



Waverley Bike Plan Renewal:

What would make Waverley a more inviting place to ride a bike?

ENGAGEMENT SURVEY REPORT - 2021

Waverley Council acknowledges the Bidjigal and Gadigal people, who traditionally occupied the Sydney Coast and we acknowledge all Aboriginal and Torres Strait Islander Elders both past and present.

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Executive summary

This Report is to advise Council of the findings from the Bicycle Ridership Engagement Survey that was conducted in August and September 2021. This engagement survey sought community comment upon their willingness to ride a bicycle in Waverley, their concerns about riding if they do so already and what would help them to ride in Waverley more often. There was strong concern expressed for the safety of bicycle riding in Waverley and the absence of safe bicycle lanes from almost all respondents regardless of their level of riding experience or how often they currently ride in Waverley.

The purpose of this community engagement is to better understand community concerns about riding a bicycle in Waverley and to use these insights to inform the development of a revised Bike Strategy and Action Plan. The engagement took the form of a survey with a mapping option to identify specific concerns in the existing bike network. The survey was conducted via a Have Your Say page and promoted using newsletters, social media, and posters.

There were 198 survey responses, 373 pins on map (49 individuals), 7 individual written submissions, 2 bicycle group written submissions and 3 Route information maps. The key findings are that:

- 86% of responses were from Waverley residents
- 85% were from frequent or occasional bike riders
- 69% felt unsafe riding around Waverley
- 19% felt comfortable riding with mixed traffic in a 50kph zone
- 30% felt comfortable riding with mixed traffic in a 40kph zone
- 54% felt comfortable riding with mixed traffic in a 30kph zone
- There is also a significant amount of detailed information attached to map pins
- There were a significant number of general comments about concerns and potential improvements

It is recommended that council staff use the information received through this engagement process to inform the subsequent stages of development of a revised Bicycle Strategy and Action Plan.

Background

This Report discusses the community responses to the survey that sought information and commentary about riding a bicycle in Waverley and what would help our community ride more often, the survey did not propose any new plan or proposals to the community.

Between 5 August and 13 September 2021 Strategic Transport undertook a broad community engagement survey as the first stage of developing a new Bicycle Strategy and Action Plan. The purpose of this engagement was to gain an understanding from the community of their habits with respect to riding in Waverley and offer the community the opportunity to articulate their thoughts or ideas in consideration of developing the new Bicycle Strategy and Action Plan. The need for a revised bicycle plan is to incorporate the Transport for NSW Principal Bicycle Network of safe separated cycleways thereby unlocking the potential for grant funding to deliver the projects.

In 2019-2021 Transport for NSW developed the Principal Bicycle Network (PBN) that identified a connected network of separated bicycle paths across metropolitan Sydney. Transport for NSW (TfNSW) have since focussed on prioritising the inner 10km of the PBN around the Sydney and Parramatta CBD's, this area includes Waverley Council. The proposed routes for separated cycleways are in supplementary to the existing local bicycle network and generally do not overlap.

The intent of the PBN is to provide cycleways between the various strategic centres such as Bondi Junction, Randwick Town Centre, Green Square and the Sydney CBD. As Waverley is located on a coastal fringe and

therefore does not have a strategic centre to its east, key destinations such as Bondi Beach, Bronte Beach, and Watsons Bay are included as part of the PBN.

The current Waverley Bike Plan was adopted in 2013, this plan identified six primary bicycle routes, these were primarily improvements to existing routes, with one exception being the new Route 2 - Bondi Beach to Rose Bay which linked to existing bike routes in Woollahra and created a flat route between Bondi Beach and Rose Bay Wharf. The plan identified Routes 1 (Bondi Junction) and 2 (Curlewis St) as separated cycleways.

In 2017 Council adopted Waverley's People Movement and Places this strategy included 12 Signature Projects, Signature Project 2 is to plan and build separated cycleways on high priority routes. The development of a new Bicycle Strategy and Action Plan is delivering on this commitment.

In 2018 Waverley Council established the Waverley Cycling Advisory Group. That group has advised the need not just for the main priority routes, but also other lower cost connections, including short shared paths and local access paths. Any opportunities for such connections will be part of further consideration in a new Bike Strategy.

The 2013 Waverley Bike Plan is the third Waverley Bike Plan and followed 1999 and 1989 plans with the first bicycle routes in Waverley installed in 1991, these plans were preceded by the 1982 Inner Sydney Bike Network. The Waverley Bike Plans have been prepared with the input of TfNSW (and its former Roads Authorities) and currently TfNSW is developing the next stage of separated cycleway planning following on from the development of its Principal Bicycle Network. The purpose of the community engagement reported here is to begin the process of developing a revised Waverley Bike Plan that integrates with and informs the TfNSW separated cycleway network planning.

The revision of the Waverley Bike Plan also aligns with the objectives of Waverley's People Movement and Places, Signature Project 2 – Cycling Strategy that identifies the need to provide safe cycling infrastructure across Waverley. People Movement and Places identifies the rationale for providing safe and separated cycleways in Waverley including:

- Short average trip distances of 2.2kms that are easy to ride
- 3x cycling participation in Waverley than in greater Sydney
- Strong community support for separated cycleways in consultation for People Movement and Places

There are a number of international best practice principles for the development of and provision of cycling infrastructure, these are:

- Safe – that all road users are provided with safe facilities
- Connected – provides routes that are connected across a network
- Direct – provides people riding a bike with a direct route
- Attractive – provide safe and attractive surroundings that improve public spaces
- Comfortable – ensure that people of all ages and abilities can be safe and comfortable

These principals are the focus of the engagement survey conducted in late 2021 and reported here.

This initial round of engagement sought community comment regarding these principles, these were expressed in the survey as questions about people's perceptions of these principles and how they apply to the existing bicycle infrastructure in Waverley and what they would like to help them to ride a bike more often.

There was no draft proposal and no information provided for the survey, it sought information from our community about their perceptions and what they want.

A draft plan will be developed incorporating the insights gained from this survey and will be the subject of future consultation phases as described below:

Phase 1: Community Engagement - Gathering information

- Review existing data and ridership in Waverley
- Review and investigate best practice approaches
- Engage community through a survey to better understand their concerns and wishes
- Conduct 3 workshops to generate community led ideas for a draft bike plan

Phase 2: Develop Draft Plan

- Conduct route analysis
- Prepare draft separated and local route plan
- Draft Route Infrastructure Typology for separated and local routes
- Workshop separated and local routes with Council staff
- Prepare high level cost and constructability analysis for separated routes
- Prepare cost estimate for local routes and minor works
- Present Draft Plan to Councillors prior to consultation

Phase 3: Community consultation: Draft Route Plan and Infrastructure Typologies

- Broad community consultation on proposed routes and infrastructure types

Phase 4: Review and Develop Plan

- Consider community consultation feedback and revise plan as appropriate
- Assess bike parking requirements at destinations and residential areas
- Prepare a Bicycle Wayfinding Plan
- Prepare concept plans and photomontages for separated routes
- Prepare cost estimate from concept plans for each route
- Develop a prioritisation using TfNSW Prioritisation Framework
- Prepare delivery time frame for all works with projected costs over 15 year horizon
- Prepare Final Draft Plan for Consultation including typologies and concept plans
- Present Draft Plan to Councillors prior to consultation

Phase 5: Community consultation: Draft Route Plan and Infrastructure Typologies

- Broad community consultation on developed plan and strategy

Phase 6: Review and Finalise

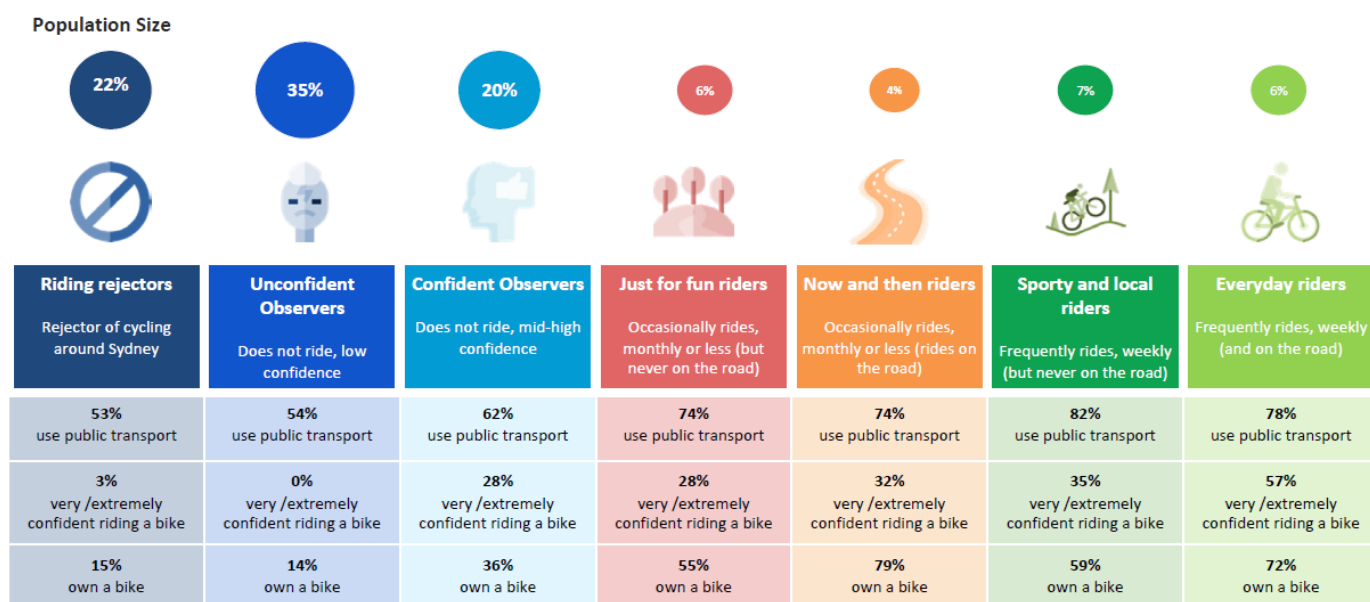
- Consider community consultation feedback and amend as appropriate
- Revise concept plans and determined from consultation
- Revise prioritisations (separated and local), treatments, costs and delivery timeframe
- Present finalised plan to Councillors
- Prepare and collate final documentation package/document



The graphic below is from TfNSW research into bicycle riding behaviours and attitudes across the broader community, it identifies that there are a small percentage of people who ride frequently and this includes people who ride for transport, similarly there is a group who are not interested in riding around 4% of our survey respondents fit this category. Whilst around 16% of people who responded to the survey are occasional riders this group is a significantly larger segment of our community that would be interested in riding more often if they felt comfortable doing so.

This larger section of our community are sometimes identified as ‘interested but concerned riders’ are approximately 72% of our community. This is a similar proportion to studies in other Australian cities and internationally. It is difficult to reach the large segment of the community who may be interested but concerned about in riding in Waverley as they are less likely to have responded to the survey, however the survey responses identify that there are responses to the survey from people who fit all of the categories below.

Segment overview: there are 7 segments in the population that have different bike-riding behaviours and attitudes



Source: TfNSW – Active Transport Campaign Toolkit, May 2021

Engagement methodology and approach

The first stage of community engagement was undertaken to gather community input to the development of a new Bicycle Strategy. This community engagement was conducted via a Have Your Say page and offered the community the opportunity to:

- complete a detailed survey
- identify concerns by placing pins on a map
- map and share their bike riding routes

To facilitate the Have Your Say feedback an on-line workshop held on 7 September, 2021. Due to the timing of this engagement, during the Covid-Delta wave, it was not practical to hold any public meetings or displays.

The community was made aware of this Have Your Say engagement via e-news, Have Your Say News, social media posts and email advice to stakeholders such as bicycle groups and precincts and posters with QR links kindly displayed in the windows of local bike stores.

As a result of the engagement with the community the following was received:

- 198 survey responses
- 373 pins on map (49 individuals)
- 7 individual written submissions
- 2 bicycle group written submissions
- Route information

Method	Overview	Date	Response
Have Your Say website	Council dedicated a Have Your Say page to the survey.	Aug 2021 – Sept 2021	757 visits to the page 591 aware visitors 71 new registrations
Flyer drop	To local Bike Shops	Aug 2021	6 bike shops
Online survey			198 survey responses
Online workshop	Workshop via zoom.	7 September	12 participants
Social media posts (Facebook)	Social media post encouraging people to participate in the consultation	12 August	Reached: 992 Engagements: 13
		23 August	Reached: 1129 Engagements: 1
		4 September	Reached: 2291 Engagements: 21
Social media post (Instagram)	Asked for ideas to make Waverley's streetscapes more welcoming, inclusive and better for bike riding	23 August	Reached: 1489 Interactions: 58
		6 September	Reached: 1444 Interactions: 50

Detailed results – Survey

The Have Your Say Survey consisted of 33 questions. These covered a range of topics including:

- Who is riding and what are their riding habits
- Where they ride
- How safe they feel riding around Waverley
- Treatment types comfort level
- Bike parking
- Wayfinding
- General suggestions
- About the consultation

There were 198 survey respondents.

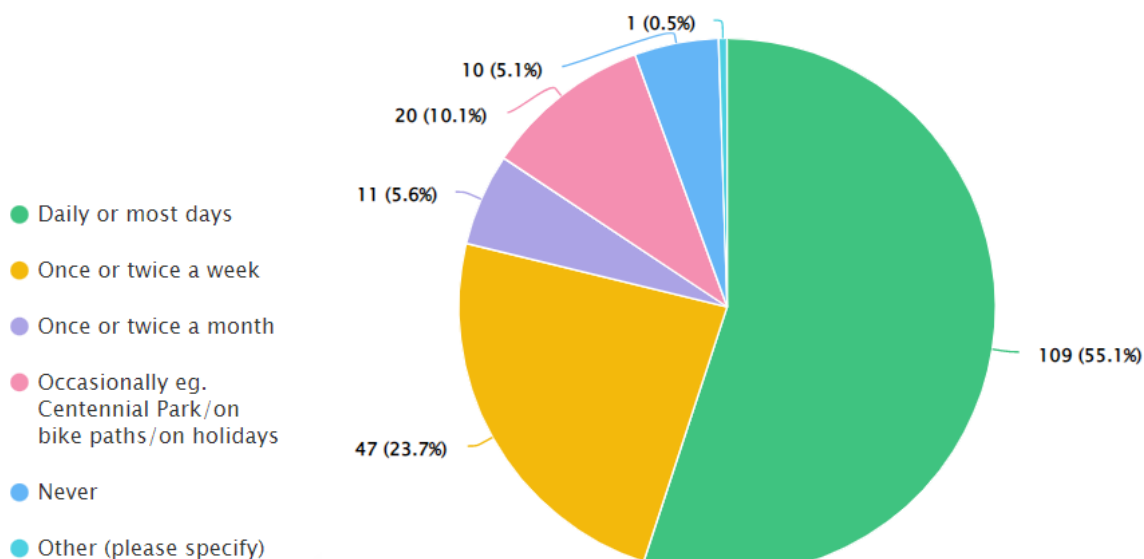
Age: 65% of respondents were in the 32-61 age range.

Age Group	Count	%
Under 21	3	2
22-31	21	11
32-41	48	24
42-51	48	24
52-61	34	17
62-71	16	8
72 and over	4	2
TOTAL	198	

Gender: 67% were male and 31% female.

Frequency of riding: 79% were frequent riders, another 6% ride regularly. 10%, of occasional riders and 5% don't ride.

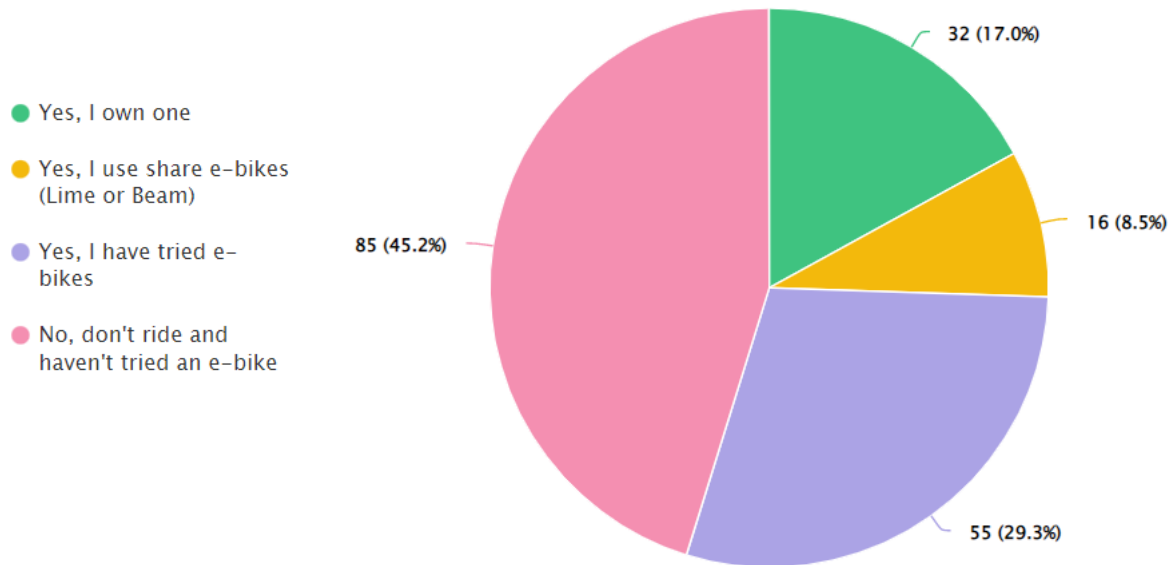
Of the 10 people who said they never rode a bike, eight respondents were not interested the other two said they would if there were safe cycleways.



E-Bikes

135 people responded to their experience with e-bikes. 55% own, have tried or used share e-bikes.

Only frequent or regular riders have ever used an e-bike.



What is stopping people from riding more often in Waverley

The main barrier stopping people from riding more often in Waverley was they didn't feel safe riding on roads mixed with traffic – 62%. Other responses mostly related to one or more of; changed circumstances under COVID, other priorities / convenience, specific route issues and not interested.

Barrier	#	%
Don't feel safe riding on roads mixed with traffic	65	62
Too hilly	15	14
Don't have experience to ride in traffic	5	5
Don't have access to a bike	1	1
Other	19	18

How safe people feel riding around Waverley

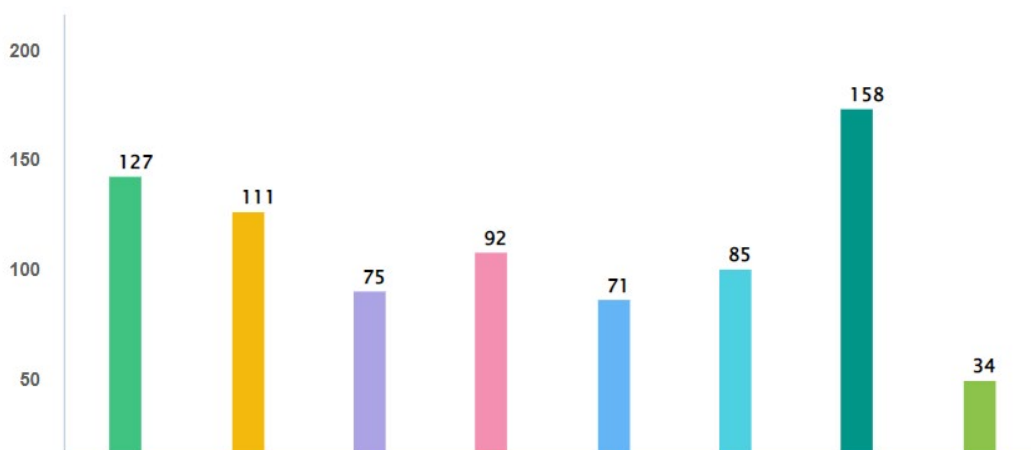
Most people 69% feel unsafe riding around Waverley. An additional 13% feel neither safe nor unsafe whilst only 18% feel safe. The respondents who feel safe are all regular riders, although this could still be restricting where they ride in Waverley.

For those who only rode occasionally the result for unsafe riding around Waverley was a little higher at 75%. Most of those who 'never rode' did not respond to this question but 2 did report they felt very unsafe. 19 people did not respond to this question.

Level of Safety	#	%
Very unsafe	44	25
Somewhat unsafe	79	44
Neutral	24	13
Somewhat safe	27	15
Very safe	5	3

Where people ride now

There were 190 responses identifying that 84% of respondents one or more destinations they rode in the Waverley and 97% said they rode somewhere outside the Waverley. Those who replied Other, primarily mentioned the places that they rode outside Waverley and had already also selected that they rode outside Waverley. While all areas of Waverley were well represented not surprisingly the most popular destinations are Bondi Junction and Bondi Beach.



- To Bondi Junction
- To Bondi Beach
- Bondi Junction to Bondi Beach
- South towards Bronte, Clovelly and Randwick
- North towards Rose Bay, Vaucluse and Dover Heights
- To Queens Park
- Areas outside the Waverley area (eg. Centennial Park, UNSW, Paddington, City)
- Other (please specify)

Where people want to ride but don't

163 people responded to the question about places they wanted to ride but didn't. Bondi Junction was the least problematic destination, this corresponds with being the place most people were already riding to. The destinations with the highest proportion of riders deterred were to the South and North, both 28%.

Where people want to ride to but don't	#	%
To Bondi Junction	12	7
To Bondi Beach	24	15
Bondi Junction to Bondi Beach	20	12
South towards Bronte, Clovelly & Randwick	45	28
North towards Rose Bay, Vaucluse & Dover Heights	46	28
To Queens Park	18	11
Areas outside Waverley area	22	13
Other	8	5
None	66	40

Purpose of ride (actual and aspirational)

190 people responded to the question of what people rode to. These demonstrated a strong demand of bike riding for transport with 65% commuting for work, 72% to get to the beach or park, and 65% to local shops. There is a strong overlap with 72% riding for exercise and 63% for fun.

Purpose of Ride	#	%
Work	124	65
Education (School / University)	22	12
Public Transport	40	21
Beach or park	137	72
Local shops	124	65
Friends & Family	99	52
To sports such as soccer	61	32
For exercise	136	72
For fun	120	63
Other	6	3

Benefits of Riding

189 people responded about the benefits of riding a bike. This found an overwhelming 93% for health, this overlapped with 76% convenience, 76% sustainability, 70% ease of parking, and 56% speed.

Benefits of Riding	#	%
Health	176	93
Convenience	143	76
Sustainability	143	76
Ease of parking	133	70
Speed	106	56
Other	26	

Criteria for Chosen Route

188 people responded to the criteria they use in selecting a particular bike route, these results overlap but show a clear preference 76% for minimal interaction with cars and a secondary preference for designated routes that suggest the designated routes should also be safe whilst the fastest route was only relevant for about 1/3 of respondents whilst hills weren't identified as significant.

Route Criteria	#	%
Minimal Cars	143	76
Designated Bike Route	115	61
Fastest Route	67	36
Other	13	7

Bicycle Infrastructure Type and Comfort Level

This question asked how comfortable people felt riding on different treatment types. These were:

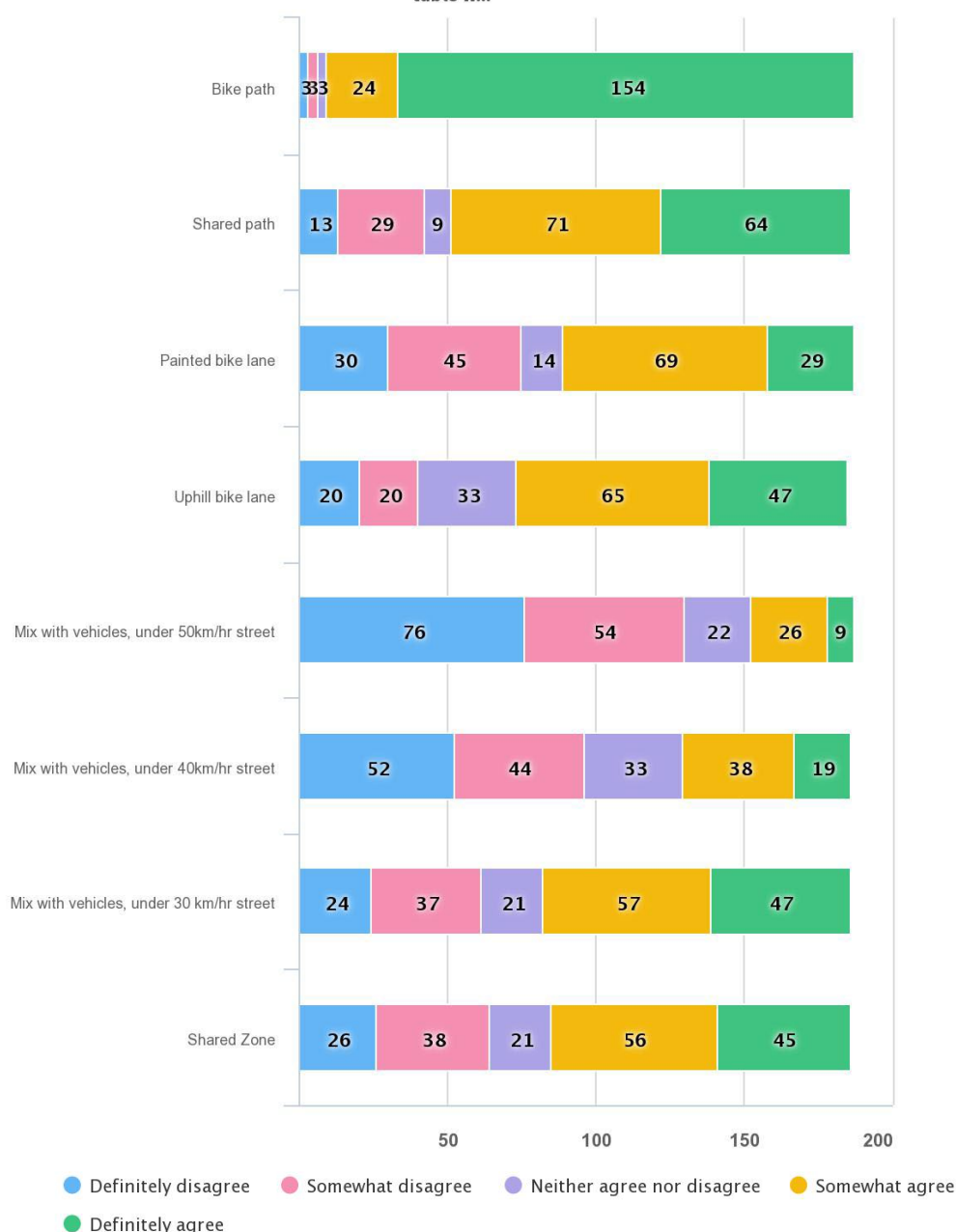
- **Bike path** – a separated bike only path that is separate from pedestrians and motor vehicles such as Bondi Junction or Darley Rd
- **Shared path** – a path shared with pedestrians and bike riders such as the Old South Head Road shared path between Bondi Road and Victoria Road. Where these paths are in high use by pedestrians there can be difficulties.
- **Painted bike lane** – a section of the road which is designated for bike riders but is only designated by paint such as the bike lanes on Bourke Road in Queens Park or Wairoa Ave in Bondi Beach. This is typically between parked and moving cars.
- **Uphill bike lane** - this is a hybrid treatment which is used on hills, it is a wider bike lane on the uphill side of the road (separated if possible) and no bike lane on the downhill where bikes mix with cars and can

travel at vehicle speeds. This is a compromise that acknowledges the greater need for separation when riding uphill slowly versus the higher danger in riding faster downhill close to parked cars.

- **Mix with vehicles under 50kmh** – this is the most common bike route treatment in Waverley comprised primarily of bike logos painted on the road surface.
- **Mix with vehicles under 40kmh** – this is the same as above only the speed is limited to 40kmh, currently only in limited areas.
- **Mix with vehicles under 30kmh** – this is similar to above, only the speed is limited to 30kmh. This speed zone (currently under trial), along with further quietening treatments is termed a quiet way in TfNSW Cycleway Toolkit. It is understood that the next Speed Zone Guidelines from TfNSW will include the provision for 30kmh speed zones.
- **Shared Zone** – 10kmh pedestrian priority zone such as Notts Ave.

Respondents were asked to select how much they agreed with being comfortable riding on each of these treatments.

How comfortable do you feel riding on the following? (please refer to the above terminology table w...



95% of people who took the survey (or 100% of the people who took the survey and ride) agreed (definitely or somewhat) that they were comfortable riding on a separated bike path. This was by far the strongest positive response to any treatment type.

The response for a shared path treatment was still very positive with 72% of respondents in agreement, but there was a significant minority of 21% that did not favour this due to conflict with pedestrians.

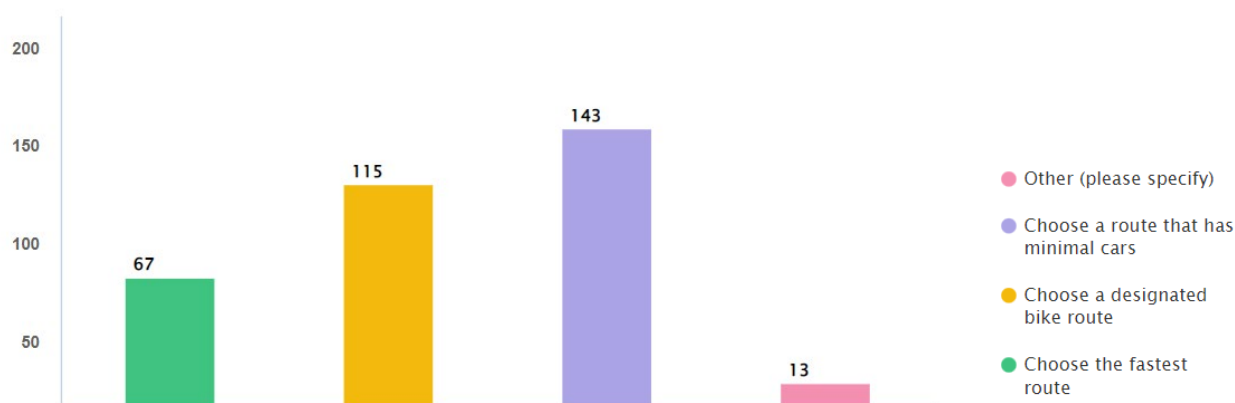
The response to a painted bike lane was mixed with 53% comfortable and 40% uncomfortable, an uphill bike lane had a similar level of support more at 50% feeling comfortable but only 22% not comfortable and 18% undecided, possibly because this treatment is not commonly used.

The option to mix with vehicles was generally not well supported, except when mixing with vehicles travelling in a 30kmh zone. In a 30kmh zone 55% were comfortable and in shared zones 54% are comfortable.

A further 11 did not respond to this question. This included most of those who had identified that they never rode, so these results apply primarily to those who are already riding.

Criteria for Chosen Route

188 people responded to the criteria they use in selecting a particular bike route, these results overlap but show a clear preference 76% for minimal interaction with cars and a secondary preference for designated routes that suggest the designated routes should also be safe whilst the fastest route was only relevant for about 1/3 of respondents whilst hills weren't identified as significant.



Bike Parking

Over time Council has installed a number of bike racks in response to observed demand and community requests and is working with TfNSW for a secure bike compound under Syd Einfeld Drive for the Bondi Junction Interchange.

While requests for specific bike parking continue, some residents are also starting to identify issues with parking their bikes at home. These are in areas with older style medium density housing where the no space on the land for storing bikes and limited space and difficult accessibility to apartments. This appears to have become more an issue of late due to more stringent enforcement of strata regulations such as storing bicycles under common stairs. Such buildings typically don't have parking so providing an alternative to another car parked near a building is beneficial to the broader community. The question asked 'where people have issues parking their bicycles' specifically to find out more about the prevalence of this type of issue.

While the responses showed that 65% have no specific issues with bike parking, 13% do have issues at their residences and 11% at their workplace. Another 21% have issues at other places, mostly in retail areas at the

shopping centres but also at the local shopping strips. Beaches, including surf clubs, parks and pools were also noted as having poor quality or no bike parking. Most of those who indicated issues provided further commentary as included below.

Type of Location	#	%
Home	23	13
Work	19	11
Other	38	21
No issues	117	65

Wayfinding

Wayfinding is currently provided by Council through Destination Signage along a bicycle route and a Bicycle Map available in hard copy and on Councils web site. The Cycling in Waverley and Woollahra Map is out of date and needs review. There is the potential to provide more up-to-date wayfinding and a question was included to discover the preferred methods of wayfinding. The most supported wayfinding methods were 51% for on-route destination signage and 63% better integration with Google Maps.

There is value in printed and on-line versions of a Bike Map as these are good promotional tools to encourage new or unfamiliar riders.

Type of Wayfinding	#	%
Destination signage	95	51
On-road markings	79	42
Print/On line Bike Map	19	10
Bike App	39	21
Better integration with Google Maps	118	63
Other	9	5

General Comments

The majority of questions in the survey were drop down menus with the option for 'Other'. There was one question which asked for any feedback or ideas we should consider in developing the Bicycle Strategy and Action Plan. 152 responses were received.

An example that typified many of the responses is as below:

From all the cities I have lived in during my life Sydney is the most unfriendly regarding bikes. I have never felt so unsafe while riding a bike. Instead of having a relaxing bike ride I am just constantly scared. A couple of suggestions are:

- *Promote bike riding under children. Give high school students the option to choose a bike voucher instead of the SSTs.*
- *More bike racks.*
- *Create more dedicated bike paths that are properly connected between districts.*
- *To increase the safety of everyone, lower the speed of cars.*
- *Cars are often aggressively towards bike riders. A reputation change is needed. If more people would realise how beneficial bike riding is for our physical health, mental health, climate and air quality, they might become more supportive.*
- *Cars are often (partly) parked on bike lanes. This creates many dangerous situations.*

- Subsidise bike usage.

- I have many friends who would love to ride their bikes, but they don't because they feel unsafe. They think that I'm crazy that I do ride my bike to work. Unfortunately, I do agree with them.

- Make bike paths more visible and attractive to ride on.

Online Mapping Comments

The Have Your Say also offered an on-line mapping tool where respondents were invited to locate a pin on the map and provide comment. 373 pins were identified on this map from 49 individuals. These responses covered a broad range of topics which will provide input to the next stages of engagement and development of the new Bicycle Strategy. These topics included

Bondi Junction Cycleway

42 comments related to the Bondi Junction Cycleway. The section of the cycleway between St James Road and Bronte Road was usable at the stage these comments were made, but the cycleway was not complete. 6 positive comments were made about the cycleway, for example, *'The Spring Street cycle way is fantastic - safe and out of the way of cars. Nicely landscaped.'* A larger number of comments, 10, related to the sudden ending, with barriers, at St James Road and the lack of completeness towards Centennial Park. Another 6 related concerns about the indirectness of the cycleway away from Oxford Street and the Mall. Much of these concerns may be addressed once the cycleway is completed to join with the path along Centennial Park.

The rest of the comments covered a broad range from confusion over usage of the shared intersections and crossing, concerns with driveways and pedestrians using the path, bins and requesting the cycleway to continue all the way to Bondi Beach. This confirmed the need for an informational / behaviour change program which Council is working towards.

There will be an opportunity to follow-up this survey with respondents with specific cycleway questions once the cycleway and behaviour change program are in place.

Priority Route 1 – Bondi Junction to Bondi Beach

36 comments related to the current priority route 1, Bondi Junction to Bondi Beach. Of these, the majority, 18, related to Martins Avenue, which is a narrow one-way road which is the only through access between Bondi Junction and Bondi Beach that is not along a state road, but vehicles use as a rat run. For example comments such as *'Insane route to suggest we ride along this footpath. Be great to remove the parking lane and have a contraflow bike lane'* and *'drivers hate getting stuck behind cyclists on the hill, becoming aggressive, abusive and dangerous'*

A further 6 comments related to the shared path on Old South Head Road. Concerns were raised regarding the need for separation from pedestrians, the condition of the path and issues with wheely bins on the path.

These comments reflect issues the Council has unsuccessfully attempted to address and the need for a review of the various options for a strategic cycling corridor in the next stage of engagement.

Alternative Strategic Routes – Bondi Junction to Bondi Beach

A range of comments referred to potential strategic corridor alternatives for the Bondi Junction to Bondi bike route. These included:

- **Birriga Road (Woollahra)**
'there is a very convenient cycle way up Birriga Road'

- **Curlewis St**
Curlewis St cycleway is very important for getting between the beach and the junction, as it provides access to Birriga Rd
- **Sections of Old South Head Road**
'The kerbside path between Flood St and Francis St should be a shared path. This is an important link providing local residents with a connection to the local bike route network - and avoiding having to ride up or downhill on the very busy road.'
- **Bondi Road back lanes**
'These lanes (Castlefield) could form the basis for a backstreet alternative to Bondi Rd, connecting via Edward St in the east'
- **Bondi Road**
'Bondi Rd has plenty of space to replace a travel/parking lane with a high quality separated bike path.'
'an off-road option for people riding bikes along Bondi Rd - particular where people are require to ride uphill adjacent to parked vehicles. The kerbside pathway adjacent to Waverley Park should be a shared path'

Alternative Strategic Routes – Southern Routes

A range of comments referred to potential strategic corridor alternatives for southern bike routes such as the Bondi Junction to Randwick bike route. These included

- **Carrington Road / Bronte Road**
'We need a safe cycleway or separated path along Carrington road and Bronte road towards Bondi junction'
- **Bronte Road (Ebley to Birrell)**
'Lovely wide section of Bronte Rd that would be perfect for a bike lane. It would also improve streetscape of what is an ugly section'
- **Macpherson St roundabouts**
'Build a bicycle priority roundabout like Melbourne did'
- **Queens Park connections**
'Centennial Park and now Queens Park (with the new Darley St cycleway) provide a fast, safe cycle route between Bronte and the city. Yet the route stops suddenly here. We need safe, separated cycles routes to connect to Charing Cross, Bronte Beach, Clovelly Beach.'

Alternative Strategic Routes – Northern Routes

A range of comments referred to potential strategic corridor alternatives for northern bike routes. These included

- **Campbell Parade**
'Dangerous along Campbell Pde due to cars, motorbikes either suddenly stopping to pick-up/drop off, or suddenly taking a left turn.'
'Campbell parade requires a separate bike laneway from parked cars and buses'
- **Military Road**
'Children on bikes often crossing here (near Kimberley Rd). Speed limit on Military Road should be reduced and perhaps a dedicated crossing installed to allow bicycle users to more easily use the path between Military Rd and Craig Ave.'
'This is a high-traffic cyclist's route to Watsons Bay. It is shared by cars, buses, and trucks and is very narrow. There is no road signage whatsoever for cyclists - or a cycle image on the road alerting car drivers to beware of cyclists.'
'Wide footpaths here. Reduce size of footpath and add bike lane to road.'
- **Old South Head Road**
'Old South Head Road is marked as a bike route, but vehicles are always opening their doors into the road'

New and Improvements to Local Routes

A large number of comments made suggestions for new routes, better access to desirable destinations and improvements to existing routes. A sample is shown below. All comments will be considered as to their appropriateness and priority for a new bicycle strategy.

- *Roscoe St is a quiet and ideal route to/from the beach. Just need two way connection for bikes at Glenayr end; a bike cut through or ramp at Gould St; and bike crossing light across Campbell Pde.*
- *The zebra crossings across Glenayr Ave and Hall St should have priority bike crossings parallel to them, with a bidirectional path joining them around the corner of Bar Copo. This would allow movement between Cox, Glenayr, Hall and O'Brien safely.*
- *Gould St is plenty wide enough for a contraflow bike lane, as in Henrietta St. This would make trips between Hall St and North Bondi, which are very common to reach the shopping/cafes, much safer and quicker than using Campbell Pde.*
- *Glenayr St The bike lanes are half covered by parked cars, some of which are parked half a metre from the curb. Much, much more enforcement needed. The downhill sections are far too steep to be riding in the door zone of parked cars, considering it is a shopping street with high parking turnover and thus lots of door opening. Between Beach Rd and O'Brien St it would probably be better to just have a wider bike lane uphill, and a shared lane downhill. The central median between Beach Rd and Warners Ave should be removed to make way for bike lanes.*
- *Several uphill sections on Warners Ave need bike lanes. The central median could be narrowed.*
- *Birrell St would be a very useful route if it had a wide uphill bike lane, swapping sides when at Henrietta St and Bennett St. It is plenty wide enough for this.*
- *It's not obvious/possible to ride from Bronte Rd into Brisbane St.*
- *Farralleys Rd This street is very narrow but has heavy traffic with drivers going to Bondi Beach, avoiding the busy Bondi Road, Needs a safe shared path for bicycles (bi-directional)*
- *Allow bike riding on promenade or convert part of Queen Elizabeth Drive to a shared path. There needs to be some way to ride along the beach legally.*

Other comments

Many of the other comments referred to

- Maintenance, with potholes featuring heavily on Campbell Parade and Bondi Road as well as bike marking on Campbell Parade
- Bike Parking, with locations at Bondi Junction, other retail and beaches were especially identified for casual bike parking along with a request for more shelter for Bondi Junction parking and a large secure compound under Syd Einfield Drive
- Wayfinding, including suggestion for network wayfinding boards at strategic locations on the bicycle network

Bike Group Submissions

Two submissions were received from bicycle organisations, Bicycle NSW and Bike East. Whilst these submissions differ in their emphasis both identify the need for safe and separated bicycle infrastructure to increase riding participation and rider safety.

Both submissions reference the TfNSW Future Transport 2056 Policy that identifies the PBN and identifies that there are subsets of rider groups that are interested in riding more often but typically do not feel safe riding in the existing bicycle infrastructure. Both submissions also identify the need to provide connected networks not isolated routes and that local access and wayfinding are key components of the network.

Both submissions identify that the cross section of riders has at one extreme those who will ride in any road conditions (these are typically fast riders in lycra or delivery riders), there are those who are simply not interested in riding a bike and that there is a large majority of around 70% of the population who would like to ride more often but have concerns about safety. The submissions identify that addressing these safety concerns is key to increasing ridership and improving amenity for residents through improved bike riding opportunities, increased transport options and reduced car dependency for local trips.

Both submissions identify key routes for separated cycleways that align with the PBN these routes are identified as connections between key destinations although they do not appear on the current 2013 Waverley Bike Plan.

Submission from Bike NSW

As the state based bicycle advocacy organisation Bike NSW has addressed high level planning and network considerations. Key amongst these is alignment with the state planning and metropolitan planning goals and how these are reflected in Waverley's local planning strategies.

The submission from Bike NSW identifies that Waverley has very high levels of bike riding at double the Sydney average and amongst the highest in Australia. Average trip distances for all journeys in Waverley are 2.2kms this is very short and very appropriate distances for bicycle.

Identified are the key TfNSW and Planning strategies that support improvements to bicycle facilities including:

- TfNSW Future Transport 2056 that commits to providing the PBN
- Greater Sydney Regional Plan that identifies the 30 minute city and active transport networks along green corridors
- Eastern District Plan that emphasises increased connections for walking and cycling
- Sydney Green Grid that proposes an interconnected network of active transport corridors
- Waverley CSP 2018-2029 that commits to 15kms of separated cycleway by 2029
- Waverley LSPS that commits to delivering PBN Routes within 10 years
- Waverley's People Movement and Places that prioritises safe separated cycleways

The submission identifies that the Waverley Bike Plan 2013 does not adequately include separated routes and mostly confirms existing bicycle routes (from previous bike plans), for these existing routes and where new routes are proposed these are mixed traffic or shoulder lanes that are not considered safe or comfortable for the majority of people who would like to ride more often. There is concerns expressed in the submission that the Bondi Junction Cycleway has progressed slowly and that there is much to do to meet the targets in the LSPS, CSP and Future Transport policies.

The submission identifies that there is a difference between where people want to ride and where the 2013 Bike Plan identifies routes, this is best illustrated by the share bike ride mapping that is attached to the submission where the more casual bicycle riders whom we want to encourage to ride more follow intuitive paths not the designated bike routes that frequently need to be understood in advance of riding a journey.

The submission identifies that there is a significant discrepancy between PBN Routes and those routes in the 2013 Bike Plan. The discrepancy between the priority routes in the 2013 Bike Plan and the PBN Routes is stark, and the usership as evidenced by the share bike data, and food delivery companies is that the key road corridors are also the key bike routes and that relegating bike riding to the back streets is not going to increase cycling participation as these routes are indirect and don't increase participation.

One of Bike NSW key policy themes is to build, safe and connected infrastructure for everyone that is suitable for people from 8 to 80 years of age. To achieve this there are three recommendations:

1. Deliver the active transport network as soon as possible, this has been committed to by TfNSW and is backed by the TfNSW Road Space Allocation Policy. There needs to be delivery of key routes between key destinations.
2. Ensure that paths are constructed to best practice to future proof for increased use, this means providing more than the minimum widths for bike and walking paths.
3. Provide separated not shared paths in most locations, that will help 70% of people to ride more often.
4. Reduce speed limits to make every street a cycle street and therefore safer for all road users, reinforce this with road design that discourages fast driving
5. Where bicycle riders are mixed with traffic make these streets 30kmh, this standard is becoming increasingly common globally.
6. Maintain focus on the detailed design of the Bicycle Network by including daily destinations, such as schools, parks, beaches and access to public transport, including wayfinding

Submission from Bike East

As the local bicycle advocacy group Bike East have provided a more detailed submission on local issues and opportunities with the Waverley bicycle network and what is required to improve it.

There is recognition that the 2013 Bike Plan does not meet community needs and that there is a need to provide more physically separated bicycle infrastructure. There is recognition of the different rider segments found in Sydney and the identification of 72% of the population that are interested in riding a bike more often but have safety concerns.

The submission also identifies that there is significant amounts of road space dedicated to the parking of cars and that this is to the exclusion of other transport modes (active, shared or public) and that the provision of parking only increases the rates of driving.

Bike East have included a map of their proposed Bike Network, this substantially aligns with the PBN and the existing local bike network although there are some differences. A three-tiered bike network is proposed consisting of Principal, Regional and Local Bike Routes. Accompanying these routes maps is a matrix of suggested infrastructure types that are suitable for each context and a description of each of the routes with the suggested treatments and a delivery prioritisation this is detailed across pages 3 to 10. These routes include: Bondi Rd (to Denham St), Bronte Rd and Macpherson St, Old South Head Rd and Curlewis St. There are also proposed connections to neighbouring LGA's.

There is a discussion about the benefits of different types of bicycle infrastructure, this includes a recognition that separating bicycles from vehicles and pedestrians is preferred by all, but there are some instances where shared environments are necessary and these are not appropriate when speed or volume of any mode is high.

The submission also details a numerous improvements to the existing local bicycle network, these are listed and described in detail across pages 11 to 15. These recommendations include safe crossing points, additional kerb ramps and short sections of widened sections of path to facilitate safe bicycle access. There is a recommendation to coordinate wayfinding signage coherently within Waverley but also across council boundaries as there has been incomplete and lost signage along difficult to navigate routes over time.

Stakeholder meetings

On 7 September 2021 Waverley Council hosted an online workshop via Zoom. There were twelve participants. The participants all use bikes as a form of transport. They were asked to pick three things that would make it more appealing to ride bikes throughout Waverley:

1. Each participant said separated bike paths. The next most preferred were;
2. a reduction in car speeds
3. connected bike routes.

Comments and questions and Council's response.

Theme	Question / Statement	Response
Bike connections	Connections are needed between Bondi Junction and the beaches.	
Curlewis Bike Path	Will the Curlewis St Bike Path continue through the Ferry in Rose Bay?	Our part of the bike path will stop at O'Sullivan, Woollahra has committed to their section of the cycleway but it is up to them when/if they do connect it to the ferry.
Cross Council collaboration	Do you (Waverley Council) work with Randwick and Woollahra on the plans?	Yes, we regularly work with both Councils. They will be invited to attend workshops in the next stage of the Bike Strategy.
Rickard Avenue	Could you comment on the closure of Rickard Ave? It is a residential street that was closed about 12 months ago. What was the consultation carried out with residents? It now acts as an informal bike connection. If this has been a success, it is fantastic by the way, can this be replicated across the LGA as a solution	Residents of Rickard Avenue pursued the plans for sometime and garner both political support and persuaded the traffic officers to install a trial. If it is permanently installed, it will be made so its easier for bike riders to access.
Road closures and active transport link	It seems in order to create these road closures or an active transport link, you need a serious concerted effort from the residents. Is there a way that Council, is offering or suggesting this with residents to try and reduce the volume of traffic to their streets? In a way this could also tie into a bike and transport corridor.	I agree, it is about slowing speeds, making road space available for active transport. Definitely something to think about and we will include that going forward.
Martin Ave	The link between Bondi and Bondi Junction goes past Martins Ave, it used to be blocked on the corner, then the street was opened and it became really risky to cycle there. It is narrow and we have to share with pedestrians. What is the future of Martins Ave?	Martins has a long history. When the triangle was installed cars ended up doing the rat race they are doing now. There have been a number of investigations into Martins Ave to see what the best treatment would be. Because it is so narrow, none had really solved the issue. We need to look at what other alternatives there are.
Martins Ave Data shows people are using the main roads	The centre for road safety crash data would suggest that Martins Ave isn't known by cyclists in Bondi. We have a large overseas population and large shared facilities. If you are looking at crash data up to 2019, a clear pattern emerges on Bondi Rd, the end of Campbell Pde and other key areas like Old South Head Rd and Blair St. It suggests people are choosing the most direct route. They're not following the signage directing people to Martins Ave. It indicates that Bondi Rd would be the most obvious option for the east/west link.	Yes, Bondi Rd is a state road. We would like to workshop what options people would like and we acknowledge Martins Ave is quite difficult.

	Is Bondi Rd an RMS state road?	
Cars parked on bike path	I've reported to council, resident cars parked across driveways on Lamrock Ave one way bike lane. Council came back saying that rangers turn a blind eye to this happening as cars find it hard to park, and they need to leave space for pedestrians on footpath. Does this sound right?	No that doesn't sound right, although Covid has proved quite a different time. It is a compliance issue and you can make the complaint through our customer service centre.
Rangers/ road rules and enforcement	We have been told consistently that Waverley Council has decided not to enforce if you can get a stroller through and I note, you cant get a wheelchair through or a bike. Unless the resident at the home complains. Is this true?	I have not heard anything like that, that doesn't sound right to me but I know things have been changed through Covid. We will chase this up for you.
Henrietta St	What is the general feedback on the Henrietta counter traffic bike path?	Residents aren't very positive about the noise and things like that. Even users would like us to look for other options to try and make it safer. It is a lot better than it was.
Henrietta St	I am confused are they annoyed about the noise of bikes?	Noise of cars hitting the dividers.
Henrietta St	Why are there dividers on Henrietta north but not Henrietta south?	Henrietta north and south are different road environments. Henrietta north has a higher traffic volume than Henrietta south. The dividers provide safety to cyclers where as the southern part of Henrietta the vehicles speeds are not as high and the traffic is lower. When we did the initial consultation we realised there was a greater need on the north so decided to start there.
Henrietta St	Henrietta is very unique in Waverley as it is very narrow. If the dividers actually brought speed down. The mix in most of Waverley of wide streets and fast European cars leads to overall a very high speed through residential areas. Will there be a infrastructure treatment to match a 40km environment? How do we demonstrate to motorists that speeding up when you enter residential streets is unacceptable?	One of the best ways to slow speeds is to create narrow roads. Henrietta is a great example of this, the cars slowed down when we narrowed the street and included the barrier between the bike path and the road. We have a project to reduce speed limits in Waverley everything south of Bondi Road. In order to change to 40km we need to install traffic calming treatments.
Ebikes	There are more and more ebikes around, does this affect decision making? Are we including them as push bikes?	Do ebikes affect planning for bicycles in Waverley? It means routes can be made a lot flatter with an ebike. It make routes that may not have been accessible much more accessible. We see this as a positive thing.

Conclusion

This engagement survey is the first stage in developing a new Bike Strategy and Action Plan for Waverley. The key reason for developing the revised plan is to increase bike riding participation in Waverley.

Increasing the amount of bike riding has multiple benefits:

- increasing mobility options for residents and visitors and giving more people the choice to travel other than by car thereby reducing congestion and parking stress,
- making short trips in and around Waverley an opportunity to connect with the local area and local shops rather than just places that people drive past,
- improving health and wellbeing by providing more opportunities to integrate physical activity into everyday activities,
- making our streets and places calmer and more welcoming.

A revised Waverley bicycle plan will incorporate the Transport for NSW Principal Bicycle Network of safe separated cycleways thereby unlocking the potential for grant funding to deliver these projects. The engagement survey found that separated cycleways were highly supported by our community and identified as a key enabler of feeling safe whilst cycling around Waverley. Safety was identified as the key barrier to riding more often.

Key Findings from Phase 1 Engagement

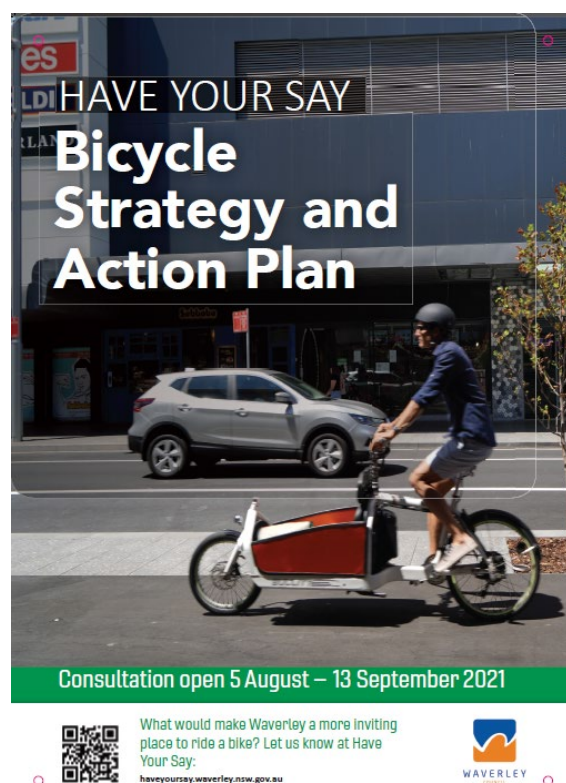
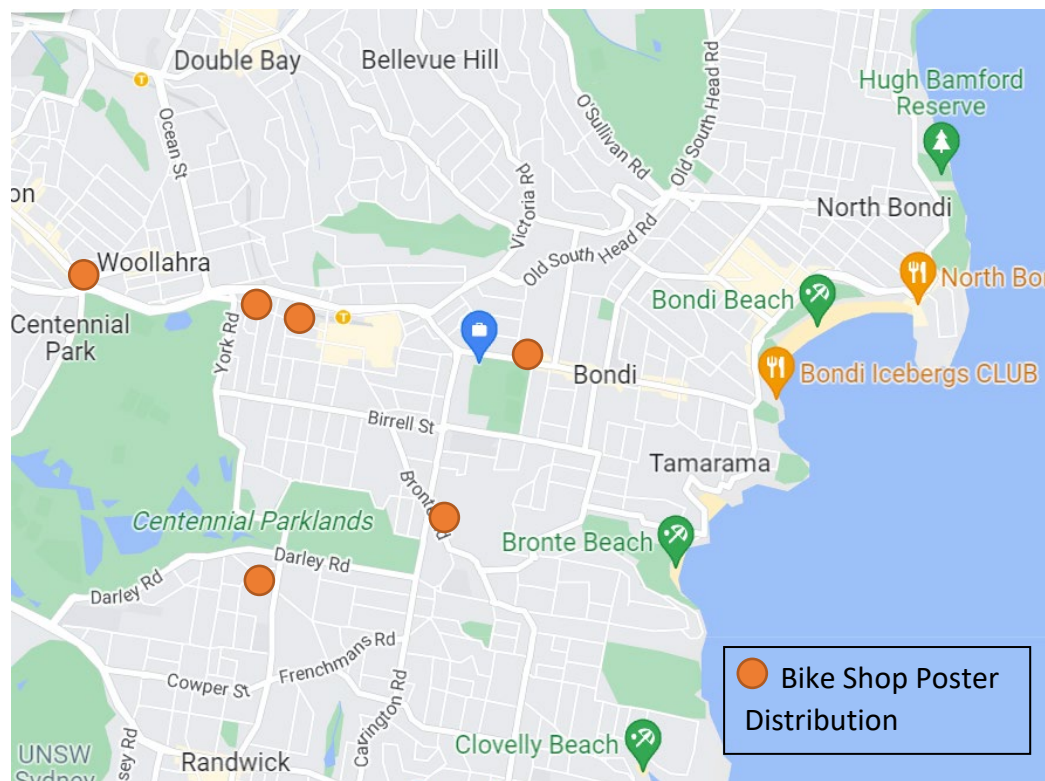
- 86% of responses were from Waverley residents
- 85% were from frequent or regular bike riders
- 69% felt unsafe riding around Waverley (another 13% who felt neither safe or unsafe)
- 16% felt safe riding in Waverley, these are people who already ride frequently in Waverley
- 95% are comfortable riding on separated bike paths (100% of respondents who ride)
- 72% are comfortable riding on shared path
- 53% are comfortable riding on painted bike lane in mixed traffic at any speed
- 19% felt comfortable riding with mixed traffic in a 50kph zone
- 30% felt comfortable riding with mixed traffic in a 40kph zone
- 54% felt comfortable riding with mixed traffic in a 30kph zone

While separation was preferred, shared paths were considered an acceptable compromise where necessary to ensure separation from motor vehicles, especially on higher speed roads. Bike routes on the road mixing with traffic were only acceptable when traffic was travelling at very slow speeds, preferably 30kph.

Recommendations:

1. Officers to conduct community workshops to discuss and investigate potential separated bicycle routes that would be included in a revised Waverley Bike Strategy.
2. Results of this engagement and the community workshops inform the development of a new draft Waverley Bicycle Strategy for further community consultation.


Appendix A – Poster distribution map



Appendix B – Facebook posts

Waverley Council
Published by Sprout Social · 12 August 2021 · Public

We're developing a new Bicycle Strategy and Action Plan! The aim of these will be to ensure infrastructure supports our objective to enable more people to safely and efficiently use a bike for transport and recreation. Let us know your habits when it comes to riding in the Waverley area, and any thoughts or ideas we should consider. Head to <https://haveyoursay.waverley.nsw.gov.au/bicyclestrategy> by 5 September to have your say.




See insights Boost post

6 7 comments 3 shares

Waverley Council
Published by Sprout Social · 23 August 2021 · Public

What would make Waverley a more inviting place to ride a bike? Provide your input at Have Your Say Waverley. Bicycle Strategy and Action Plan open for consultation until 13 September.



[HAVEYOURSAY.WAVERLEY.NSW.GOV.AU](https://haveyoursay.waverley.nsw.gov.au)
Bicycle Strategy and Action Plan
As highlighted in the Waverley Community Strategic Plan 2018—20...

Appendix C – Instagram posts



waverleycouncil

What would make Waverley a more inviting place to ride a bike? Bicycle Strategy and Action Plan open for consultation until 10 September. Provide feedback today! Link in bio.

34w

thedesigntiff A safe bike path between the beach and Bondi Junction - riding up Bondi Road is pretty intimidating with all the buses shooting past so close to the pavement. Also encourage new housing blocks and rental properties to add

Liked by superlocalstudio and 48 others

AUGUST 23, 2021

Add a comment... Post



waverleycouncil

Any ideas about how to make Waverley's streetscapes welcoming and inclusive? Provide feedback on our Bicycle Strategy and Action Plan. Link in bio.

32w

amnyoung We don't have that many bicycles. The streets for cars now is too narrow.

32w Reply

Liked by lifeguardhoppoofficial and 44 others

SEPTEMBER 6, 2021

Add a comment... Post