located alongside a pedestrian crossing and allow a person to continue to cycle across the road without being required to dismount.

Road crossings should be addressed at all locations where Council's Safe Cycling Network intersects with a road or intersection. The aim should be to provide a safe crossing environment for people riding bicycles.

Refuge Crossing



Example: RMS

Refuge crossings are protected islands to help facilitate pedestrians and people riding bicycles to cross roads. It allows crossing to be undertaken in two stages.

Road crossings should be addressed at all locations where Council's Safe Cycling Network intersects with a road or intersection. The aim should be to provide a safe crossing environment for people riding bicycles.

Kerb Extensions



Example: Freshwater

Kerb extensions increase the verge space to allow for shorter road crossings by pedestrians or people on bicycles.

Increasing the protected space allows better visibility and a safer crossing environment.

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Kerb Blisters



Example: Collaroy

Kerb blisters increase the protected space to allow for shorter road crossings by pedestrians or people on bicycles.

Increasing the protected space allows better visibility and a safer crossing environment.

Kerb blisters generally allow drainage to remain as is.

Road crossings should be addressed at all locations where Council's Safe Cycling Network intersects with a road or intersection. The aim should be to provide a safe crossing environment for people riding bicycles.

Bicycle Parking - Shared Cage



Example: Warriewood

Shared cages provide additional security to bicycle parking. Often located at major public transport hubs or within private developments.

Shared cages are designed to provide additional security for bicycles that are being parked for longer durations.

Access can be controlled in different ways via subscription pass cards, keys or Opal cards.

Bicycle Parking - Shared Locker



Example: Cyclehoop UK

Shared lockers are being used in the UK and Europe in dense residential areas where housing generally does not have adequate bicycle storage.

Lockers would usually be placed on the street in convenient locations often replacing a car parking space to cater for secure bicycle parking.

Residents would subscribe to use the secure bicycle parking facility.

Bicycle Parking - Individual Locker



Example: Australian Catholic University

Bicycle lockers provide secure storage for individual bicycles.

Lockers can be set up to be accessed via an annual subscription or by a pay as you go system using coins or paypass.

Bicycle Parking – Casual



Example: Warriewood

Casual bicycle parking is provided to ensure people are able to secure their bicycle at their desired destination.

Placement and provision of bicycle parking is important to encourage the use of bicycles for transport and to help reduce inappropriately parked bicycles.

Workstation



Example: Narrabeen

Bicycle work stations are public facilities to assist people who ride. The work stations provide tools and a pump to allow basic maintenance whilst out riding.

Bicycle work stations should be placed throughout the LGA in popular cycling areas.