



Northern Beaches Bike Plan

Adopted July 2020



northern
beaches
council

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Message from the Mayor

We are an active bunch on the Northern Beaches. Forty percent of us hopped on a bicycle in the last year, which is much higher than the 25 percent figure for greater Sydney.



I know cycling isn't for everyone but riding a bike is just one way we can get around without using a car. We're not suggesting everybody starts riding bikes. It's about providing our community with greater transport choice so they can get around faster and safer. Riding to the shops, work or to the beach may be a more attractive option if there is a good bike path to get you there.

Cycling has many obvious benefits for our health and our hip pockets with lower transport costs and less of an environmental impact while helping to reduce traffic and parking congestion on the Northern Beaches.

When developing Move - Northern Beaches Transport Strategy 2038, we made some bold aspirations to double the amount of 'active travel'

trips like cycling and walking and reduce our car trips by 30 per cent. The Northern Beaches Bike Plan sets out one way that Council can achieve this goal.

But what about getting up those hills on a bicycle? I suggest trying out an e-bike. You might be amazed at how easy riding a bicycle can be.

A handwritten signature in black ink, reading "Michael Regan".

Michael Regan, Mayor

Executive Summary

The Northern Beaches Bike Plan sets out the directions and actions required to help the community choose cycling as a transport option and create a safer cycling environment.

As the community grows there needs to be greater diversity in how people can move around the Northern Beaches. The Northern Beaches has an active community that embraces sport, recreation and the outdoor lifestyle. Cycling is a popular recreational activity and a popular transport choice where appropriate infrastructure exists.

Move - Northern Beaches Transport Strategy 2038 provides the objectives for Northern Beaches Council to be committed to increasing cycling for transport and making cycling an attractive alternative to the car.

To cater for different types of cycling the Bike Plan proposes two separate cycling networks for the Northern Beaches:

- 1. Safe Cycling Network:** This network would provide a safe and connected cycling environment that is largely separated from motor vehicle traffic. This network would encourage cycling for transport with a focus on short trips.
- 2. Road Cycling Network:** Council acknowledges the popularity of road cycling and people commuting long distances by bicycle. The road cycling network identifies the major routes that these riders generally use and provides actions to make these areas safer for all road users.

Through the provision of the cycling networks, end-of-trip facilities and promotion of safer cycling, the community can be confident that Council supports cycling and endeavours to make improvements to create a better-connected and safer environment for all path and road users.



Our Bike Plan Directions

1. Expand, improve and maintain the Safe Cycling Network

- 1.1 Expand the Safe Cycling Network
- 1.2 Improve the existing Safe Cycling Network
- 1.3 Maintain the existing Safe Cycling Network

2. Improve and maintain the Road Cycling Network

- 2.1 Improve the Road Cycling Network
- 2.2 Maintain the existing Road Cycling Network

3. Provide and maintain end-of-trip facilities

- 3.1 Provide end-of-trip facilities
- 3.2 Maintain end-of-trip facilities

4. Promote and encourage cycling

- 4.1 Promote cycling for transport
- 4.2 Raise awareness of the health, social, and environmental benefits of cycling
- 4.3 Create a safer environment for all road and path users



**70%**

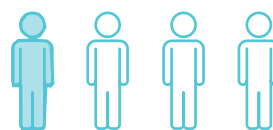
NSW residents would like to ride a bike more for transport if cycling was made safer and more convenient.

NSW Government (2013) Sydney's Cycling Future

**40%**

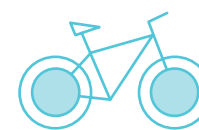
Northern Beaches residents rode a bicycle in the past year

National Cycling Participation Survey (2018)

**25%**

Sydney residents who rode a bicycle in the past year.

National Cycling Participation Survey (2018)

**83%**

Northern Beaches residents who cycled, rode for recreation.

National Cycling Participation Survey (2018)

**26%**

Northern Beaches residents who cycled, rode for transport.

National Cycling Participation Survey (2018)

Background

The Bike Plan guides future infrastructure and programs that will encourage more people to consider riding a bicycle for transport more often. The Bike Plan also aims to create a safer environment for people cycling on both paths and roads.

Previous bike plans undertaken for the area have helped progress bicycle usage and infrastructure design across the area. Best-practice and community expectations have evolved in terms of infrastructure design and the need for greater separation from motor vehicles. Bicycles themselves are also evolving with electric bikes (e-bikes) and cargo bikes becoming a more common sight within the community.

The Bike Plan focuses on transport cycling and cycling on the road network. It supports recreational cycling, however, recreational cycling facilities, such as BMX, children's bike tracks and mountain bike trails are addressed in the Northern Beaches Open Space and Recreation Strategy.

Northern Beaches Council is committed to growing cycling for transport for the following reasons.

Shape 28, *Northern Beaches Community Strategic Plan 2018-2028* defines our community's vision and sets a direction for everything we must do over the next 10 years with our future planning, budgets and actions. The responsibility for making the long term community vision a reality rests with everyone and we look forward to working in close collaboration with the community, key partners and stakeholders in making Northern Beaches an even better place to live, work and spend time.

The Bike Plan relates directly to Goal 17b.

17. Our community can safely and efficiently travel within and beyond Northern Beaches:

- b. Facilitate and promote safe cycling and walking networks as convenient transport options.

This Bike Plan also helps Council meet a number of other goals in the Community Strategic Plan, particularly those relating to promoting sustainability and healthy and active lifestyles.

Move - Northern Beaches Transport Strategy 2038 was adopted by Council in August 2018 and sets out policy directions for improving transport during the next 20 years.

The transport strategy includes the following directions that relate to the Bike Plan:

- Create and enhance 'Places for People' that are integrated with public transport, creating vibrant, connected places with wide footpaths, safe cycling options, and where the car is not the first transport option.
- Prioritise smart, active travel network improvements through technology, end-of-trip facilities and way-finding signage.

- Expanding the footpath and shared path networks to improve connectivity and safety that make walking and cycling attractive alternatives to the car, providing a safe environment for all users.

Our transport strategy and related plans are in line with the NSW Government plans and future vision for a 30-minute city. This concept allows people to reach their nearest metropolitan and strategic centres within 30 minutes, seven days a week by public transport. Improved public transport services and infrastructure, including cycling corridors that connect people to their nearest centre and a principal bicycle network that provides connections between strategic centres, are critical to ensuring people can move efficiently around the Northern Beaches.

Publications such as the *NSW Long Term Transport Master Plan 2012*, *Sydney's Cycling Future 2013*, *Future Transport Strategy 2056* and the *Greater Sydney Commission North District Plan* view cycling as an important mode of transport that has the potential to increase modal share.

The North District Plan contains the direction to prioritise infrastructure that enables cycling connectivity within 5km of strategic centres. Our strategic centres include:

- Frenchs Forest Strategic Centre
- Mona Vale Strategic Centre
- Manly Strategic Centre
- Dee Why/Brookvale Strategic Centre

The Government Architect of NSW has identified the Sydney Green Grid, which provides preliminary prioritisation of opportunities to provide an interconnected high-performance green infrastructure network that will support healthy urban growth. Key project opportunities relevant to this Bike Plan include:

- extending the Narrabeen Lagoon Trail along creek-lines including Mullet, South, Dee Why and Middle Creeks and access to surrounding suburbs
- upgrading access to Manly and Curl Curl Lagoons
- improving access to Manly Dam from Frenchs Forest Health and Education Precinct
- improving connection from Brookvale to Curl Curl Lagoon
- providing active transport corridors on Pittwater Road, Warringah Road and Wakehurst Parkway.





Cycling Snapshot *

Kur-ring-gai National Park

Popular area for road cycling.
Attracts people from across Sydney.

Duffy's Forest

Popular road cycling training area. Cycling activity is highest on weekend and weekday mornings.

Terrey Hills

Convergence point for both road cyclists and mountain bikers.

Mona Vale Road

Popular road cycling route west of Terrey Hills.

Garigal National Park

Popular areas for mountain bikers resulting in a high number of people cycling in adjacent areas.

Forestville

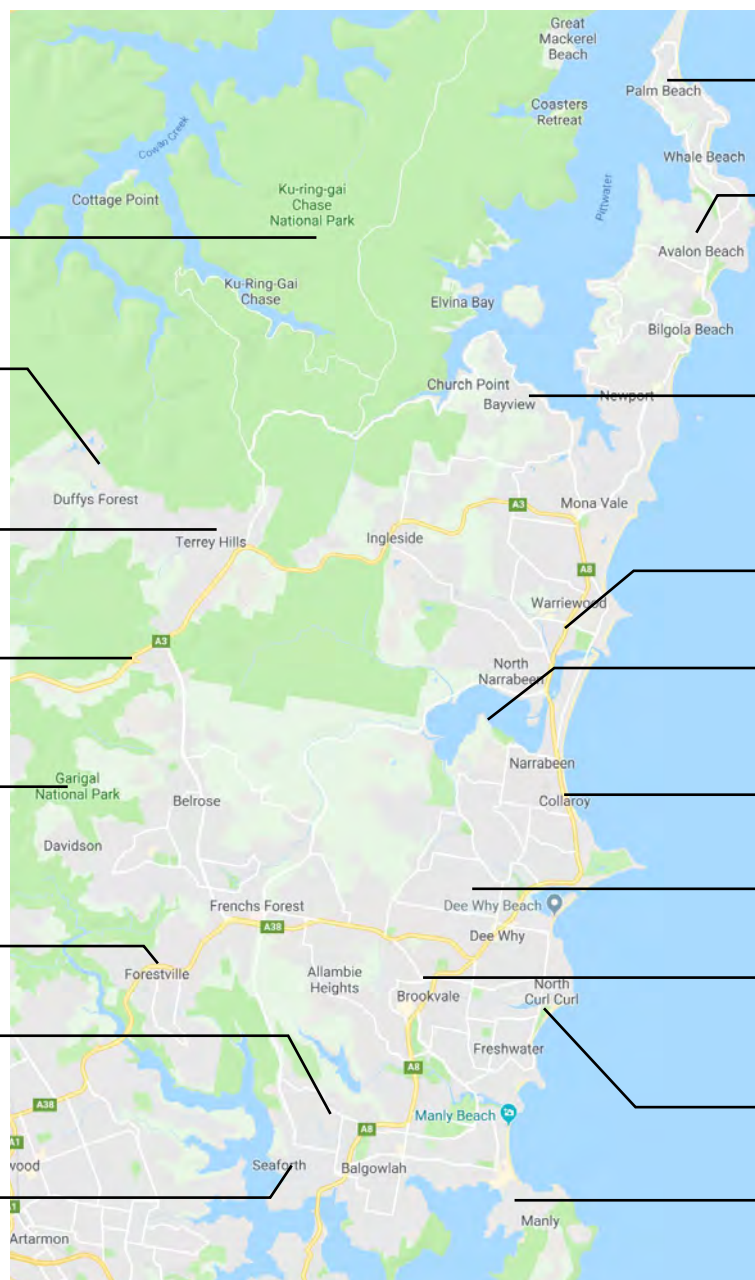
Commuter route to Roseville Bridge.

Manly Dam & Bantry Bay

Popular mountain biking areas resulting in a high number of people cycling in adjacent areas.

Seaforth

Commuter cyclists converge to Spit Bridge



Palm Beach

Popular destination for road cycling, Especially weekend mornings.

Avalon Beach

Popular mode of transport for school children

Church Point & Bayview

Popular route for cycling. Cycling activity is highest on weekend and weekday mornings.

Warriewood Valley & North Narrabeen

Well connected safe cycling network

Narrabeen Lagoon Trail

Popular recreational cycling loop and connections.

Pittwater Road

Popular road cycling and commuter route

Dee Why to Cromer

Popular shared path link

Brookvale

Major trip attractors including Warringah Mall, B-Line and Commercial Areas.

Curl Curl

Popular road cycling route along beaches

Manly

Popular cycling community, High levels of cycling for transport

* Stage one engagement, strava heat mapping and the Local Government Cycling Participation Study 2018

Northern Beaches Cycling Network

To deliver a network for the broader Northern Beaches Communities needs we have divided the network into The Safe Cycling Network and the Road Cycling Network.

Safe Cycling Network: This network would provide a safe and connected cycling environment that is largely separated from motor vehicle traffic. This network would encourage cycling for transport with a focus on short trips.

Road Cycling Network: Council acknowledges the popularity of road cycling and people commuting long distances by bicycle. The road cycling network identifies the major routes that these riders generally use and provides actions to make these areas safer for all road users.





Why encourage cycling?



Personal health and wellbeing

Physical activity gives obvious health benefits to the rider and therefore is less of a burden on the wider community. Studies have shown that riding a bicycle can increase cardiovascular fitness, increase muscle strength, decrease body fat, reduce the risk of Type 2 Diabetes and help to reduce anxiety and depression.



Public Health

The personal health benefits flow on to be a greater public benefit. As an example, in 2014 the Newcastle Herald reported that the value of health benefits from increasing the mode share of trips by bicycle to just five percent in Newcastle alone would be \$6.4million every year, according to the World Health Organisation's health economic assessment tool.



Transport

Bicycles provides people with transport options, greater mobility for those who do not drive a car and an alternative to driving their car or catching public transport. Combining cycling with public transport allows one to cycle for a portion of the journey.



Congestion

A bicycle requires much less road space than motor vehicles. Greater bicycle use may 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 the Northern Beaches strategic and local centres.



Environment

Riding a bicycle has a very low impact on the environment when compared to private motor vehicles and public transport. Cycling uses minimal fossil fuels and is a pollution-free mode of transport. The Queensland Department of Main Roads states that cycling 10km each way to work would save 1500kg of greenhouse gas emissions each year.



Local Economy

Increased access and movement by bicycle allows more people to enter strategic and local centres more frequently. Cycle tourism will also generate economic benefits with visitors cycling into and around the Northern Beaches.



Personal Cost

Riding a bicycle is much more affordable than running a car or using public transport, delivering significant cost savings to the individual. The Queensland Department of Main Roads states that the cost of buying and maintaining a bicycle is around one percent of the cost of buying and maintaining a car.



Public Infrastructure Cost

The cost to provide cycling infrastructure such as shared paths, cycleways and bicycle parking is much lower than providing equivalent facilities for motor vehicles, both in initial infrastructure costs and ongoing maintenance. The City of Sydney states that building cycleways sees a return of investment of at least \$2.68 for every \$1 spent.



Social

Riding a bicycle makes people more visible and connected to their immediate environment helping to create places that are more vibrant. Riding a bicycle also increases opportunities for social contact and increasing social connections.



Social Equity

Riding a bicycle offers a viable and accessible form of transport for younger people, those without a driving license or those who cannot afford to drive a car.





Direction 1

Expand, improve and maintain
the Safe Cycling Network

Direction 1 – Expand, improve and maintain the Safe Cycling Network

1.1 Expand the Safe Cycling Network

1.2 Improve the existing Safe Cycling Network

1.3 Maintain the existing Safe Cycling Network

The Safe Cycling Network is Council's primary cycling network and is designed to provide a safe and connected cycling environment that enables people of all ages and abilities to move safely and comfortably between places and destinations. This network is largely separated from road traffic.

Community engagement revealed that the biggest barrier for people to consider cycling is a lack of safe and connected paths. Many people told us they would not consider cycling if they had to ride on roads mixed with cars, buses and trucks as they feel it is too dangerous.

The Safe Cycling Network directly addresses the objectives of Council's Move Northern Beaches Transport Strategy - 2038 of providing safe cycling options and making cycling an attractive alternative to using the car. The network focuses on providing better connection for short trips to destinations such as shops, public transport, beaches, sports-fields, schools and workplaces as well as connections between strategic and local centres.

Cycling infrastructure that forms part of the Safe Cycling Network includes:

- Separated cycleways
- Shared paths
- Shared zones
- Quiet local streets (40km/h)
- Safe road crossings

Relevant RMS and Austroads guidelines should inform new infrastructure designs, which should encourage safe and efficient bicycle travel. Designs from the City of Sydney and other neighbouring council areas will help guide and provide consistency throughout the region.

Council will consider the appropriate type of infrastructure during concept design stage of each project. Consideration will be given to provide separated cycleways or additional width for shared paths on regional and district routes and high use areas where practical.

Where possible Council should consider sustainable products and processes in construction of cycling infrastructure.

Examples of local infrastructure built to this standard include the connectivity within Warriewood Valley, and the integration of this network with both the B-Line and the wider regional route from Mona Vale to Dee Why.

Council has also delivered a new network from Mona Vale to Collaroy along the Pittwater Road corridor and the connections to the Narrabeen Lagoon circuit linking through to Dee Why village and the beach.



Separated cycleway



Separated cycleway in park



Shared path within park



Shared path



Local street with cycling treatment



Shared zone

Action Table - Direction 1

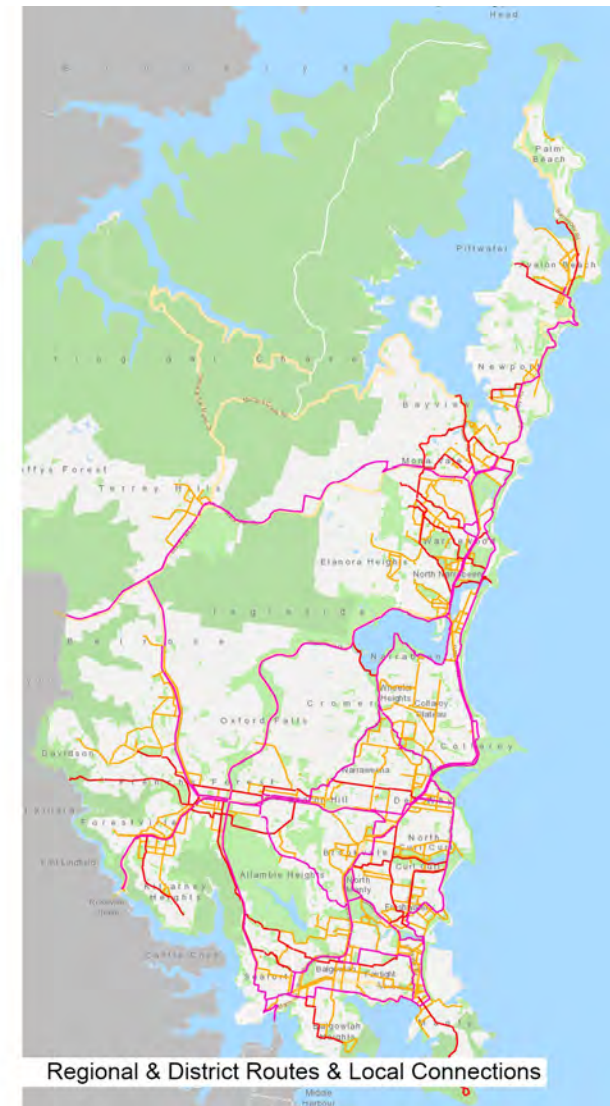
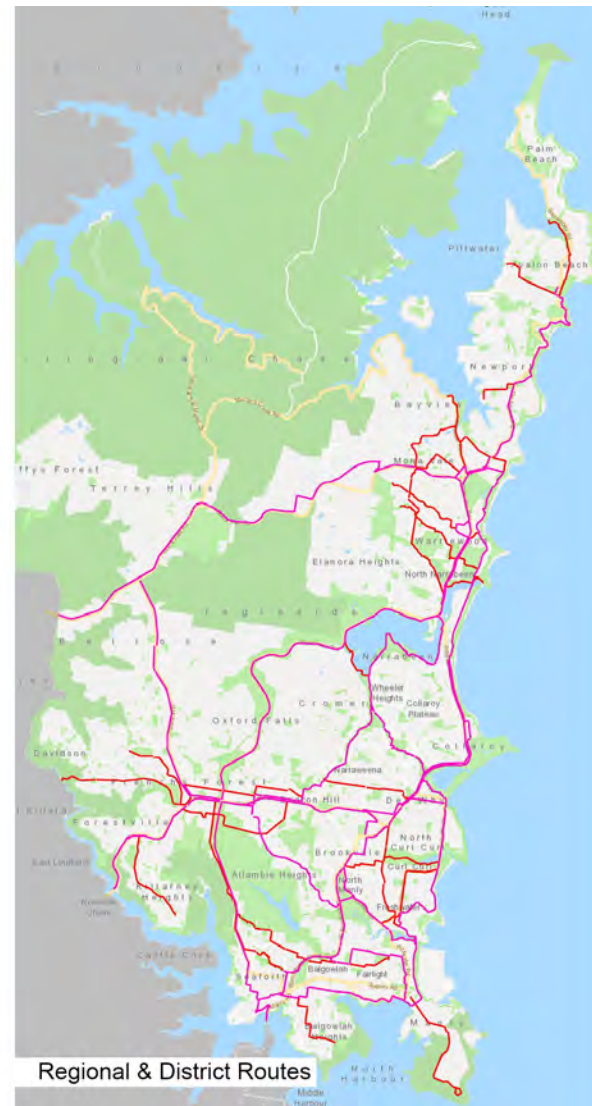
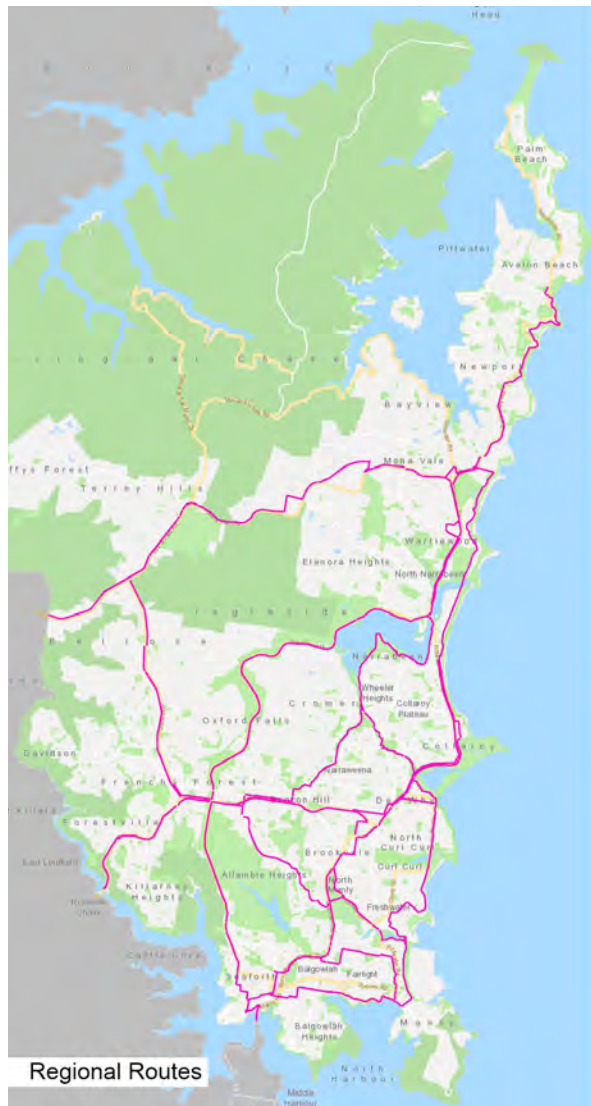
Direction	Goal	Action	How will we achieve this?	Responsible Business Unit
1. Expand, improve and maintain the Safe Cycling Network	1.1 Expand the Safe Cycling Network	A1	Seek NSW Government funding for Safe Cycling Network projects	Transport Network
		A2	Prepare designs for Safe Cycling Network to be construction ready for RMS and other funding opportunities.	Transport Network Capital Projects
		A3	Construct Safe Cycling Network connections	Transport Network Capital Projects
		A4	Ensure Safe Cycling Network is incorporated in TfNSW and RMS major projects	Transport Network T&CI Assets
		A5	Ensure new developments are assessed and conditions applied in line with the proposed Safe Cycling Network mapping	Development Engineering Transport Network
		A6	Ensure proposed Safe Cycling Network is incorporated in future Place Plans	Strategic and Place Planning Transport Network
		A7	Ensure proposed Safe Cycling Network is incorporated in future Parks & Reserves Master Plans	Parks Assets - Planning Design and Delivery Transport Network
	1.2 Improve the existing Safe Cycling Network	A8	Seek NSW Government funding for Safe Cycling Network projects	Transport Network
		A9	Audit existing Safe Cycling Network	Transport Network
		A10	Prioritise projects in accordance with delivery schedule	Parks Assets - Planning Design and Delivery Transport Network
			Prioritise works based on audit of existing network	
		A11	Review and update wayfinding signage	Transport Network
	1.3 Maintain the existing Safe Cycling Network	A12	Maintain path infrastructure to provide a safe cycling environment	Transport Network Parks Operations Construction & Maintenance
			Develop and maintain online reporting tool for path maintenance requirements	Transport Network Transport and Civil Infrastructure - Assets
			Respond to customer requests for path maintenance	Transport Network Parks Operations Construction & Maintenance

Safe Cycling Network Route Hierarchy

The proposed Safe Cycling Network includes a three-tier route hierarchy that matches the TfNSW cycling network hierarchy. The three levels consist of regional, district and local routes. Each of the hierarchy levels have different requirements and Council aims to achieve each of these with its infrastructure.

	Tier 1 - Regional Routes	Tier 2 - District Routes	Tier 3 - Local Connections
Description	<p>Regional routes provide connections between strategic centres</p> <p>High quality cycling facilities to provide direct and efficient connections</p> <p>Regional routes align with TfNSW Principal Bicycle Network Tier 1 Routes</p> <p>Facility should consider lighting and be prioritised over/past driveways and minor road intersections</p>	<p>District routes connect major destinations, strategic and local centres</p> <p>Quality cycling facilities to provide direct and efficient connections</p> <p>District routes align with TfNSW Principal Bicycle Network Tier 2 Routes</p> <p>Facility should consider lighting and be prioritised over/past driveways and minor road intersections</p>	<p>Local connections provide connections to and between Regional and District routes</p> <p>Local routes allow safe connectivity and distribution into residential areas</p>

The Safe Cycling Network mapping Route Hierarchy layer illustrates Regional and District Routes and Local Connections.



This mapping can be viewed online at: <https://mapping.northernbeaches.nsw.gov.au/SafeCyclingNetwork>

Safe Cycling Network Routes

The following routes provide a basis to the Safe Cycling Network. Routes will help facilitate funding and construction priority and network wayfinding. Only regional and district routes have assigned numbers. Refer to Appendix 4 for detailed breakdown of each route.



Regional Routes

No.	From	To
R1	Manly Strategic Centre	Spit Bridge (via Burnt Bridge Creek)
R2	Manly Strategic Centre	Spit Bridge (via Lauderdale Ave)
R3	Spit Bridge	Frenchs Forest Strategic Centre
R4	Spit Bridge	Dee Why Strategic Centre
R5	Manly Strategic Centre	Frenchs Forest Strategic Centre
R6	Manly Strategic Centre	Dee Why Strategic Centre (via Beaches)
R7	Manly Strategic Centre	Dee Why Strategic Centre (via Brookvale)
R8	Roseville Bridge	Frenchs Forest Strategic Centre
R9	Frenchs Forest Strategic Centre	Brookvale Strategic Centre
R10	Frenchs Forest Strategic Centre	Dee Why Strategic Centre
R11	Frenchs Forest Strategic Centre	Terrey Hills Village
R12	St Ives*	Mona Vale Strategic Centre
R13	Frenchs Forest Strategic Centre	Mona Vale Strategic Centre
R14	Dee Why Strategic Centre	Mona Vale Strategic Centre
R15	Dee Why Strategic Centre	Mona Vale Strategic Centre
R16	Mona Vale Strategic Centre	Avalon Local Centre
R17	Frenchs Forest Strategic Centre	Narrabeen Local Centre

District Routes

No.	From.	To
D1	Seaforth Village	Tania Park
D2	Forestville Local Centre	Killarney Heights
D3	Seaforth Village	Seaforth Oval
D4	Manly Strategic Centre	North Head
D5	Manly Boy Charlton Pool	Bantry Bay Reserve
D6	Seaforth Oval	Frenchs Forest
D7	Queenscliff Beach	Dee Why Strategic Centre
D8	Manly Lagoon	Curl Curl Lagoon
D9	Brookvale B-Line	Curl Curl Lagoon
D11	Dee Why Strategic Centre	Frenchs Forest Strategic Centre
D13	Beacon Hill	St Ives*
D14	Frenchs Forest Strategic Centre	Glenrose Village
D15	Narrabeen Local Centre	Narrabeen Local Centre
D16	North Narrabeen Rock Pool	Warriewood Employment Area
D17	North Narrabeen Rock Pool	Warriewood Valley Playground
D18	Warriewood Beach	Warriewood Employment Area
D19	Warriewood Employment Area	Mona Vale Strategic Centre
D20	Mona Vale Strategic Centre	Bayview Baths
D21	Mona Vale Beach	Warriewood Employment Area
D22	Newport Beach	West Newport
D23	Avalon Local Centre	Old Wharf
D24	Avalon Beach	Careel Bay

* in partnership with Ku-ring-gai Council

Safe Cycling Network Construction Priority Mapping

The Safe Cycling Network mapping construction priority layer illustrates the following information:

- Existing Network
- Proposed Network – Programmed for Delivery
- Proposed Network – High Priority
- Proposed Network – Medium Priority
- Proposed Network – Low Priority

This mapping can be viewed online at:

<https://mapping.northernbeaches.nsw.gov.au/SafeCyclingNetwork>



Refer online: <https://mapping.northernbeaches.nsw.gov.au/SafeCyclingNetwork>





Direction 2

Improve and maintain the
Road Cycling Network

Direction 2 – Improve and maintain the Road Cycling Network

2.1 Improve the Road Cycling Network

2.2 Maintain the existing Road Cycling Network

In addition to the Safe Cycling Network (on and off road), there are some residents who use the road network for recreational cycling and commuting.

Routes to Ku-ring-gai National Park and the Northern Beaches are some of the most popular road cycling routes in Sydney. Based on the last journey to work survey almost 3000 residents also choose to commute by bicycle from various Northern Beaches locations to local employment areas and further afield such as the city, North Sydney and Chatswood.

Northern Beaches Council acknowledges the popularity of road cycling and that people commuting longer distances want to cycle the most efficient route. The Road Cycling Network identifies the most popular roads that people are currently using. It is intended that cyclists consider travelling on these roads and to ensure the road is safe for all users.

Typical treatments that form part of the Road Cycling Network include:

- Marked bicycle lanes
- Stencilling
- Awareness signage
- Traffic calming that is cycle safe
- Wide kerbside lane
- Road shoulder improvements

Roads identified under the Road Cycling Network will be considered for cycling safety improvements during upgrades and maintenance activities.

In line with Austroads guidelines, a substantial buffer zone must exist if bicycle lanes that run adjacent to on-street parking—commonly referred to as ‘door zone’ bicycle lane—are included.

As resurfacing works occur, Council will replace cycle lanes that are adjacent to car parking with an alternate treatment.



Bicycle lane



On road directional markings



Bicycle storage area at signalised intersection



On road stencilling



Bus lane



Signage

Action Table - Direction 2

Direction	Goal	Action	How will we achieve this?	Responsible Business Unit
2. Improve and maintain the Road Cycling Network	2.1 Improve the Road Cycling Network	A13	Seek NSW Government funding for Road Cycling Network projects	Transport Network
		A14	Identify road re-sheeting works where line marking can be improved for cycling safety	Transport Network Transport & Civil Infrastructure - Assets
		A15	New infrastructure in release areas to include best practice design methodology and be delivered to ensure best practice delivery – this would include Frenchs Forest, Brookvale/Dee Why and any future development in Ingleside, but could also include larger precinct works across the Northern Beaches	Strategic and PlacePlanning Transport Network Development Engineering
		A16	Review existing Road Cycling Network and identity road projects where improvements can be made for cycling safety	Transport Network Transport & Civil Infrastructure - Assets
			Identify locations and prioritise works. Complete works as funding is allocated	
		A17	Progressively provide stencilling and awareness signage to Council's Road Cycling Network	Transport Network Transport & Civil Infrastructure - Assets
	2.2 Maintain the existing Road Cycling Network	A18	All traffic committee reports to include consideration of bicycle riders and cycling network along with other vulnerable road users within report and actions to mitigate any adverse impacts	Transport Network
		A19	Cycling representative to be maintained on the Northern Beaches Traffic Committee	Transport Network
		A20	Encourage RMS to provide cycling provision on RMS roads identified on the Road Cycling Network	Transport Network
		A21	Maintain road infrastructure to provide a safe cycling environment	Transport Network Construction & Maintenance
			Continually improve Council's asset management program	Transport Network Transport & Civil Infrastructure - Assets
			Develop and maintain online reporting tool for path maintenance requirements	
			Respond to customer requests for maintenance	Transport Network Construction & Maintenance

Road Cycling Network Route Mapping

The Road Cycling Network mapping illustrates roads that have been identified as popular cycling routes.

This mapping can be viewed online at:
<https://mapping.northernbeaches.nsw.gov.au/RoadCyclingNetwork>



Refer online: <https://mapping.northernbeaches.nsw.gov.au/RoadCyclingNetwork>





Direction 3

Provide and maintain
end-of-trip facilities

Direction 3 Provide and maintain end-of-trip facilities

- 3.1 Provide end-of-trip facilities
- 3.2 Maintain end-of-trip facilities
- 3.3 Promote end-of-trip facilities

Provision of end-of-trip facilities is an essential part of the cycling network. End-of-trip facilities consist of bicycle parking and other facilities such as public bicycle maintenance stations, e-bike charging facilities and commuter facilities such as lockers, showers and change rooms. People chose the most convenient transport option based on several key factors. Parking is a key factor across all modes of transport.

Bicycle parking includes simple parking hoops that cater to casual bicycle parking to secure parking facilities suited to all-day storage.

Public destinations such as commercial areas, public buildings, transport hubs, bus stops, beaches, major recreational areas and regional and district playgrounds are suitable and ideal locations for parking hoops. Successful bicycle parking facilities are located in convenient proximity to the destination, highly visible and in line with Australian Standards.

Major destinations and transport hubs will require more secure bicycle parking in order to encourage cycling. This may take the form of shared bicycle parking cages, individual bicycle lockers or parking hoops placed in a semi-secure location.

Changing and showering facilities are important factors to those who commute by bicycle. The type and extent of end-of-trip facilities should relate to the destination and likely usage requirements.

New developments are required to provide end-of-trip facilities as per Council's existing Development Control Plans (DCPs). Council is updating requirements for inclusion in the new Northern Beaches DCP.

Council has upgraded and installed new secure cages at both the Whistler Street and PCYC Carparks and have installed point of use hoops in Manly where residents use cycling for shopping, commuting, and recreation. Several bicycle maintenance stations have been installed in high use areas to help encourage cycling as a form of transport.



Secure Bicycle Cage



Shared Bicycle Locker



Individual Bicycle Locker



Casual Parking Hoops



Public bicycle maintenance station



End-of-trip Facilities

Action Table - Direction 3

Direction	Goal	Action	How will we achieve this?	Responsible Business Unit
3. Provide and maintain end-of-trip facilities	3.1 Provide end-of-trip facilities	A22	Seek NSW Government funding for bicycle parking and end-of-trip facilities	Transport Network
		A23	Provide bicycle parking and end-of-trip facilities in Strategic Centres	Parks Assets - Planning Design and Delivery Transport Network
		A24	Provide bicycle parking and end-of-trip facilities at transport hubs and major destinations	Identify locations and prioritise works.
			Identify locations and prioritise works.	Transport Network
			Ensure bicycle parking facilities as part of scope of Council major projects	Transport Network
			Partner with TfNSW to provide bicycle parking and end-of-trip facilities at transport hubs	Transport Network Transport for NSW
			Provide for e-bike parking and charging requirements as part of bicycle parking projects.	Transport Network
			Provide for cargo bike requirements as part of bicycle parking projects.	Transport Network
			Provide for secure or semi-secure bicycle parking requirements as part of bicycle parking projects.	Transport Network
		A25	Provide bicycle parking with upgraded security at beaches	Identify and deliver tailored solutions for beach locations
		A26	Provide convenient bicycle parking at local centres, villages, bus stops and destinations.	Identify locations and prioritise works.
		A27	Seek innovative bicycle parking to meet current demand and unique locations	Partner with providers to develop, manufacture and install solutions across the Northern Beaches
		A28	Provide bicycle parking in high density residential areas	Identify locations and prioritise works.
		A29	Ensure bicycle parking and end-of-trip facilities are provided in new developments	Transport Network Development Engineering and Certification
			Include requirements for end-of-trip facilities in the Northern Beaches Development Control Plan (DCP)	Transport Network Strategic and Place Planning

Action Table - Direction 3

Direction	Goal	Action	How will we achieve this?	Responsible Business Unit
3. Provide and maintain end-of-trip facilities	3.1 Provide end-of-trip facilities	A30	Provide bicycle maintenance stations at key locations	Transport Network
		A31	Provide bicycle parking and end-of-trip facilities at Council employment locations	Transport Network Facilities Management Services
			Provide semi-secure bicycle parking and end-of-trip facilities for Council staff	Transport Network Facilities Management Services
		A32	Maintain bicycle parking and end-of-trip facilities to adequate standard	Transport Network Facilities Management Services
		A33	Improve bike parking request and management reporting	Transport Network
		A34	Ensure bicycle parking is available for users	Ranger Services
			Undertake periodic removal of abandoned bicycles in popular locations	Ranger Services
		A35	Inform the community of the secure bicycle parking	Transport Network
		A36	Increase the usage of bicycles for convenient transport	Transport Network
		A37	Improve community awareness and usage of all bike parking options including etiquette for improved bike parking	Transport Network





Direction 4

Promote and encourage cycling

Direction 4 – Promote and encourage cycling

- 4.1 Promote cycling for transport
- 4.2 Raise awareness of the health, social, and environmental benefits of cycling
- 4.3 Create a safer environment for all road and path users

Promotion and education around cycling plays an essential role in encouraging and increasing cycling participation. Promotion and education campaigns form an important synergy with the provision of infrastructure.

Many opportunities exist to promote cycling, such as promotion of new and existing infrastructure, provision of mapping, behaviour change programs and supporting or hosting events. Council will also support and conduct road safety initiatives that create a safer environment for cycling.

All promotion and education material should promote cycling as an everyday transport mode for the whole community.

As the largest employer on the Northern Beaches, Council is in an important position to influence the choices of our community. Council will lead by example to make bicycle riding an everyday transport choice both to staff and throughout the community.

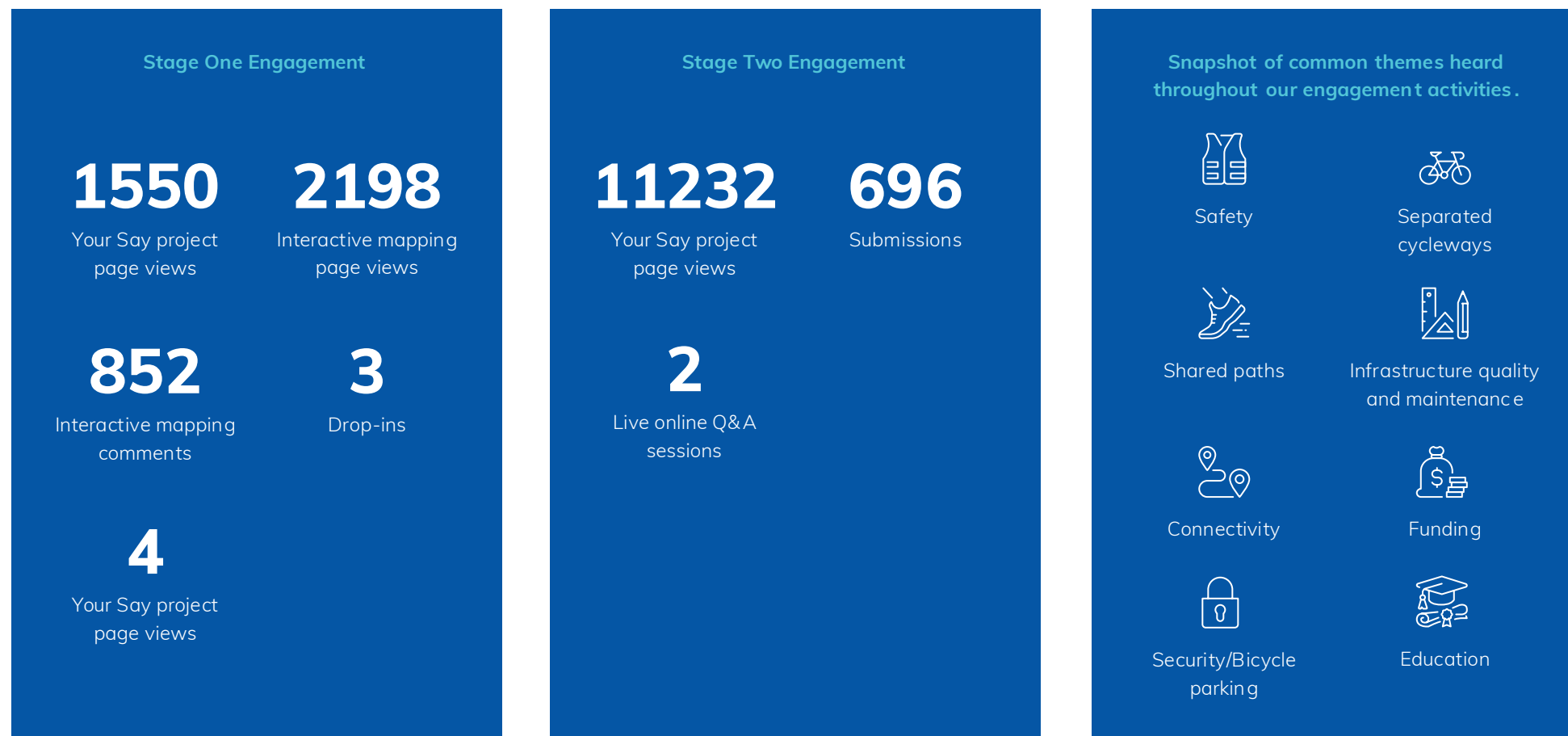
Action Table - Direction 4

Direction	Goal	Action	How will we achieve this?	Responsible Business Unit
Promote and encourage cycling	4.1 Promote cycling for transport	A38 Provide publicly accessible information for cycling on the Northern Beaches	Review and update information on Council's website.	Transport Network, Communications
			Provide up to date mapping of Council's safe cycling network on Council's website and in print	Transport Network, Communications
		A39 Promote cycling as a transport option to Council events	Ensure bicycle parking and access is included as part of Council's event management process.	Transport Network, Council Events Team
		A40 Promote cycling as a transport option for workplaces	Provide assistance to workplaces to develop active transport plans	Transport Network
		A41 Promote cycling as a transport option for schools	Develop safe and active to Schools program	Transport Network
		A42 Promote cycling as a transport option for Council staff	Provide bicycle parking and end-of-trip facilities at Council employment locations	Facilities Management Services
			Provide and maintain e-bike fleet for Council staff use	Transport Network, Fleet Services
			Develop and Implement Staff E-Bike program	Human Resources, Transport Network, Fleet Services
			Develop and implement Staff Travel Plan	Transport Network
			Provide incentives to ride or walk to work	Human Resources
		A43 Promote cycling as a transport option for the community	Participate and promote events that encourage cycling. For example Ride to Work Day, Ride to School Day and NSW Bike Week	Transport Network
			Promote new bicycle infrastructure such as new paths, work stands and end-of-trip facilities	Transport Network
		A44 Provide opportunities for shared bicycle operators	Regulate operators in line with Council's Shared Transport Policy and Bike Share guidelines	Transport Network
	4.2 Raise awareness of the health, social, and environmental benefits of cycling	A45 Partner with NSW and Federal Government to promote the benefits of Cycling from a health, social, and environmental perspective	Coordinate and partner with other agencies to deliver programs to educate the community on the benefits of cycling	Transport Network NSW Health NSW Department of Planning Industry and Environment
	4.3 Create a safer environment for all road and path users	A46 Promote and educate the community on cycling etiquette, safety and laws.	Implement projects in line with Council's Road Safety Plan	Transport Network
		A47 Improve cyclist safety	Deliver cycling training and awareness programs	Transport Network
			Support State and Federal cycling initiatives	Transport Network



Community Engagement Snapshot

Council undertook extensive engagement to hear from the community about their cycling concerns and thoughts.



How will the Bike Plan be implemented and funded?

To achieve the Bike plan directions and goals, the Transport Network team will project manage the execution of the plan ensuring that all stakeholders responsible for the actions listed in the plan are completed within the timeframes set out the five year delivery schedule. The delivery schedule lists and prioritises all future projects and works

Funding for projects and works comes from:

- Council's capital works budget
- Council's operational budget
- Section 7.11 Developer contributions – paid by developers towards the cost of providing local public infrastructure and facilities required as a consequence of the development.
- Voluntary Planning Agreements - Under the agreement a developer agrees to provide or fund public amenities and public services, such as affordable housing, transport or other infrastructure.
- Australian and NSW Government grant funding opportunities
- NSW Government funding

Works identified in the Bike Plan may be completed within other Council projects, private developments and major Transport for NSW and Roads and Maritime Services projects, such as the proposed Dee Why to Chatswood B-Line, Beacheslink Tunnel, Frenchs Forest Planned Precinct, and future land release or redevelopment projects.

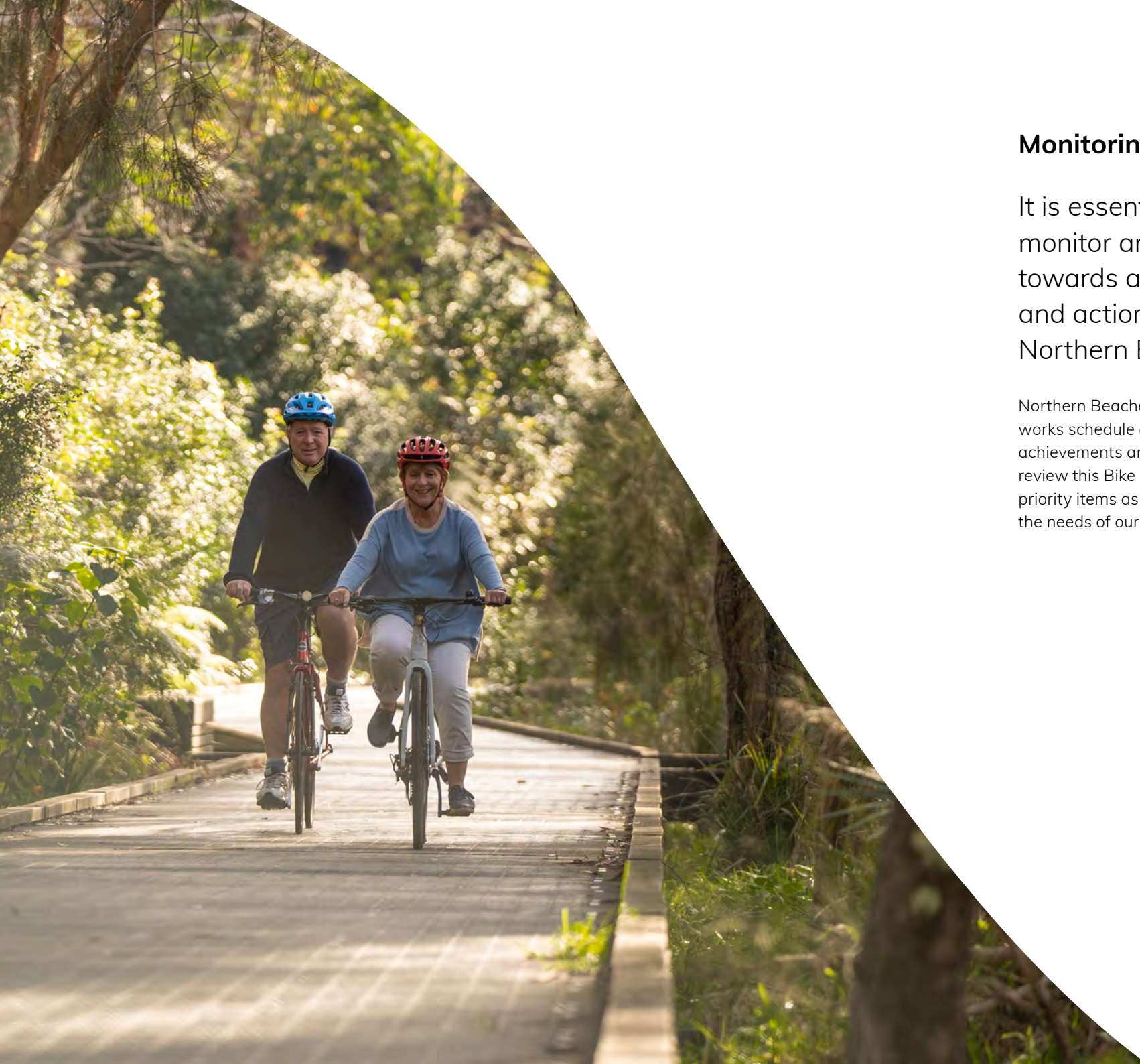
It is likely that additional funding would become available during the next five years. Council is responsive to future development and infrastructure projects and may need to reprioritise cycling networks if required to aim delivery.



Monitoring the Bike Plan

It is essential that Council monitor and review the progress towards achieving the directions and actions outlined in the Northern Beaches Bike Plan.

Northern Beaches Council will review the action and works schedule annually, reporting to Council on the achievements and delivery milestones. Council will review this Bike Plan every five years and adjust the priority items as required to remain agile and to meet the needs of our community as it grows.





Appendix 1 – Bibliography

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Appendix 2 – Road Hierarchy Treatments

All roads on the Northern Beaches fall under a hierarchy. State roads fall under the authority of RMS. Council has authority over all other roads. However, any proposed changes to the road environment that affects vehicle movement or parking must be approved by the Northern Beaches Traffic Committee.

The table below lists desirable cycling network treatments in relation to road hierarchy type.

Road Type	Safe Cycling Network	Road Cycling Network
State Road	Off road cycling facility on both sides of road due to difficulty of safe crossing	Bicycle lane
	Separated cycleway or shared path	Bus lane
		Wide kerbside lane
		Road shoulder
		Advisory/Warning signage
		Directional signage
		Stencilling
Regional Road	Off road cycling facility on both sides of road due to difficulty of safe crossing	Bicycle lane
	Separated cycleway or shared path	Bus lane
		Wide kerbside lane
		Road shoulder
		Advisory/Warning signage
		Directional signage
		Stencilling
Primary Collector	Generally off road cycling facility on one side of road. Off road cycling facility on both sides of road where safe crossing is difficult	Bicycle lane
		Road shoulder
	Separated cycleway or shared path	Advisory/Warning signage
		Directional signage
		Stencilling

Road Type	Safe Cycling Network	Road Cycling Network
Local Collector	Off road cycling facility on one side of road Separated cycleway or shared path	Bicycle lane Bus lane Wide kerbside lane Road shoulder Advisory/Warning signage Directional signage Stencilling
Local Access	Off road cycling facility on one side of road or on road facility Separated cycleway or shared path Traffic calming Shared zone Contraflow	Advisory/Warning signage Directional signage Stencilling
Laneway	Generally on road facility due to lack of road verge. Traffic calming Shared zone Contraflow	Advisory/Warning signage Directional signage Stencilling
Cul de sac	Generally on road facility due to low vehicle traffic. Traffic calming Shared zone	Advisory/Warning signage Directional signage Stencilling

Appendix 3 – Priority Scoring - Safe Cycling Network

The priority scoring offers an indication of importance based on GIS calculations in relation to destinations and land use. Priority scoring is based on reasonable assumptions of the importance of destination and land use in relation to cycling. Values were given as per the table below. The scoring and priorities will be used as a guide when allocating budget or putting forward projects for funding.

Priority Scoring Table

	Notes	Falls Within 200m	Falls Within 500m	Falls Within 1000m
Route Hierarchy				
Regional Route		30	N/A	N/A
District Route		20	N/A	N/A
Local Connection		10	N/A	N/A
Public Transport				
Bus Stop - local		2	2	2
Bus Stop - regional		5	5	10
BRT Interchange	Includes proposed future route locations	20	20	40
Commuter Wharf		10	15	20
General Wharf		5	5	10

	Notes	Falls Within 200m	Falls Within 500m	Falls Within 1000m
Attractors				
Regional Playground		20	25	25
District Playground		15	20	20
Local Playground		10	15	20
Surf Lifesaving Club		5	10	10
High School		20	40	50
Primary School		10	30	30
Library/community hub		5	10	20
Sportsfield		5	5	10
Local Centre		10	10	15
Neighbourhood Centre		10	10	20
Strategic Centre		10	15	20

Connectivity Matrix

Land Use	Business Park	Industrial Park	Commercial Centre	Public Recreation	Mixed Use	Residential (large lot)	Residential (300-750m)	Low Density Other	Medium Density	High Density	Local Centre	Neighbourhood Centre	Regional Centre
Business Park	15	10	10	10	10	15	20	20	25	30	10	5	5
	20												
Industrial Park	10	10	10	15	10	10	15	15	25	30	10	10	5
	15												
Commercial Centre	15	15	20	20	15	20	20	20	25	25	15	10	10
	30												
Public Recreation	10	15	20	15	20	15	15	15	25	30	15	20	25
	25												
Mixed Use	10	10	15	20	20	10	10	10	15	20	20	25	25
Residential (>750m)	15	10	20	15	10	10	10	10	5	5	15	20	20
	5												
Residential (300-750m)	20	15	20	15	10	10	15	15	10	10	20	20	15
	10												
Low Density Other	20	15	20	15	10	10	15	15	20	20	30	25	15
	10												
Medium Density	25	25	25	25	15	5	10	20	20	30	25	20	20
	30												
High Density	30	30	25	30	20	5	10	20	30	30	20	25	30
	40												
Local Centre	10	10	15	15	20	15	20	30	25	20	20	25	15
	5												
Neighbourhood Centre	5	10	10	20	25	20	20	25	20	25	25	30	25
	40												
Strategic Centre	5	5	10	25	25	20	15	15	20	30	15	25	20
30													

Appendix 4 – Safe Cycling Network Regional and District Routes

Note that location of routes may vary based on detailed route investigation. Works associated with route network are listed within the Bike Plan Mapping and Works Schedule.

Safe Cycling Network – Regional Routes

No.	From	To	Description	Comments	Major Trip Attractors
R1	Manly Wharf	Spit Bridge (via Burnt Bridge Creek)	Route follows the gentlest topography between Manly and Spit Bridge via existing infrastructure such as Kenneth Road and Burnt Bridge Creek Deviation Shared Path	Much of the route is along existing infrastructure. Improvements should be made to reflect Regional Bicycle Route	Manly Wharf Belgrave Street Bus Interchange Manly Strategic Centre Manly Boy Charlton Swim Centre Manly Vale B-Line Balgowlah Employment Area Seaforth Village Centre Route to City
R2	Manly Wharf	Spit Bridge (via Lauderdale Ave)	Route follows most direct route between Manly and Spit Bridge via Lauderdale Avenue	This route is a more direct, but hillier option to R1	Manly Wharf Manly Strategic Centre West Esplanade Beach Fairlight Beach Balgowlah Boys High School Seaforth Village
R3	Spit Bridge	Frenchs Forest Strategic Centre	Route follows local streets in Seaforth before connecting to Wakehurst Parkway	Facility along Wakehurst Parkway should be separated cycleway or shared path and designed to cater for higher speeds of commuting by bicycle. A high quality facility would also cater for road cyclists.	Route to City Warringah Aquatic Centre Northern Beaches Hospital Frenchs Forest Strategic Centre Forest High School

Safe Cycling Network – Regional Routes

No.	From	To	Description	Comments	Major Trip Attractors
R4	Spit Bridge	Dee Why Strategic Centre	Route mainly follows the direct connection along Burnt Bridge Creek Deviation, Condamine Street and Pittwater Road	Key route that fills missing connections along major transport corridor	Route to City Seaforth Village Balgowlah Employment Area Manly Vale B-Line Brookvale TAFE Warringah Mall Brookvale B-Line Brookvale Community Health Centre Brookvale Employment Area Dee Why Strategic Centre Dee Why B-Line
R5	Manly Strategic Centre	Frenchs Forest Strategic Centre	Route follows existing infrastructure along Manly Beachfront and along Pittwater Road before heading up Allambie Road to Frenchs Forest	Off road facilities need to be provided along Allambie Road	Manly Wharf Manly Strategic Centre Manly Beach Queenscliff Beach Stella Maris College Allambie Village Warringah Aquatic Centre Forest High School Frenchs Forest Strategic Centre Northern Beaches Hospital

Safe Cycling Network – Regional Routes

No.	From	To	Description	Comments	Major Trip Attractors
R6	Manly Strategic Centre	Dee Why Strategic Centre (via Beaches)	Route connects Manly along popular beachfront suburbs to Dee Why. Provides connections from the highly popular cycling area of Manly to neighbouring Freshwater	Much of the route currently consists of on road bicycle lanes. Safe off road cycling infrastructure should be provided Popular areas along Manly Beachfront have a high level of conflict between people walking and riding. Safety measures should be implemented to help reduce conflict	Manly Wharf Manly Strategic Centre Manly Beach Queenscliff Beach Stella Maris College Freshwater Local Centre Harbord Diggers South Curl Curl Rockpool John Fisher Park Curl Curl Beach Dee Why Beach Dee Why Strategic Centre
R7	Manly Strategic Centre	Dee Why Strategic Centre (via Brookvale)	Route follows existing infrastructure along Manly Beachfront, Queenscliff Lagoon Reserve and Pittwater Road	Side road crossings should be addressed along Pittwater Road	Manly Wharf Manly Strategic Centre Manly Beach Queenscliff Beach Stella Maris College Nolan Reserve Brookvale TAFE Warringah Mall Brookvale B-Line Brookvale Community Health Centre Brookvale Employment Area

Safe Cycling Network – Regional Routes

No.	From	To	Description	Comments	Major Trip Attractors
R8	Roseville Bridge	Frenchs Forest Strategic Centre	Route follows direct and least undulating route along Warringah Road	Existing shared path from Roseville Bridge to Forestville Avenue should be widened	Route to Chatswood Forestville Local Centre Forest High School Frenchs Forest Strategic Centre Northern Beaches Hospital
R9	Frenchs Forest Strategic Centre	Brookvale B-Line	Route follows the direct Warringah Road corridor before following local streets to negotiate the gradient change into Brookvale	High quality shared path should be provided along route	Frenchs Forest Strategic Centre Northern Beaches Hospital Narraweena Local Shops Brookvale Oval Brookvale Employment Area Warringah Mall Brookvale Community Health Centre Brookvale B-Line
R10	Frenchs Forest Strategic Centre	Dee Why Strategic Centre	Route follows the direct Warringah Road corridor before following local streets to negotiate the gradient change into Dee Why	High quality shared path should be provided along route	Frenchs Forest Strategic Centre Northern Beaches Hospital Narraweena Local Shops Dee Why Strategic Centre
R11	Frenchs Forest Strategic Centre	Terrey Hills Village	Route follows the direct Forest Way and Mona Vale Road corridor	High quality shared path should be provided along route	Frenchs Forest Strategic Centre Northern Beaches Hospital Belrose Mountain Bike Park Belrose Employment Area JJ Melbourne Hills Reserve Terrey Hills Village

Safe Cycling Network – Regional Routes

No.	From	To	Description	Comments	Major Trip Attractors
R12	St Ives	Mona Vale Strategic Centre	Route follows Mona Vale Road corridor. Diverted onto local roads at Ingleside due to lack of road corridor space	Works east of Terrey Hills proposed as part of RMS Mona Vale Road upgrade	Route to St Ives St Ives Showground JJ Melbourne Hills Reserve Terrey Hills Village Ingleside (Future Land Release Area) Warriewood Employment Area Mona Vale Strategic Centre
R13	Frenchs Forest Strategic Centre	Mona Vale Strategic Centre	Route follows direct main road corridors of Wakehurst Parkway and Pittwater Road	Works would form part of RMS Wakehurst Parkway upgrade	Frenchs Forest Strategic Centre Northern Beaches Hospital Sydney Academy of Sport North Narrabeen High School Warriewood B-Line Warriewood Shopping Centre Mona Vale Hospital Mona Vale Strategic Centre
R14	Dee Why Strategic Centre	Mona Vale Strategic Centre	Route follows existing shared paths along South Creek and the southern side of Narrabeen Lagoon Trail before linking onto Pittwater Road	Route is largely in place. Conflict points should be addressed such as bridge crossing at Narrabeen Lagoon, path widths, driveway crossings along South Creek Road and Pittwater Road	Dee Why Beach Cromer Employment Area Cromer High School Narrabeen Lagoon Trail Narrabeen B-Line Narrabeen Local Centre North Narrabeen Local Centre North Narrabeen High School Warriewood B-Line Warriewood Shopping Centre Mona Vale Hospital Mona Vale Strategic Centre

Safe Cycling Network – Regional Routes

No.	From	To	Description	Comments	Major Trip Attractors
R15	Dee Why Strategic Centre	Mona Vale Strategic Centre	Route follows Pittwater Road before following the coastal route at Ocean Street Narrabeen through to Mona Vale Beach	<p>High quality off road facility to be provided along Pittwater Road</p> <p>On road treatments along Ocean Street Narrabeen are not suitable for safe cycling network infrastructure</p> <p>Facility should be prioritised across side streets and driveways to create efficient route</p>	<p>Dee Why Strategic Centre</p> <p>Long Reef Beach</p> <p>Collaroy Beach</p> <p>Collaroy Village</p> <p>Narrabeen Beach</p> <p>North Narrabeen Beach</p> <p>Turrimetta Beach</p> <p>Warriewood Beach</p> <p>Warriewood Beach local shops</p> <p>Mona Vale Hospital</p> <p>Mona Vale Beach</p> <p>Mona Vale Employment Area</p> <p>Mona Vale Strategic Centre</p>
R16	Mona Vale Strategic Centre	Avalon Local Centre	Route largely follows the most direct and least undulating path of Barrenjoey Road. Diverting briefly at Newport Local Centre due to lack of road corridor space and Bilgola Bends	<p>High quality off road facility to be provided along Barrenjoey Road</p> <p>Facility should be prioritised across side streets and driveways to create efficient route</p>	<p>Mona Vale Strategic Centre</p> <p>Mona Vale Employment Area</p> <p>Newport Local Centre</p> <p>Newport Beach</p> <p>Bilgola Beach</p> <p>Avalon Beach</p> <p>Avalon Local Centre</p>
R17	Frenchs Forest Strategic Centre	Narrabeen Local Centre	Route follows South Creek corridor	Route to follow creek line corridor. Route would link with existing South Creek shared path closer to Narrabeen Lagoon	<p>Narrabeen Lagoon Trail</p> <p>Cromer Public School</p> <p>Willandra Village</p> <p>Beacon Hill Primary School</p>

Safe Cycling Network – District Routes

No.	From	To	Description	Comments	Major Trip Attractors
D1	Seaforth Village	Tania Park	Route connects through Balgowlah Heights via flatter streets	Currently no safe off road cycling facility in this area	Seaforth Village Balgowlah Heights Local Centre Balgowlah Heights Primary School Tania Park
D2	Forestville	Killarney Heights	Route follows Melwood Avenue	Route provides link between neighbouring centres. Topography of Melwood Avenue is most suited to cycling facility	Forestville Public School Forestville Shopping Centre Forestville RSL Melwood Oval Killarney Heights High School Killarney Heights Shopping Centre Killarney Heights Public School
D3	Seaforth Village	Seaforth Oval	Route follows R1 before following existing Burnt Bridge Creek Shared Path and local streets	New off road connections within Seaforth	Seaforth Village Seaforth Public School Grove Bike Park Burnt Street Shops Seaforth Oval
D4	Manly	North Head	Darley Street to North Head Lookout	Major tourist and recreational route also providing access to residential areas of Eastern Hill Safe off road connection to be added along Darley Street	Manly Strategic Centre Manly Village Public School St Pauls College International College of Management Manly Hospital North Head

Safe Cycling Network – District Routes

No.	From	To	Description	Comments	Major Trip Attractors
D5	Manly Boy Charlton Pool	Bantry Bay Reserve	Route follows collector road route of Balgowlah Road through to Woodbine Street	Existing popular shared path on Balgowlah Road should be widened	Manly Boy Charlton Swimming Pool Manly West Public School Balgowlah Employment Area North Balgowlah Local Centre Balgowlah North Public School Manly Dam MTB Trail Bantry Bay Reserve
D6	Seaforth Oval	Frenchs Forest	Route follows existing fire trail parallel to Wakehurst Parkway. Existing route used by mountain bikes	Some loss of bushland in road corridor. Existing fire road surface to be sealed to allow greater access. This route is an alternative route to R3 should the NSW Government Beaches Link project not proceed.	Seaforth Oval Bantry Bay MTB Trails Northern Beaches Hospital Frenchs Forest Strategic Centre
D7	Queenscliff Beach	Dee Why Strategic Centre	Route follows direct route via Harbord Road connecting schools, sports fields and employment area.	Shared path or separated cycleway to provide safe cycling network connection	Queenscliff Beach Stella Maris College Freshwater Local Centre Brookvale Employment Area Curl Curl Lagoon Northern Beaches Secondary College St Luke's Grammar School Stoney Range Regional Botanic Garden Dee Why Strategic Centre

Safe Cycling Network – District Routes

No.	From	To	Description	Comments	Major Trip Attractors
D8	Manly Lagoon	Curl Curl Lagoon	Route via Oliver Street providing connection to Harbord Public School	Popular cycling route. Existing on road lanes not suitable for safe cycling network	Freshwater Local Centre Harbord Public School Curl Curl Lagoon
D9	Brookvale B-Line	Curl Curl Lagoon	Route through Brookvale employment area to John Fisher Park and Curl Curl Lagoon	Route largely exists. Missing connection at Mike Pawley Oval.	Brookvale B-Line Brookvale Employment Area Northern Beaches Secondary College John Fisher Park Curl Curl Lagoon
D11	Dee Why Strategic Centre	Frenchs Forest Strategic Centre	Route via McIntosh Road Narrabeena and Frenchs Forest Road	Route provides alternative to R10 Route contains some existing shared paths.	Dee Why Strategic Centre Narrabeena Local Centre Narrabeena Public School Beacon Hill Public School Frenchs Forest Employment Area Northern Beaches Hospital Forest High School Frenchs Forest Strategic Centre
D13	Beacon Hill	St Ives	Route follows Sydney Water pipeline corridor	Existing trail along pipeline corridor to be sealed for greater access. Route would deviate at major roads to use existing crossing facilities. Route provide major recreational benefits.	Warringah Aquatic Centre Frenchs Forest Employment Area Frenchs Forest Strategic Centre Davidson High School Garigal National Park

Safe Cycling Network – District Routes

No.	From	To	Description	Comments	Major Trip Attractors
D14	Frenchs Forest Strategic Centre	Glenrose Village	Route follows Grace Avenue and Blackbutts Road	Shared path exists in some locations. Separated cycleway or shared path to follow route to ensure safe cycling network	Frenchs Forest Strategic Centre Frenchs Forest Showground Lionel Watts Oval Glenrose Village
D15	Narrabeen Local Centre	Narrabeen Local Centre	Narrabeen Lagoon Trail loop around Narrabeen Lagoon	Popular recreational loop that also serves connections between Narrabeen and Cromer.	Narrabeen Local Centre Narrabeen B-Line Narrabeen Lagoon Trail Sydney Academy of Sport
D16	North Narrabeen Rock Pool	Warriewood Employment Area	Route follows Narrabeen Lagoon north along Garden Street	Trail can be crowded with walkers and bike riders on weekends. Trail is partially sealed. Route exists in the form of shared paths	North Narrabeen Rock Pool Lakeside Caravan Park Narrabeen Lagoon North Narrabeen Employment Area Warriewood Square Warriewood Employment Area
D17	North Narrabeen Rock Pool	Warriewood Valley Playground	Route follows Fern Creek	Route is largely complete except for Boondah Road and short sections on Jacksons Road and Pittwater Road.	North Narrabeen Rock Pool Lakeside Caravan Park Pittwater Rugby Park Warriewood B-Line Warriewood Square Warriewood Valley Local Shops Warriewood Valley Playground Mater Maria College

Safe Cycling Network – District Routes

No.	From	To	Description	Comments	Major Trip Attractors
D18	Warriewood Beach	Warriewood Employment Area	Route follows Narrabeen Creek	Route is largely complete except for Hunter Street and the eastern end of Narrabeen Creek. Narrabeen Creek connection is part of the Warriewood Valley Masterplan.	Warriewood Beach Warriewood Beach Shops Warriewood Employment Area
D19	Warriewood Employment Area	Mona Vale Strategic Centre	Route via Mona Vale Road and Maxwell Street	Route provides a western route between Warriewood and Mona Vale. Separated cycleway or shared path is required along Maxwell and Waratah Streets.	Warriewood Employment Area Mona Vale Public School Mona Vale Strategic Centre Mona Vale B-Line
D20	Mona Vale Strategic Centre	Bayview Baths	Route follows Pittwater Road	Existing footpath to be widened to shared path.	Mona Vale Strategic Centre Mona Vale Employment Area Pittwater High School Rowland Reserve Bayview Baths
D21	Mona Vale Beach	Warriewood Employment Area	Route travels along Bassett Street to Winnererremy Bay before curling around Cabbage Tree Road to Warriewood	Route would consist mainly of shared path	Mona Vale Beach Mona Vale Employment Area Pittwater High School Winnererremy Bay Park Warriewood Employment Area
D22	Newport Beach	West Newport	Flat route along Gladstone St linking the ocean to Pittwater.	Shared path or separated cycleway along Gladstone and Kalinya Streets	Newport Beach Newport Local Centre Newport Oval Newport Public School West Newport Local Shops The Newport

Safe Cycling Network – District Routes

No.	From	To	Description	Comments	Major Trip Attractors
D23	Avalon Local Centre	Old Wharf	Route follows Avalon Parade	Shared path or separated cycleway along Avalon Parade.	Avalon Local Centre Avalon Public School Hill Top Road Local Shops Old Wharf
D24	Avalon Beach	Careel Bay	Route follows existing corridor along Careel Creek	Seal existing route to provide greater access to sports-fields	Avalon Local Centre Avalon Public School Avalon Beach Barrenjoey High School Hitchcock Park Playing Fields Careel Bay Playing Fields Hitchcock Park Dog Exercise Area



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