

# Bayside **Bike Plan** 2024





# Acknowledgment of Country

Bayside Council acknowledges the  
Traditional Custodians, the Gadigal/Bidjigal  
people of the Eora Nation.

The people of the Eora Nation, their spirit  
and ancestors will always remain with our  
waterways and the land, our Mother Earth.

*Amelia Bates, The hand saving the lost generation*





# Contents

Introduction .....	4
Our Vision .....	5
Our Directions .....	6
Strategic Context .....	7
Regional Cycling Strategies .....	8
NSW Government Policy .....	10
Movement and Place .....	11
Bayside Active Travel Behaviour .....	12
Community Engagement .....	13
Bayside's Bike Network .....	15
Existing Network .....	16
Bayside's Priority Cycleway Network .....	17
Key Routes Breakdown .....	18
Network Planning Consideration .....	21
Guiding Principles .....	22
Actions .....	23
Implementation .....	30
Appendix A: Infrastructure Types Example .....	38



**Telephone Interpreter Services - 131 450**

بخدمة الترجمة الهاتفية 電話傳譯服務處

Τηλεφωνικές Υπηρεσίες Διερμηνέων

Служба за преведување по телефон



# Introduction

Cycling, as a mode of transport is thriving within the Bayside LGA. As new cycleways are being built, more and more of our community are embracing cycling to commute to work, to explore our local neighbourhoods or simply enjoy the fresh air with friends and family.

The Bayside community is embracing cycling as a healthy and sustainable transport choice more than ever.

## The Bayside Bike Plan

Bayside Council is committed to enhancing cycling infrastructure and creating a seamless network of bike routes across our area. The **Bayside Bike Plan** serves as our blueprint for achieving this vision. Here's what you need to know:



**Community Input:** We've actively sought feedback from adults and children to shape our plan. The Bayside community highlighted their favourite cycling spots, opportunities for infrastructure improvement, and ways to make cycling more accessible and safer.



**Routes:** By implementing the Bayside Bike Plan we will better connect our regional bike corridors and enhance community access to key destinations. With improvements to our east-west and north-south cycling corridors and updating on-road cycleway network, we aim to provide safe cycling infrastructure that is suitable for all ages and all abilities.



**Future Steps:** The plan will be implemented based on community input, the prioritisation of projects and will be subject to both Council and State Government funding opportunities.



**Our Vision:** To increase bicycle use throughout Bayside, we're committed to safe, well-connected, convenient and attractive cycling infrastructure. Let's pedal toward a healthier, greener future together!



# Our Vision

The vision for transport within Bayside Council is:

***“A just, reliable and resilient transport system which supports active, healthy lifestyles and provides 30-minute access to economic, social, recreational and cultural opportunities for everyone.”***

The Bayside Transport Strategy identifies the need for a Bike Plan to guide investment in infrastructure to build a safe and connected cycling network, facilitating increased cycling mode share and creating more bicycle friendly local centres.

## OBJECTIVES of the Bayside Bike Plan

- 1** ***Improve*** safe and convenient cycling access to employment, services, schools, social, recreational and cultural areas within Bayside as well as connections to other LGAs.
- 2** ***Promote*** cycling as a sustainable and healthy travel mode, reducing the need to rely on private vehicles and encouraging modal shift to cycling.
- 3** Make cycling more ***accessible and attractive*** as a travel mode for all age groups and cycling abilities.
- 4** Identify infrastructure requirements and programs for Council and State Government to implement for ***safe and easy cycling***.
- 5** ***Implement*** a program of highly visible infrastructure across the Council road network.
- 6** ***Increase*** awareness and promote aspects of inclusion and safety to the greater public, including education as to the vulnerability of bicycle riders on the road network.



# Our Directions

## The KEY DIRECTIONS

Align with this vision and guided the development of the Bike Plan.

They aim to provide consistency and direction to inform the guiding principles of this strategy with other transport related strategies.



### *Connected and integrated*

Routes connect where people want to travel



### *Efficient*

Bicycle parking and workplace travel planning



### *Active and vibrant*

Encourage Active Transport



### *Inclusive and safe*

Improved Road Safety



### *Sustainable and innovative*

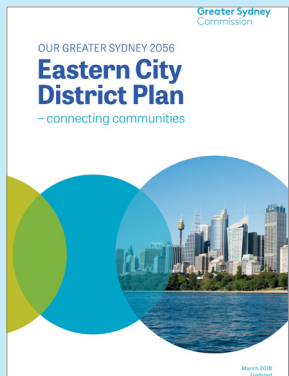
Sustainable Transport Choices



# Strategic Context

The actions and priorities of the Bike Plan have been developed with the input of the Bayside community and aligned to the directions associated with key strategic documents; including but not limited to *NSW Future Transport 2056*, the *South East Sydney Transport Strategy*, the *Bayside Community Strategic Plan* and the *Bayside Local Strategic Planning Statement (LSPS)*.

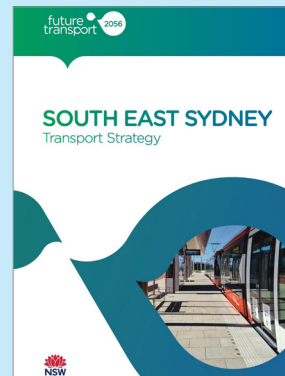
## Strategies and Policies



*Eastern City District Plan, 2018*



*Future Transport Strategy, 2056*



*South East Sydney Transport Strategy, 2020*



*NSW Government Active Transport Strategy*

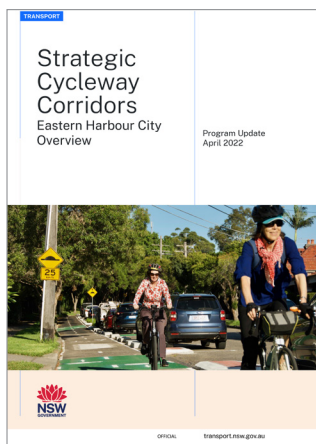


*Bayside Council Transport Strategy 2024*



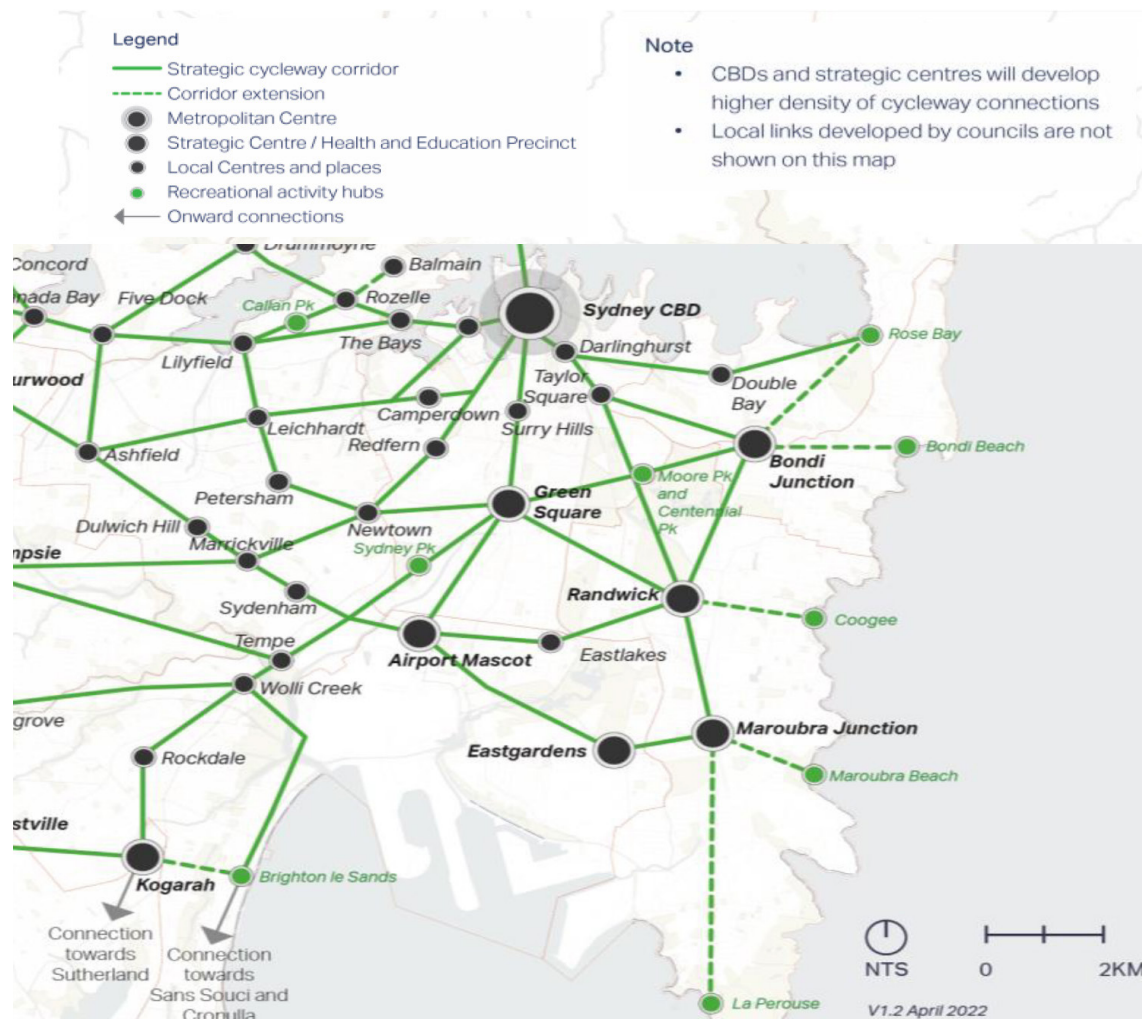
# Regional Cycling Strategies

## Eastern Harbour City - Strategic Cycleway Corridors



The NSW Government 'Strategic Cycleway Corridor' network details the prioritised cycleway corridors in the Eastern Harbour City, many within the Bayside LGA. These cycling corridors, when complete, will provide safe and clearly recognisable and direct routes that connect key centres and major points of interest.

Exact routes and cycleway type will be subject to feasibility, detailed design and collaboration with stakeholders and local communities.





# Sydney Gateway Active Transport Strategy



The New South Wales Government released the Sydney Gateway Active Transport Strategy in November 2022.

The Strategy provides Council and

State Government a plan to complete missing walking and cycling infrastructure links into and around the airport and will prioritise these projects for construction.

Six (6) Strategic Route Options (priority projects) were identified for design and implementation staged over an undefined timeframe.

Several of these projects are located within the Bayside LGA and when completed by the State Government, will significantly improve community access to employment, education, open space, and recreation.



1. Alexandra Canal

2. Joyce Drive Overpass

3. Cooks River crossing

4. Joyce Drive to Wentworth Ave

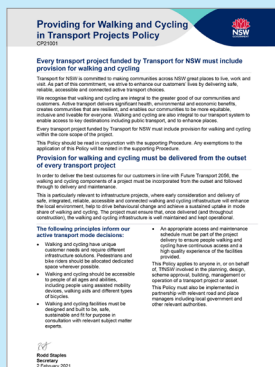
5. Coward St

6. Sydenham Link

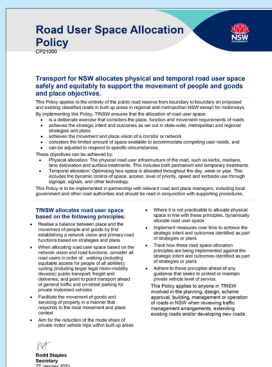


# NSW Government Policy: Cycling Infrastructure Delivery

A number of Government policies and guides are relevant to the delivery and design of a active transport infrastructure. These include:



*Providing for Walking and Cycling in Transport Projects*



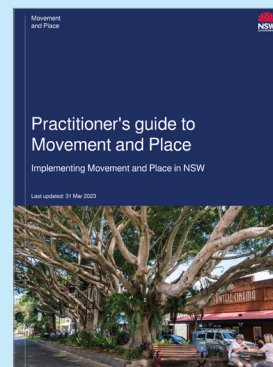
*Road User Space Allocation Policy*



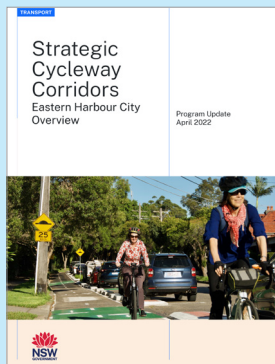
*Cycleway Design Toolbox (TfNSW)*



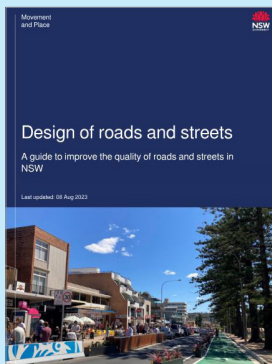
*Austroads Part 6A - Guide to Walking and Cycling*



*Practitioners Guide to Movement Place*



*Eastern Harbour City Strategic Cycleway Corridors*



*NSW Design of Roads and Streets Guide*



*Sydney Green Grid*



# Movement and Place

To support the implementation of the Bayside Bike Plan - Bayside Council will look to apply the Principles of the **'Movement' and 'Place' Planning Framework** to guide a vision of transport and urban planning.

A 'Movement and Place' approach to planning recognises that there is disproportionate road space allocated to cars, often at the expense of footpath space, safe cycling facilities, safe school precincts, public transport and efficient freight corridors.

Guided by planning tools such as the **Movement and Place Framework**, and **Practitioners Guide to Movement and Place**, **Walking Space Guide**, **the Cycleway Design Tool Box** and the **NSW Government Road User Space Allocation Policy**, Council will seek to deliver a balance of transport infrastructure that is equitable for the community and delivers outcomes as described in the Bayside Bike Plan and the Bayside Transport Strategy.

The **Movement and Place planning framework** will ensure appropriate road user space is allocated based on the network vision and road functions, consideration of all road users will be in order of:

- **walking** (including equitable access for people of all abilities);
- **cycling** (including larger legal micro mobility devices);
- **public transport, freight and deliveries**
- **general traffic and on-street parking** for motorised vehicles

The focus is to:

- Aim to dynamically allocate road user space in line with these principles,
- Place pedestrian priority where land use intensity and pedestrian activity are high.
- Allocate adequate space to promote walkability and allow for place functions.
- Allow space for tree canopy cover on desired walking and cycling routes.

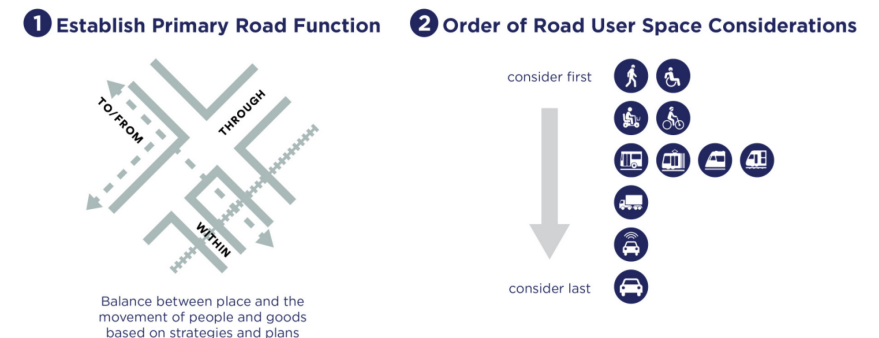


Figure 1: Order of Determination for Allocating Road User Space



# Bayside Active Travel Behavior

## HOW WE TRAVEL

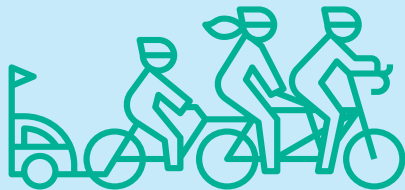
1,225

RESIDENTS RIDE TO  
WORK EACH DAY  
(0.7% MODE SHARE AT 175K  
POPULATION)



3 TIMES

AS MANY RIDE  
FOR **RECREATION**  
AS THOSE WHO  
**COMMUTE**



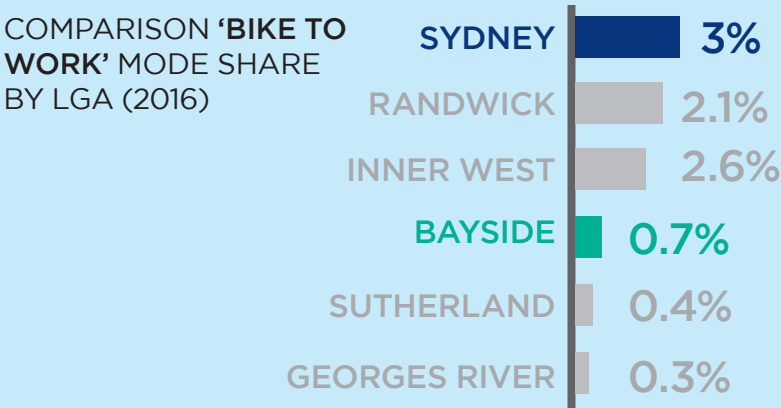
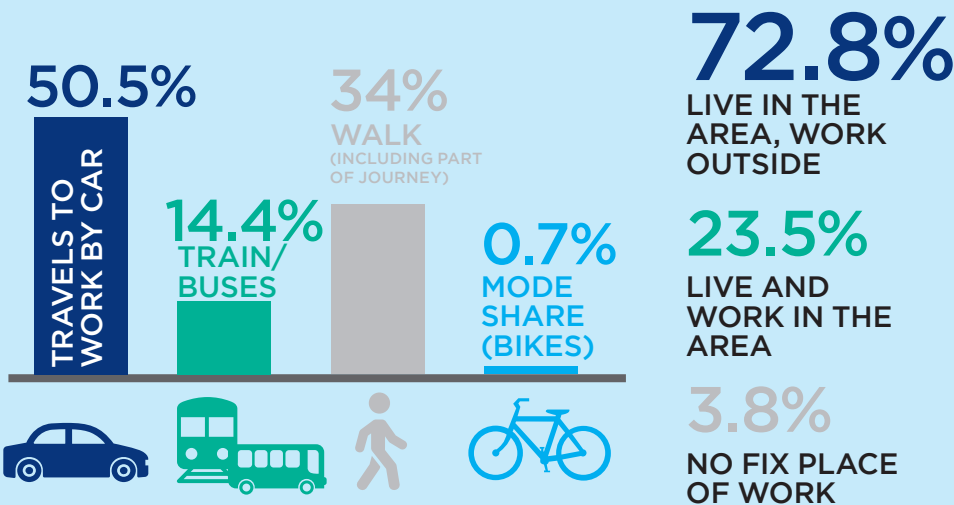
IN BAYSIDE,  
AVERAGE  
TRIP IN  
A CAR IS  
**7.17KM**

=

**15-25  
MINS** BY BIKE



## HOW WE GO TO WORK



Source: Profile I.D., Australian Bureau of Statistics 2021 Census, Household Travel Survey 2019.



# Community Engagement

The Bike Plan was drafted in consultation with community and a number of key stakeholders

The feedback received during Council's community engagement, indicated a strong support for Council to implement high-quality active transport infrastructure, with a preference for separated cycleways and other design interventions that improve safety for cyclists and pedestrians.

## General

Popular cycling destinations included playgrounds and sports facilities, schools, local shops, public transport hubs and recreational/ scenic cycling routes, particularly around the Cooks River and creeks.

Generally, feedback requested that cycling facilities be separated from cars and pedestrians, as well as more consistent facilities. Maintenance is also required to fix pot holes or other obstructions that become hazardous to cyclists.

## Missing links

Key origins and destinations that require cycling connectivity were identified as:

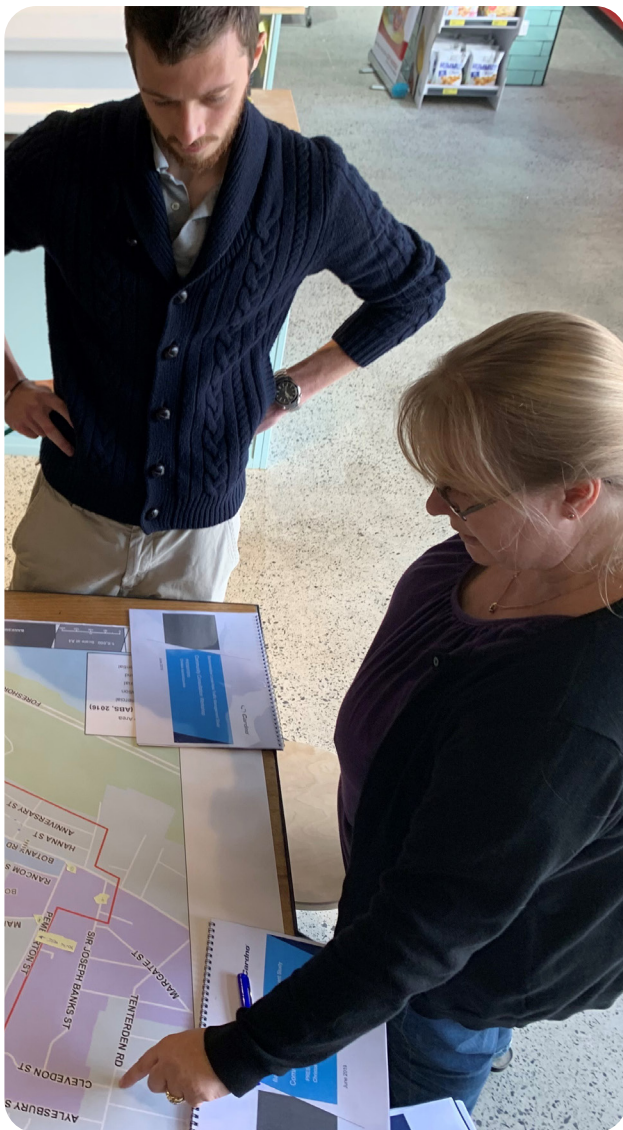
- Botany/ La Perouse and Brighton Le Sands;
- Mascot and Botany;
- Eastgardens and the Sydney CBD; and
- Daceyville and Eastlakes.

Connections are also needed to Sydney Airport, Bexley, Rockdale Plaza and Randwick.





# Community Engagement (cont.)



## End of trip facilities

End of trip facilities including bicycle racks and secure lockers were requested at the following locations:

- All train stations,
- Shopping destinations such as Kingsgrove Woolworths, Bexley North shops, Arncliffe shops and Rockdale Plaza; and
- Sydney Airport.

Bike parking is often full at Mascot Station, and some bike parking is hidden underground and inaccessible such as at Rockdale Plaza.

## Signage

Bicycle signage and on-road bike symbols were requested to increase driver awareness of cyclists. These were requested at intersections, mid blocks and in shared lanes.

## Safety

Safety issues in the cycling network included conflict with vehicles and pedestrians, crossing busy intersections, poor lighting in secluded areas, poor sight lines and dangerous road surfaces.

## Ideas

Ideas for improvements put forth included using the Brisbane Bicentennial Bikeway as an example for the Cooks River shared path network, using alternative streets for cycling that are quieter with slower traffic, and leveraging cycle links from planned road improvements.



# Bayside's Bike Network

## Introduction

Council recognises that safe, direct, comfortable and connected active transport networks will support mode shift to sustainable and healthy transport choices. The safety and efficiency of cycling facilities is key to user take-up and will contribute to a vibrant, desirable and healthy Bayside community.

Despite being a fringe inner city area, the cycling mode share in Bayside is low. Reasons for this include lack of safe and efficient cycling infrastructure, high traffic volumes on major roads, relatively high proportion of heavy vehicles due to industrial areas, and barriers such as Sydney Airport reducing the permeability of the cycling network within the LGA.

The green corridors provide an important network of recreational routes however the existing cycling network is predominantly located on-road mixed with traffic.

Cycling within the LGA is therefore not well facilitated for less confident cyclists.

## Bayside's Priority Cycleway Network

Action 1.1 of this Plan is to investigate and progressively implement the Bayside Priority Cycleway Network (Figure 2).

The Bayside Priority Cycleway Network identifies a number of key cycling corridors that are sought for upgrades, while other corridors will be new links to provide key connections via the green grid, and adjacent to existing transport corridors.

The existing network is provided at Figure 1. Each route mapped in Figure 2 are named and colour coded. The routes are described in Table 1, 2 and 3 below.

The proposed routes are largely indicative, showing where desired connections could be made. All proposed cycleway infrastructure will be subject to feasibility, investigation and detailed design to determine the most appropriate route.

## Key Terms

**By Others:** Where we have indicated (by others), this means that the infrastructure cannot be delivered by Council.

**Aspirational routes:** Indicates that whilst these connections would be ideal, due to a number of circumstances and unknowns, these routes will not be delivered in the short-medium term.

## Cycleway Infrastructure

The type of cycling infrastructure delivered for these routes will be subject to a program of detailed investigations and community consultation to ensure the cycling infrastructure along these routes is fit-for-purpose and appropriate for each location.

Examples of cycleway infrastructure Bayside Council have implemented to date, and will continue to investigate and apply during the implementation of the Bayside Priority Cycleway Network can be seen in *Appendix A*.



# Existing Network

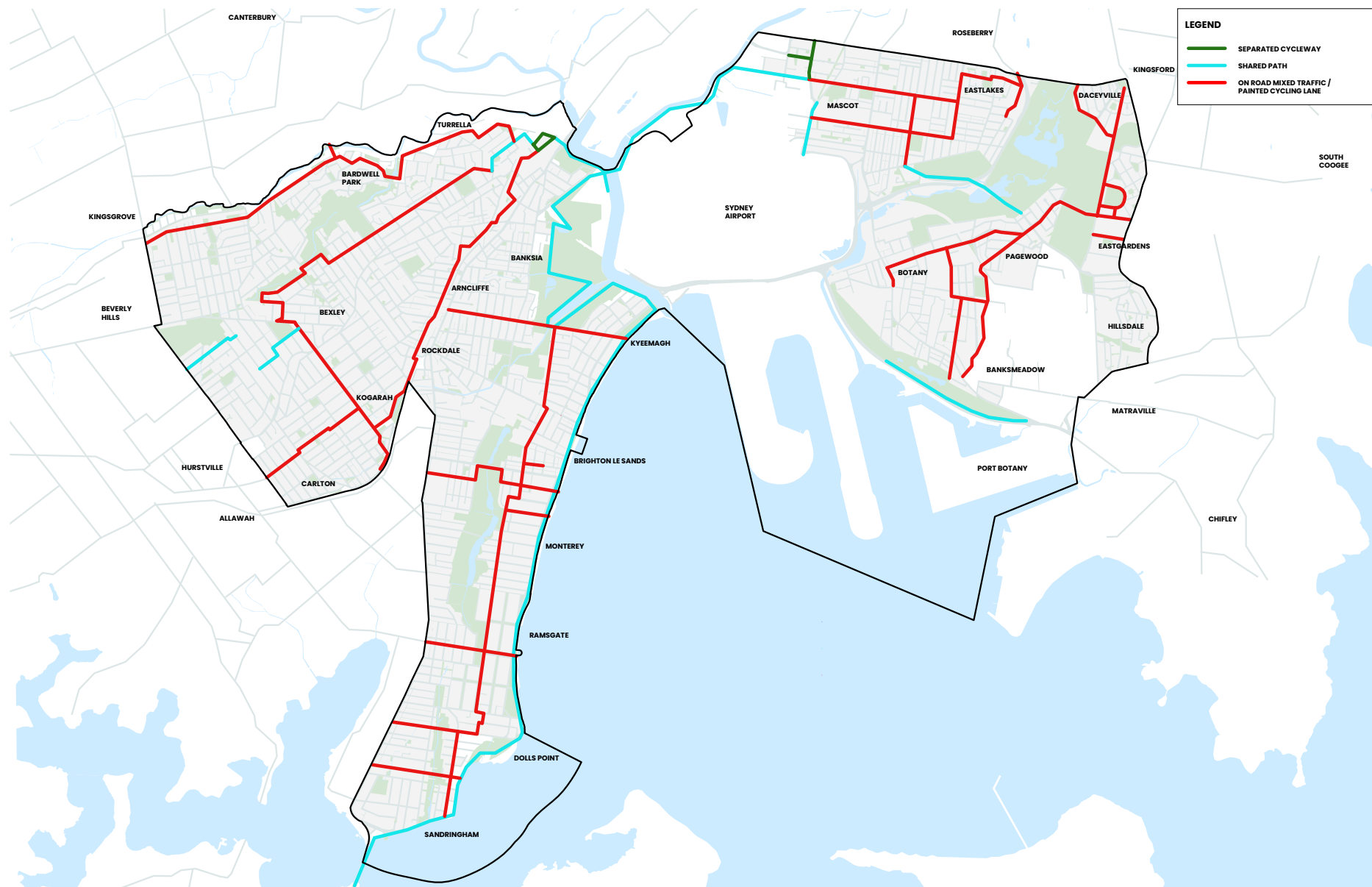


Figure 1: Existing Network



# Bayside's Priority Cycleway Network

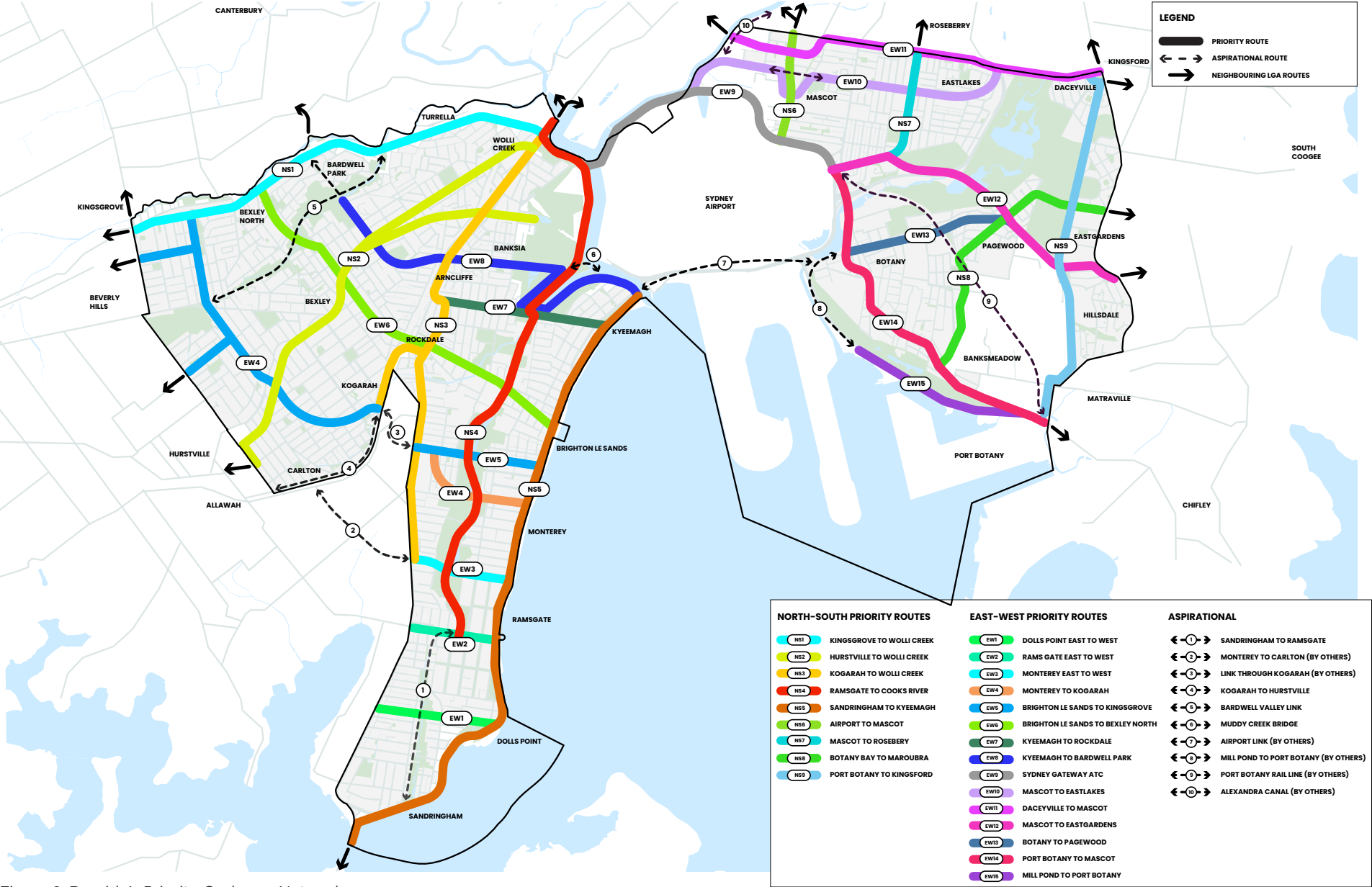


Figure 2: Bayside's Priority Cycleway Network

# Key Routes Breakdown

Route	Name	Description
North-South Priority Routes		
NS1	Kingsgrove to Wolli Creek	This 4.5km route links Kingsgrove to Wolli Creek and may utilise the T8 rail corridor and (short term) may be provided along local roads.
NS2	Hurstville to Wolli Creek	This 5km route links Hurstville to Wolli Creek via the Forest Road corridor.
NS3	Kogarah to Wolli Creek	This 5km route links Kogarah (and Ramsgate) to Wolli Creek via the Princes Highway (and Rocky Point Road) with a link from Harrow Road to The Seven Ways.
NS4	Ramsgate to Cooks River	This 8km route links the Rockdale Wetlands Corridor from Ramsgate to the Cooks River. This route connects to Aspirational Route 1 linking to the Georges River and Captain Cook Bridge.
NS5	Sandringham to Kyeemagh	This 8km waterside route links the Captain Cook Bridge and the Georges River to Kyeemagh via the Botany Bay Foreshore.
NS6	Airport to Mascot	This 1km route links the Sydney Domestic Terminal to the Mascot Station Precinct and the Bourke Street cycleway to the north.
NS7	Mascot to Rosebery	This 1.5km route connects Wentworth Avenue to Rosebery.
NS8	Botany Bay to Maroubra	This 3.5km route connects Banksmeadow and Port Botany to Eastgardens
NS9	Port Botany to Kingsford	This 4.5km route connects Port Botany to Daceyville and Kingsford via Eastgardens.

Table 1: North-South Priority Routes





(cont.)

Route	Name	Description
East-West Priority Routes		
EW1	Dolls Point East to West	This 1.5km route links Dolls Point to Sans Souci at Rocky Point Road.
EW2	Ramsgate East to West	This 1km route links Ramsgate Beach to Ramsgate Town Centre and beyond. Aspirational Route 2 is outside the Bayside LGA and has the potential to connect to Hurstville Town Centre.
EW3	Monterey East to West	This 1.3km route links Monterey to Kogarah. Aspirational Route 3 is outside the Bayside LGA and has the potential to link to Carlton Town Centre.
EW4	Monterey to Kogarah	This 1.5km route links Monterey to educational institutions and President Avenue (EW5) to Kogarah Town Centre..
EW5	Brighton Le Sands to Kingsgrove	This 7km route links Brighton Le Sands to Kingsgrove via President Avenue and the Kogarah Town Centre. The route runs via the adjoining local government area of Georges River Council. Aspirational Route 4 is outside the Bayside LGA and is needed to connect to Kogarah West.
EW6	Brighton Le Sands to Bexley North	This 5km route links Brighton Le Sands to Bexley North via Rockdale. It connects with Aspirational Route 6 near Bardwell Valley.
EW7	Kyeemagh to Rockdale	This 2km route links the foreshore at Kyeemagh crossing the Rockdale Wetlands Corridor to Rockdale Town Centre.
EW8	Kyeemagh to Bardwell Park	This 5km route links Kyeemagh to Bardwell Park via Barton Park. It connects with Aspirational Route 6 near Bardwell Valley.
EW9	Sydney Gateway ATC	This 4km route connects Tempe and Sydney International Airport to Mascot along the canal.
EW10	Mascot to Eastlakes	This 3 km route links the Alexandra Canal to Eastlakes.
EW11	Daceyville to Mascot	This 5km route links Daceyville to Mascot and further west to Sydenham.
EW12	Mascot to Eastgardens	This 3km route links Mascot to Eastgardens via Wentworth Avenue
EW13	Botany to Pagewood	This 2 km route links Botany to Pagewood via the Banksia Street overpass.
EW14	Port Botany to Mascot	This 4km route links Port Botany to Mascot
EW15	Mill Pond to Port Botany	This 2km route links the Mill Stream to Port Botany via the Botany Bay foreshore. It connects with Aspirational Route 9 and the Sydney Airport precinct.

Table 2: East-West Priority Routes

# Key Routes Breakdown (cont.)

Route	Name	Description
Aspirational		
1	Sandringham to Ramsgate	This aspirational 2.3km route is currently provided via the road network but is ideally connected via fragmented open space. This link will connect to Route NS4 to the Georges River.
2	Monterey to Carlton (By Others)	This aspirational 1km link provides an ideal connection between Monterey and Carlton. The extension of the route sits within Georges River LGA, therefore Bayside Council is not responsible for its delivery.
3	Link Through Kogarah (By Others)	This 500m route provides an ideal connection through Kogarah and connects EW4 and EW5. The route sits within Georges River LGA, therefore Bayside Council is not responsible for its delivery.
4	Kogarah to Hurstville	This 1.5km route along the T4 rail corridor provides an ideal connection between Kogarah West and Hurstville.
5	Bardwell Valley Link	This 3km route provides an ideal connection using the Bardwell Valley Corridor and local roads from Bexley Golf Course to Turrella.
6	Muddy Creek Bridge	A bridge at the mouth of Muddy Creek would provide a direct connection from Banksia to Kyeemagh (Botany Bay).
7	Airport Link (By Others)	This 3km link would connect the Botany Bay foreshore at Kyeemagh and Botany..
8	Mill Pond to Port Botany (By Others)	The 2km link would connect the Botany Bay foreshore (Port Botany) to the Mill Pond and the Sydney Airport Precinct. As the land is owned by government agencies Council is not responsible for its delivery.
9	Port Botany Rail Line (By Others)	This 4km route follows the freight rail corridor linking Sydney Airport Precinct with Botany Bay. As the route is not on Council owned land, Council is not responsible for its delivery.
10	Alexandria Canal (By Others)	This link would extend the Alexandria Canal cycleway along the waterway to Shea's Creek and adjoining LGA cycle networks. This link relies on collaboration with property owners along the canal.

Table 3: Aspirational Routes

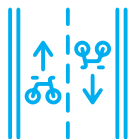




# Network Planning Considerations

*When formulating the key cycle routes, Council included a range of key considerations as described.*

*As the Bayside Bike Plan is progressively implemented over the coming years, our community will continue to play a key role in providing valuable feedback that will help us refine and improve cycling infrastructure into the future.*



## Existing Infrastructure

The Bayside Bike Network has been developed taking into consideration existing infrastructure such as existing separated cycleways, shared paths, local routes, links under construction and planned projects.



## Providing missing links

Existing infrastructure has been analysed and key missing links to desired connections have been identified.



## Topography

New additional routes were identified with consideration for topography to ensure cycle routes would be user friendly and provide clear desire lines.



## Aligning with neighbouring Councils infrastructure and plans

Bayside's Priority Cycleway Network ensures that proposed routes connect and feed into existing infrastructure on neighbouring Council's land, as well as existing and planned routes.



## Safety

Routes have been chosen to avoid safety conflicts, especially with key bus and freight routes.



## Community

Key themes from engagement undertaken with the community have been considered. This includes both engagement through regular community feedback, or during targeting consultation for Bayside's Bike Plan, the Transport Strategy and the Bayside LSPS.

# Guiding Principles

Based on the Vision and Directions, a set of guiding Principles have been developed outlining key themes and focal matters. These actions have emerged from community consultation, network audits, and a customised implementation plan to address the issues and opportunities identified.

Each Bike Plan Principle is supported by a series of Actions below to enable the target goal to be achieved.

To implement some actions, Council will often have a direct responsibility for funding and/or resourcing. In other instances, Council will partner with the State Government through recurrent funding opportunities or major project planning, to deliver significant improvements and missing links to the region’s active transport network.

Council recognises that the delivery of cycling infrastructure across the Bayside LGA is a collaborative process and will seek contributions from key stakeholders.

Council will work collaboratively with our community to deliver important improvements to our active transport network through the implementation of the Bayside Bike Plan.



**Connected and integrated**  
Routes connect where people want to travel

Cycle routes connect to local parks, schools, open green spaces and waterways that provide amenity short cuts and scenic views.



**Efficient**  
Bicycle parking and workplace travel planning

Businesses and major employers are encouraged to prepare green travel plans and provide end-of-trip facilities. Cycle routes are direct and efficient for travel by bicycle.



**Active and vibrant**  
Encourage Active Transport

Bayside residents of all ages and abilities are encouraged to walk and cycle for short trips or as a recreational sport.



**Inclusive and safe**  
Improved Road Safety

Council to improve safety of bicycle infrastructure and provide education and greater public awareness of the responsibilities of all road users.



**Sustainable and innovative**  
Sustainable Transport Choices

Council will encourage the community to choose to walk, cycle, use public transport and the emergence of micro-mobility.





# Actions



# Action One

## CONNECTED AND INTEGRATED

Cycle routes connect to local parks, schools, open green spaces and waterways that provide amenity short cuts and scenic views.



1.1	<b>Develop and Implement Bayside's Priority Cycleway Network</b>	Implement the Bayside Priority Cycleway Network for planning and implementation
1.2	<b>Upgrade of the on-road (line-marked) cycleway network</b>	Investigate upgrades to improve legibility, visibility, and safety of the on-road (line marked) cycleway network
1.3	<b>Connect to Green Space and Sporting Areas</b>	Investigate upgrades to cycling routes to green space and sporting precincts.
1.4	<b>Network Signage and Wayfinding</b>	Develop a cycleway wayfinding and signage internal guideline for the Bayside network.



# Action Two

## EFFICIENT

Businesses and major employers are encouraged to prepare green travel plans and provide end-of-trip facilities. Cycle routes are direct and efficient for travel by bicycle.

2.1	<b>Planning New Developments for Active Transport</b>	Plan for large, redeveloped blocks to support cycling with through-site links or setbacks where it improves the surrounding walking and cycling networks.
2.2	<b>Bike Parking at Destinations</b>	Ensure bike parking and end-of trip facilities are located at strategic locations across the LGA.
2.3	<b>Safer Cycleways Adjacent to Underutilised Kerbs</b>	Investigate opportunities where underutilised kerbs could provide wider and safer on-road cycleways. (i.e. where trailers and boats are stored).
2.4	<b>Major Developments to Upgrade the Public Domain</b>	Ensure that major developments contribute to walking and cycling infrastructure (i.e. share path upgrades)
2.5	<b>Connect Town Centres</b>	Investigate upgrades to cycleway links to better connect our town centres



# Action Three

## ACTIVE AND VIBRANT

Bayside residents of all ages and abilities are encouraged to walk and cycle for short trips or as a recreational sport.



3.1	<b>Promote Bayside as an Active-Transport Friendly Council</b>	Provide regular social media posts advocating the benefits of cycling for the community and news on new projects and cycling routes.
3.2	<b>School Active Travel Plans</b>	Collaborate with schools to develop programs to encourage students to walk and cycle.
3.3	<b>Community Skills and Safety</b>	Bicycle training courses for the community, including riding skills, maintenance, and safety.
3.4	<b>Support Community Cycling Events</b>	Promote special activities and events such as 'Ride2Work Day', 'Ride2School Day' and 'Bike Week', and support recreational cycle initiatives
3.5	<b>Enhance Centres as 'Places for People'</b>	Review speed limits to support 'Movement' and 'Place' functions of the road network including high pedestrian activity areas
3.6	<b>Create places supportive of walking and cycling</b>	Investigate (and trial) shared zones, raised threshold footpaths, closed streets (i.e. pop-up plazas) and low-cost cycleways
3.7	<b>Enhance Mascot as a 'Place' for People</b>	Continue lobbying TfNSW to remove freight and through-traffic, and prioritise walking streets, and regional cycling links



# Action Four

## INCLUSIVE AND SAFE

Council to improve safety of bicycle infrastructure and provide education and greater public awareness of the responsibilities of all road users.

4.1	<b>School Precinct Path Upgrades</b>	Investigate upgrades to main footpaths within an 800-metre radius of schools to shared paths to facilitate safe and legal cycling for students.
4.2	<b>Upgrade of Footpaths on State Roads to Shared Paths</b>	Investigate upgrades to paths adjacent to arterial roads for the legal and safe use of bicycles.
4.3	<b>Safe Facilities in Freight Areas</b>	Collaborate with key stakeholders to investigate safe off-road cycle facilities near the Port Botany and Sydney Airport freight and logistics zones.
4.4	<b>Cycleway Maintenance</b>	Provide ongoing monitoring, maintenance, and upgrades of the bicycle network.
4.5	<b>Upgrade Road Crossings for Bicycles</b>	Where possible, provide bike lantern signals and 'wombat crossings' when linking cycleways/shared paths.
4.6	<b>Identify and Remove Redundant Bollards and Cycleway Hazards</b>	Declutter pathways and consider alternate design of devices to discourage vehicle access.



**INCLUSIVE AND SAFE**  
(cont.)

4.7	<b>Provide Safe Lighting on Paths and Crossings</b>	Undertake a lighting audit along cycleways and shared paths.
4.8	<b>Path and Road Safety</b>	Provide signage, guidance, and education to enhance path and road network safety.





# Action Five

## SUSTAINABLE AND INNOVATIVE

Council will encourage the community to choose to walk, cycle, use public transport and the emergence of micro-mobility.



5.1	<b>Website Updates</b>	Create and maintain the Bike Plan network map on Councils website – showing key routes, news, upcoming projects and user guides to safe cycling.
5.2	<b>User Behaviour Monitoring</b>	Utilise technology to undertake yearly walking and cycling counts on major routes.
5.3	<b>Footpath, Shared Path and Cycleway Standards</b>	Develop Council technical specifications and guidelines to reflect updated walking and cycling path design standards.
5.4	<b>Investigate and Trial Temporary Cycleways</b>	Create more space for people in a short time frame by testing a variety of solutions and adapt as needed.
5.5	<b>Provide Share Bike Parking at Key Locations</b>	Investigate sites for dedicated share-bikes parking at town centres and destinations
5.6	<b>Tree canopy and integrated Landscaping</b>	Avoid removal of mature trees in the construction of new cycle facilities Include landscaping and improvements to tree canopy when implementing new cycle facilities.

# Implementation

## Resourcing

Some actions in this Strategy will not require additional funding and will be included as part of our work. Some actions will require additional funding and these will be considered as part of Council's annual budget and planning process. Where the opportunity arises, Council may seek to apply for external funding to help deliver the actions in this Strategy.

## Stakeholders

This Strategy portfolio is, in many circumstances, dependent on a wide range of agencies and stakeholder groups. These include Transport for NSW and Department of Planning, Housing and Infrastructure among others. Bayside Council recognises this Strategy cannot be delivered by Council alone. In order to achieve the Strategy actions, we need to partner with other levels of government, transport agencies, and the community.





# IMPLEMENTATION PLAN

ACTION ITEM #	GOALS / ACTIONS	DELIVERABLE / MECHANISM	COUNCIL ACTION REQUIRED			PROJECT FUNDING SOURCE	PRIORITY / TIMEFRAME		
			STAFF ACTION	POLICY	FUNDING		SHORT	MEDIUM	LONG

## CONNECTED AND INTEGRATED

Cycle routes connect to local parks, schools, open green spaces and waterways that provide amenity short cuts and scenic views.

BP 1.1	<b>Develop and Implement Bayside's Priority Cycleway Network</b> Implement over time the Bayside Priority Cycleway Network.	Planning / Policy	Staff Action			Status: Unfunded Source: State Gov, Council (Walking and Cycling, Road Safety, DPE Grants)	Short	Medium	Long
BP 1.2	<b>Upgrade of the on-road (line-marked) cycleway Network</b> Upgrade the legibility, visibility, and safety of the on-road (line marked) cycleway network.	Investigate / Planning / Delivery	Staff Action		Funding	Status: Unfunded Source: State Gov, Council (Walking and Cycling, Road Safety, DPE Grants)		Medium	
BP 1.3	<b>Connect to Green Space and Sporting Areas</b> Investigate upgrades to cycling routes to green space and sporting precincts.	Investigate / Planning	Staff Action			N/A	Short		
BP 1.4	<b>Network Signage and Wayfinding</b> Develop a cycleway wayfinding and signage internal guideline for the Bayside network.	Investigate / Planning / Advocacy	Staff Action	Policy		N/A	Short		



<b>Advocacy</b> Council will advocate to various stakeholders to ensure the action is achieved.	<b>Delivery</b> Council will implement feasible projects.	<b>Investigate</b> Council will investigate actions to determine feasibility and next steps.	<b>Planning</b> Council will undertake planning work to implement an action, if possible.	<b>Policy</b> Council will stay informed of stakeholders policy as well as update any Council related policies as required.
--	--	---	--	--

# IMPLEMENTATION PLAN

ACTION ITEM #	GOALS / ACTIONS	DELIVERABLE / MECHANISM	COUNCIL ACTION REQUIRED			PROJECT FUNDING STATUS AND SOURCE	PRIORITY / TIMEFRAME		
			STAFF ACTION	POLICY	FUNDING		SHORT	MEDIUM	LONG

## EFFICIENT

Businesses and major employers are encouraged to prepare green travel plans and provide end-of-trip facilities. Cycle routes are direct and efficient for travel by bicycle.

BP 2.1	<b>Planning New Developments for Active Transport</b> Plan for large, redeveloped blocks to support cycling with through-site links or setbacks where it improves the surrounding walking and cycling networks.	Planning / Policy	Staff Action	Policy		Development Contribution	Short		
BP 2.2	<b>Bike Parking at Destinations</b> Ensure bike parking facilities are located at strategic locations across the LGA.	Planning / Policy	Staff Action		Funding	Status: Unfunded Source: Council State Government (Walking & Cycling, Road Safety, DPE Grants)		Medium	
BP 2.3	<b>Safer Cycling Adjacent to Underutilised Kerbs</b> Investigate opportunities where underutilised kerbs could provide wider and safer on-road cycleways. (i.e. where trailers and boats are stored).	Investigate / Delivery	Staff Action			Status: Unfunded Source: Council State Government (Walking & Cycling, Road Safety, DPE Grants)		Medium	
BP 2.4	<b>Major Developments to Upgrade the Public Domain</b> Ensure that major developments contribute to walking and cycling infrastructure (i.e. share path upgrades)	Planning / Delivery	Staff Action			Development Contribution	Short	Medium	



<b>Advocacy</b> Council will advocate to various stakeholders to ensure the action is achieved.	<b>Delivery</b> Council will implement feasible projects.	<b>Investigate</b> Council will investigate actions to determine feasibility and next steps.	<b>Planning</b> Council will undertake planning work to implement an action, if possible.	<b>Policy</b> Council will stay informed of stakeholders policy as well as update any Council related policies as required.
--	--	---	--	--



# IMPLEMENTATION PLAN

ACTION ITEM #	GOALS / ACTIONS	DELIVERABLE / MECHANISM	COUNCIL ACTION REQUIRED			PROJECT FUNDING SOURCE	PRIORITY / TIMEFRAME		
			STAFF ACTION	POLICY	FUNDING		SHORT	MEDIUM	LONG
BP 2.5	<b>Connect Town Centres</b> Upgrade cycleway links to better connect our town centres	Planning / Delivery	Staff Action		Funding	Development Contribution	Short	Medium	

## ACTIVE AND VIBRANT

Bayside residents of all ages and abilities are encouraged to walk and cycle for short trips or as a recreational sport.

BP 3.1	<b>Promote Bayside as an Active-Transport Friendly Council</b> Provide regular social media posts advocating the benefits of cycling for the community and news on new projects and cycling routes.	Delivery	Staff Action	Policy		N/A	Short	Medium	Long
BP 3.2	<b>School Active Travel Plans</b> Collaborate with schools to develop programs to encourage students to walk and cycle.	Investigate / Planning / Delivery	Staff Action	Policy	Funding	Status: Unfunded Source: Council State Government (Walking & Cycling, Road Safety, DPE Grants)	Short	Medium	
BP 3.3	<b>Community Skills and Safety</b> Bicycle training courses for the community, including riding skills, maintenance, and safety.	Investigate / Planning / Advocacy	Staff Action	Policy	Funding	Status: Unfunded Source: Council State Government (Walking & Cycling, Road Safety, DPE Grants)	Short	Medium	



<b>Advocacy</b> Council will advocate to various stakeholders to ensure the action is achieved.	<b>Delivery</b> Council will implement feasible projects.	<b>Investigate</b> Council will investigate actions to determine feasibility and next steps.	<b>Planning</b> Council will undertake planning work to implement an action, if possible.	<b>Policy</b> Council will stay informed of stakeholders policy as well as update any Council related policies as required.
--	--	---	--	--

# IMPLEMENTATION PLAN

ACTION ITEM #	GOALS / ACTIONS	DELIVERABLE / MECHANISM	COUNCIL ACTION REQUIRED			PROJECT FUNDING STATUS AND SOURCE	PRIORITY / TIMEFRAME		
			STAFF ACTION	POLICY	FUNDING		SHORT	MEDIUM	LONG
BP 3.4	<b>Support Community Cycling Events</b> Promote special activities and events such as 'Ride2Work Day', 'Ride2School Day' and 'Bike Week', and support recreational cycle initiatives.	Investigate / Planning / Advocacy	Staff Action		Funding	Status: Unfunded Source: Council State Government (Walking & Cycling, Road Safety, DPE Grants)	Short	Medium	
BP 3.5	<b>Enhance Centres as 'Places for People'</b> Review speed limits to support 'Movement' and 'Place' functions of the road network including high pedestrian activity areas.	Investigate / Planning / Advocacy	Staff Action			Status: Unfunded Source: Council State Government (Walking & Cycling, Road Safety, DPE Grants)	Short	Medium	
BP 3.6	<b>Create places supportive of walking and cycling</b> Investigate (and trial) shared zones, raised threshold footpaths, closed streets (i.e. pop-up plazas) and low-cost cycleways.	Investigate / Planning / Advocacy	Staff Action		Funding	Status: Unfunded Source: Council State Government (Walking & Cycling, Road Safety, DPE Grants)	Short	Medium	
BP 3.7	<b>Enhance Mascot as a 'Place' for People</b> Continue lobbying TfNSW to remove freight and through-traffic, and prioritise walking streets, and regional cycling links.	Investigate / Delivery	Staff Action	Policy	Funding	Source: State Government	Short	Medium	Long



<b>Advocacy</b> Council will advocate to various stakeholders to ensure the action is achieved.	<b>Delivery</b> Council will implement feasible projects.	<b>Investigate</b> Council will investigate actions to determine feasibility and next steps.	<b>Planning</b> Council will undertake planning work to implement an action, if possible.	<b>Policy</b> Council will stay informed of stakeholders policy as well as update any Council related policies as required.
--	--	---	--	--



# IMPLEMENTATION PLAN

ACTION ITEM #	GOALS / ACTIONS	DELIVERABLE / MECHANISM	COUNCIL ACTION REQUIRED			PROJECT FUNDING SOURCE	PRIORITY / TIMEFRAME		
			STAFF ACTION	POLICY	FUNDING		SHORT	MEDIUM	LONG

## INCLUSIVE AND SAFETY

Council to improve safety of bicycle infrastructure and provide education and greater public awareness of the responsibilities of all road users.

BP 4.1	<b>School Precinct Path Upgrades</b> Investigate upgrades to main footpaths within an 800-metre radius of schools to shared paths to facilitate safe and legal cycling for students.	Planning	Staff Action	Policy	Funding	Status: Unfunded Source: State Gov (Walking and Cycling, Road Safety, DPE Grants)		Medium	
BP 4.2	<b>Upgrade of Footpaths on State Roads to Shared Paths</b> Investigate upgrades to paths adjacent to arterial roads for the legal and safe use of bicycles.	Planning / Delivery	Staff Action	Policy	Funding	Status: Unfunded Source: State Gov (Walking and Cycling, Road Safety, DPE Grants)	Short	Medium	
BP 4.3	<b>Safe Facilities in Freight Areas</b> Collaborate with key stakeholders to investigate safe off-road cycle facilities near the Port Botany and Sydney Airport freight and logistics zones.	Planning / Delivery	Staff Action	Policy	Funding	Status: Unfunded Source: State Gov (Walking and Cycling, Road Safety, DPE Grants)	Short	Medium	
BP 4.4	<b>Cycleway Maintenance</b> Provide ongoing monitoring, maintenance, and upgrades of the bicycle network.	Planning / Delivery	Staff Action			Council asset maintenance program	Short	Medium	Long



<b>Advocacy</b> Council will advocate to various stakeholders to ensure the action is achieved.	<b>Delivery</b> Council will implement feasible projects.	<b>Investigate</b> Council will investigate actions to determine feasibility and next steps.	<b>Planning</b> Council will undertake planning work to implement an action, if possible.	<b>Policy</b> Council will stay informed of stakeholders policy as well as update any Council related policies as required.
--	--	---	--	--

# IMPLEMENTATION PLAN

ACTION ITEM #	GOALS / ACTIONS	DELIVERABLE / MECHANISM	COUNCIL ACTION REQUIRED			PROJECT FUNDING STATUS AND SOURCE	PRIORITY / TIMEFRAME		
			STAFF ACTION	POLICY	FUNDING		SHORT	MEDIUM	LONG
BP 4.5	<b>Upgrade Road Crossings for Bicycles</b> Where possible, provide bike lantern signals and 'wombat crossings' when linking cycleways/shared paths	Investigate / Planning / Delivery	Staff Action		Funding	Status: Unfunded Source: Council, TfNSW Grants	Short	Medium	
BP 4.6	<b>Identify and Remove Redundant Bollards and Cycleway Hazards</b> Declutter pathways and consider alternate design of devices to discourage vehicle access	Investigate / Planning / Delivery	Staff Action			Status: Unfunded Source: Council	Short	Medium	
BP 4.7	<b>Provide Safe Lighting on Paths and Crossings</b> Undertake a lighting audit along cycleways and shared paths.	Planning / Delivery	Staff Action		Funding	Status: Unfunded Source: Council		Medium	

## SUSTAINABLE AND INNOVATIVE

Council will encourage the community to choose to walk, cycle, use public transport and the emergence of micro-mobility.

BP 5.1	<b>Website Updates</b> Create and maintain the Bike Plan network map on Councils website – showing key routes, news, upcoming projects and user guides to safe cycling.	Investigate / Delivery	Staff Action			N/A	Short	Medium	Long
--------	--	------------------------	--------------	--	--	-----	-------	--------	------



<b>Advocacy</b> Council will advocate to various stakeholders to ensure the action is achieved.	<b>Delivery</b> Council will implement feasible projects.	<b>Investigate</b> Council will investigate actions to determine feasibility and next steps.	<b>Planning</b> Council will undertake planning work to implement an action, if possible.	<b>Policy</b> Council will stay informed of stakeholders policy as well as update any Council related policies as required.
--	--	---	--	--



# IMPLEMENTATION PLAN

ACTION ITEM #	GOALS / ACTIONS	DELIVERABLE / MECHANISM	COUNCIL ACTION REQUIRED			PROJECT FUNDING SOURCE	PRIORITY / TIMEFRAME		
			STAFF ACTION	POLICY	FUNDING		SHORT	MEDIUM	LONG
BP 5.2	<b>User Behaviour Monitoring</b> Utilise technology to undertake yearly walking and cycling counts on major routes.	Planning	Staff Action		Funding	Status: Unfunded Source: Council, State Gov (Walking and Cycling, DPE)	Short		
BP 5.3	<b>Footpath, Shared Path and Cycleway Standards</b> Develop Council technical specifications and guidelines to reflect updated walking and cycling path design standards.	Planning / Delivery	Staff Action			N/A	Short		
BP 5.4	<b>Investigate and Trial Temporary Cycleways</b> Create more space for people in a short time frame by testing a variety of solutions and adapt as needed.	Investigate / Planning / Delivery	Staff Action		Funding	Status: Unfunded Source: Council, State Gov (Walking and Cycling, DPE)	Short	Medium	
BP 5.5	<b>Provide Share Bike Parking at Key Locations</b> Investigate sites for dedicated share-bikes parking at town centres and destinations.	Planning / Delivery	Staff Action			N/A	Short		
5.6	<b>Tree Canopy and integrated Landscaping</b> Avoid removal of mature trees in the construction of new cycle facilities Include landscaping and improvements to tree canopy when implementing new cycle facilities.	Planning / Delivery	Staff Action		Funding	Status: Unfunded Source: Council, State Gov (Walking and Cycling, DPE)	Short	Medium	
Advocacy Council will advocate to various stakeholders to ensure the action is achieved.		Delivery Council will implement feasible projects.	Investigate Council will investigate actions to determine feasibility and next steps.		Planning Council will undertake planning work to implement an action, if possible.		Policy Council will stay informed of stakeholders policy as well as update any Council related policies as required.		

# Appendix A:

# Infrastructure

Types	Examples
-------	----------



## Widened / Shared Paths

Shared paths designate a shared- bicycle and pedestrian environment and support lower-speed bicycle path – usually through widening an existing footpath or paving a new area in open space.

Shared paths are possible along the road corridor, as an open parkland link, or as a way to provide greater walking and cycling spaces near urban centres or schools. The width of a shared path will be considered on a case- by-case basis.

Guides to preferred widths can be found in Austroads Part 6a and the Cycleway Design Toolbox.

On arterial roads and state classified road corridors:

- at least one side should be a shared path – this is to provide a safe cycling option separated from heavily trafficked roads where posted vehicle speed limit is 60kmh. Refer to the Bayside Priority Cycleway Map for further details.

### Shared Path within the Road Corridor

Location: Wentworth Avenue, Mascot



### Shared Path within open space / parklands / foreshore

Location: Wentworth Avenue, Mascot



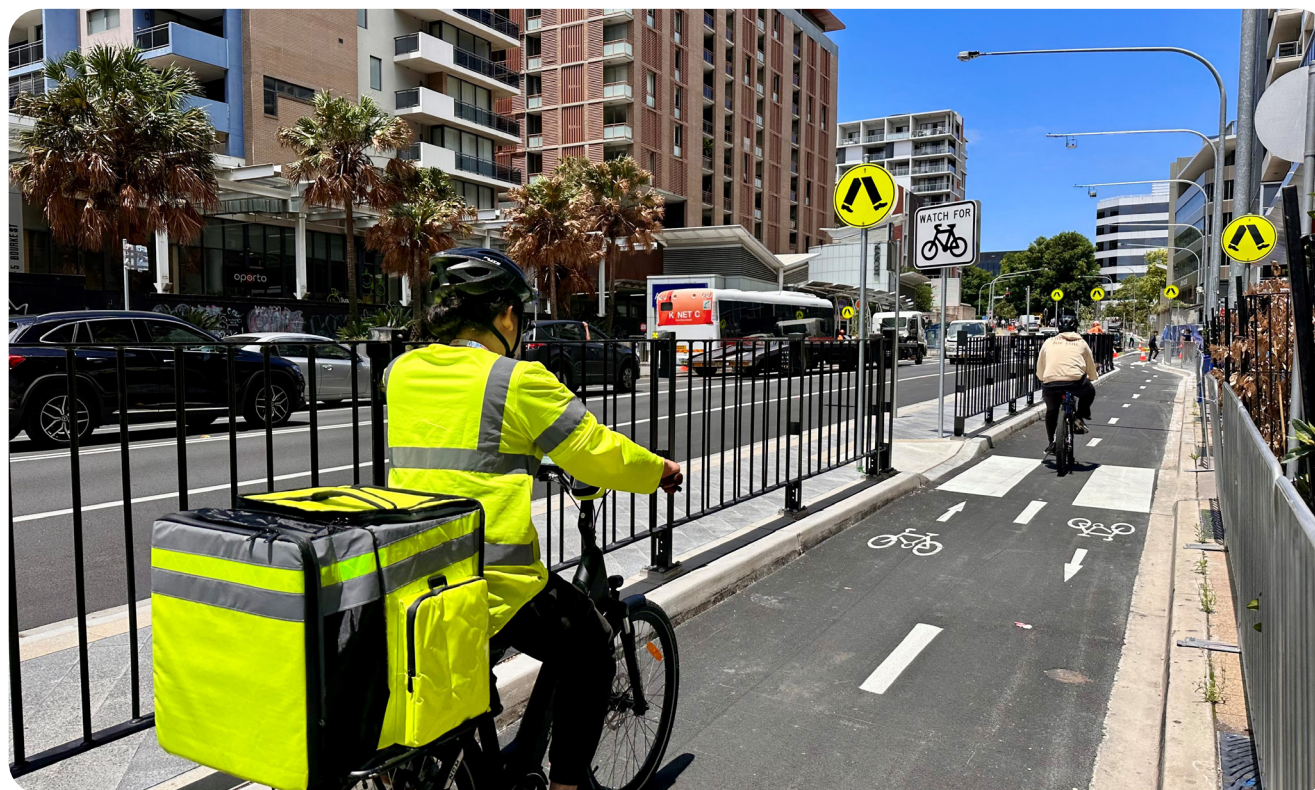
## Separated Cycleways

Separated cycleways are the preferred treatment where pedestrian or bicycle usage is high, or when the route is a regional strategic corridor. The feasibility of a separated cycleway is determined by the surrounding roadside environment.

Separated cycleways encourage cycling uptake offering a safer cycling facility that is not shared with vehicles and pedestrians.

### Separated cycleway with the road corridor

Location: Bourke Street, Mascot





## On-Road (Line-marked) Cycleways

A network of visible on-road cycle routes, and bike lanes will provide a legible network of bicycle facilities on local roads planned to connect to Regional / Key (off-road) Routes.

These on-road cycling facilities, although not suitable for children or less confident riders, will provide local cycling routes that utilise the existing road network and be complimented with directional wayfinding signage.

Where group riding and commuting routes exist on main roads, pavement marking and signage will provide additional awareness to all road users.

### Linemarked shoulder lanes

Location: Magdelene Terrace, Wolli Creek



### On-Road Designated Recreational Routes

Location: The Grand Pde, Ramsgate





## Safe Cycling for Schools

There are many reasons to encourage children to walk, scoot and ride to school. Active transport for school trips is great for mental and physical health and it reduces congestion and emissions. Families save time and money and will build healthy transport habits so children can confidently ride into adulthood and benefit from a lifetime of physical activity, better health and lower transport costs.

By identifying and widening key footpaths surrounding our schools, the Bayside Bike Plan and Bayside Transport Strategy will provide actions to encourage active travel to schools by developing bike-friendly environments supportive of active and safe travel.

Community advocacy events and including cycle skills courses and Ride2School days will also look to increase mode share for our school aged children.



## Bike Parking / Repair Stations

Standardised Bike Parking should be considered to be positioned at the front of large development and adjacent to cafes, local shops and town centres.





## Wayfinding

Example : Bayside Council Open Space Wayfinding (Design)

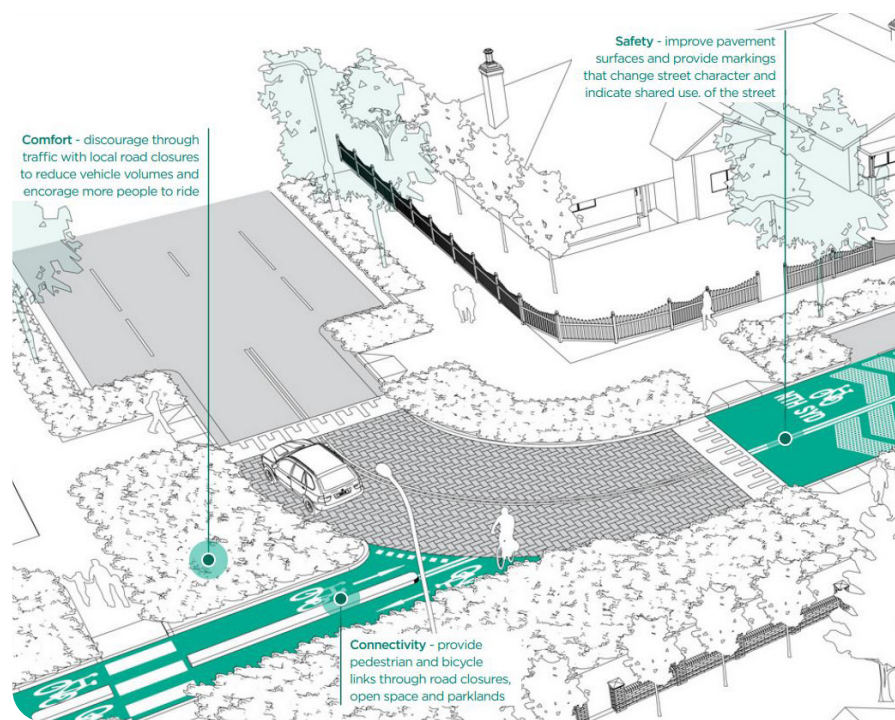


Australian Standard AS1742.9 – Bicycle Facilities shows the recommended layouts for cycle directional signs



## Quietways

A Quietway is a mixed-traffic treatment in a slow (30kmh or less) road environment. Often applied where through-traffic is restricted and bicycle access is prioritised.



(Image courtesy – NSW Government: Cycleway Design Tool Box)

## Rail Corridors Opportunities

Some visionary links exist within Bayside adjacent to existing rail corridors. Collaboration with landowners, stakeholder and the NSW Government will be required to guide feasibility and future opportunities.

**Location: Port Botany Rail Line: Banksmeadow**







**Bayside Customer Service Centres**

Rockdale Library, 444-446 Princes Highway, Rockdale  
Westfield Eastgardens, 152 Bunnerong Road, Eastgardens  
Monday to Friday 8:30am – 4:30pm

Phone **1300 581 299 | 02 9562 1666**

Email **[council@bayside.nsw.gov.au](mailto:council@bayside.nsw.gov.au)**

Web **[www.bayside.nsw.gov.au](http://www.bayside.nsw.gov.au)**