CYCLING STRATEGY AND ACTION PLAN 2024 - 2034



WILLOUGHBY CITY COUNCIL

DRAFT VERSION FOR PUBLIC EXHIBITION

City of Diversity

Acknowledgement of Country

Willoughby City Council acknowledges the Traditional Owners of the lands on which we stand, the Gamaragal people. We pay our respects to their Elders past and present.

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Key Terms and Definitions

TERM	DEFINITION
Active transport	A form of transport of people and sometimes goods that only uses the physical activity of a human being for locomotion (most commonly refers to walking and cycling).
Bicycle lane	On-road facility type – separated from other vehicles by road markings. May be located between parked cars and moving traffic lanes.
Bicycle path	Off-road facility type – for bicycle use only.
Cycleway	Cycling facility (on or off road).
Dooring lane	A bicycle lane that runs alongside a row of parallel-parked vehicles, where the distance between the parked vehicles and the bicycle lane is such that a suddenly opened vehicle door can intrude into the path of cyclists using the lane.
End-of-trips facility	An amenity or infrastructure provided at or near a destination, such as a train station or recreational facilities, to support people using alternative modes of transportation. Examples include showers and lockers.
First and last mile	The first mile is the initial segment of a person's journey, typically from a person's starting point (such as home or work) to a transportation hub or network, where they begin their main journey. The last mile is the final segment of the journey, typically from the transportation hub or network to the ultimate destination.
Micromobility	A range of small, lightweight devices operating at speeds typically below 25 km/h. Micromobility devices include bicycles, E-bikes, electric scooters, electric skate-boards, shared bicycles, and electric pedal assisted (pedelec) bicycles.
Pedestrian*	A person walking rather than travelling in a vehicle.
Quietway*	On road cycling facility type - low speed traffic environment (e.g. 30km/h or less) shared with motor vehicles.
Safe active streets	Safe active streets are bicycle routes on quiet local streets, where speeds have been reduced to 30 km/h to allow for a safer shared street space. With lower traffic speeds, the streets are much safer for pedestrians and bicycle riders of all ages and abilities, as well as for people driving.
Shared path*	Off road cycling facility type - shared with pedestrians.
Wayfinding	Techniques used to help people navigate and orient themselves in physical environments and includes destination signs and line marking.

Note: Key terms and definitions have been sourced from the *Transport for NSW Cycleway Design Toolbox, Main Roads Western Australia Safe Active Streets Signs and Pavement Markings Policy and Application Guidelines.* Throughout this document where the words cycling, cycleway or bicycle riders are used, it is implied that they are inclusive of micromobility.

Abbreviations

ABREVIATION	DEFINITION
LGA	Local Government Area
SINSW	School Infrastructure New South Wales
TfNSW	Transport for New South Wales
WCC	Willoughby City Council



Introduction

Willoughby City Council Cycling Strategy and Action Plan 2034 provides the City's long-term vision and priorities for cycling in the City.

Key stakeholder and community consultation was undertaken to develop the adopted 10-year **STRATEGIES** and **ACTION PLAN** of Willoughby City Council. The Strategy outlines **FOUR KEY PRIORITIES** that we will focus on to achieve the vision of cycling across Willoughby City Council.

This will be achieved through optimum use of cycleways by providing opportunities for the community to be active, encouraging participation in cycling activities to support improved health and wellbeing. Collaboration and ongoing consultation with our community will enlighten ongoing planning.

We anticipate some challenges to achieving our vision such as limited funding for infrastructure implementation, bicycle riders competing with other road users especially in busy areas like Chatswood CBD, the need to balance provision of on-street parking for residents with providing cycling infrastructure within residential streets, and challenges with retrofitting cycling facilities into existing infrastructure.

To achieve our vision, Council will work with a variety of stakeholders including government agencies, community groups, schools, developers and the local businesses.

Council's four-year Delivery Program and annual Operational Plans will provide details about the activities that Council will deliver to support the implementation of the Cycling Strategy.

CONTEXT



75,615
people reside within the Willoughby LGA
Source: ABS Census 2021



Which consists of
52% Female
48% Male
Source: ABS Census 2021



The population of Willoughby is forecasted to grow to
87,415
by 2036
Source: Forecast ID



Job opportunities are forecast to grow from **62,872** in 2021 to **82,857** in 2036

Our Community

- 16% of workers live and work in the Willoughby LGA
- 63% of residents reside within 10km of their place of work
- 14% of Willoughby households are car-free.

Travelling in Willoughby

- 1% of residents chose cycling as their main mode of transport to work
- 9% of residents chose walking as their prefered mode of transport to work
- 39% of residents chose public transport as their prefered mode of transport to work.

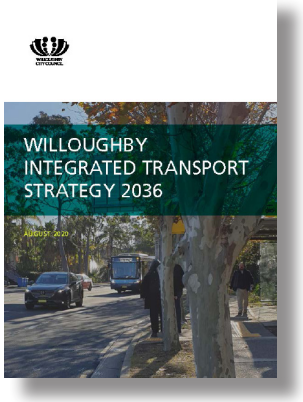
Source: ABS Census 2016

Snapshot of our Current Transport System

- Three rail stations (Artarmon, Chatswood and St Leonards) and one metro station (Chatswood). Chatswood Interchange is a key transport hub that integrates heavy rail, metro and bus.
- A bicycle network of existing routes of 66km and planned routes of 45km
- A pedestrian footpath network of 188km.



Cycling in Willoughby: Strategic Alignment



Willoughby Integrated Transport Strategy

Provides the overarching framework for transport planning and initiatives across the Willoughby LGA to 2036.

STRATEGIC DIRECTIONS

Our transport system will:

- be sustainable and promote greater levels of walking and cycling.
- provide excellent local and regional connectivity and be accessible to all.
- contribute to the development of vibrant, liveable and safe places.
- support our local economy by efficiently managing congestion and parking demand.
- embrace smart technology and respond to community needs



Future Transport Strategy

Sets Transport's vision for safe, healthy, sustainable, accessible and integrated passenger and freight journeys in NSW.

STRATEGIES

- Support car-free, active, sustainable transport options.
- Provide transport choices for people no matter where they live.
- Improve the safety of people walking and cycling.



Active Transport Strategy

Aims to double the number of walking and bike riding trips taken per year across NSW and wants walking and cycling to be the preferred mode of transport for short trips

STRATEGIES

- Enable 15-minute neighbourhoods.
- Deliver connected and continuous cycling networks.
- Provide safer and better precincts and main streets.
- Promote walking and cycling and encourage behaviour change.

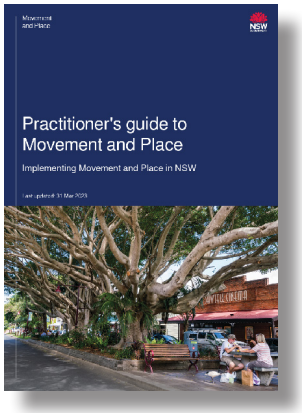


Strategic Cycleway Corridors Greater Sydney

Establishes a network of strategic cycleway corridors across Greater Sydney to help facilitate active travel.

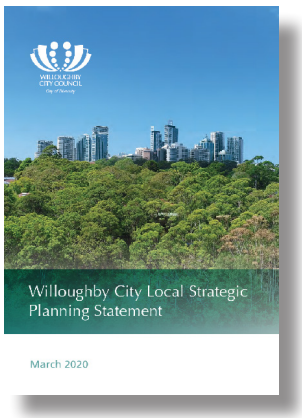
STRATEGIES

- Double the number of cycling trips taken per year across NSW
- Connect Chatswood and St Leonards to Lane Cove, North Ryde, Gordone, Roseville Chase, Willoughby, Neutral Bay and North Sydney.



NSW Movement and Place

"NSW Movement and Place" is a comprehensive, placecentric approach to the planning, design, implementation, and management of transport networks in New South Wales. This framework takes into account the entire street, including footpaths, extending from one property boundary to another, and caters to the needs of all users. The "Movement and Place" framework strategically integrates the efficient transit of people and goods with the enhancement of local amenities and the quality of places.



Local Strategic Planning Statement

Priority 3: Enhancing walking and cycling connections to Willoughby's urban areas, local centres and landscape features.

- Develop both east-west and north-south routes in the LGA as green links for walking and cycling.
- Expand the bicycle network as planned in the Willoughby City Bike Plan.
- Work with Transport for NSW to address barriers to walking and cycling caused by major transport corridors such as the Pacific Highway, Gore Hill Freeway and North Shore Rail Line



Community Strategic Plan

The vision for the future of Willoughby City as a "liveable and prosperous City", supported by following outcomes relevant to transport.

Outcome 1: A city that is green

- Promote sustainable lifestyles and practices.

Outcome 2: A city that is connected, inclusive and resilient

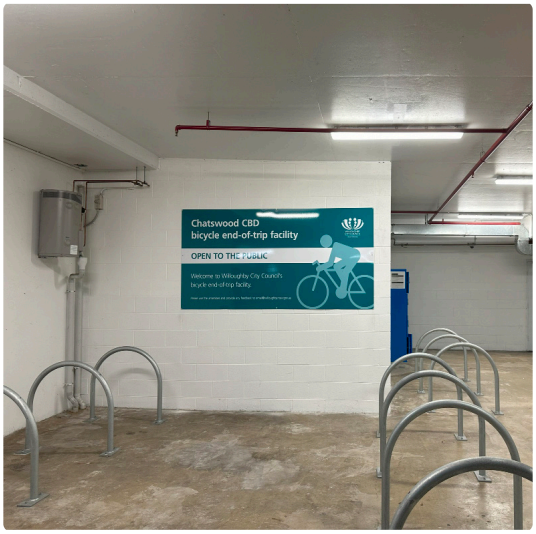
- Enhance transport choices and connections throughout the City.

Cycling in Willoughby: Progress

OUR PROGRESS SO FAR



Construction of 3.5km Shared path along Pacific Highway from Mowbray Road to Herbert Street.



Chatswood CBD Albert Avenue end-of-trip facility

Other works include:

- Continuation of minor line and sign works to improve safety of existing infrastructure in the LGA.
- Detailed design of 2.3km cycleway from Chatswood to St Leonards via Artarmon Town Centre.
- Planning of bicycle infrastructure along Anderson Street that ties in with new developments.
- Development of shared path (at design stage) along Pacific Highway from Boundary Rd to Mowbray Road.
- Detailed design of shared path along Smith Street between Eastern Valley Way and High Street.
- School Active Transport Network with Willoughby Public School.
- Scoping study for the Middle Harbour Greenway missing links.
- Planning of missing link along West Street.


TREK


Gore Hill
Chatswood CBD
SLOW

Our Existing Infrastructure

Willoughby Council area has a number of key attractors and generators of cycling trips including Chatswood, Artarmon and St. Leonards town centres, as well as smaller local centres such as Castlecrag, Northbridge, North Willoughby and Willoughby. We also have several schools, hospitals and three train stations and metro which attract cycling trips. Our cycling infrastructure consists of a network of cycleways that connect our local, industrial and community centres, train stations, workplaces, education facilities, medical facilities and shopping centres. Our network consist of a combination of on road bicycle lanes, off road bicycle paths, mixed traffic cycleways, shared paths and shared zones.

On-road Bicycle Lane



Johnson Street, Chatswood



Evans Lane, St Leonards

Mixed Traffic Cycleway



Chapman Avenue, Chatswood



Henry Lane, St Leonards

Off-road Bicycle Path



Along Gore Hill Freeway



Cyclist bridge connecting Quiamong Street to Slade Street, Naremburn

Off-road Shared Path



Pacific Highway, St Leonards



Frank Channon Walk, Chatswood

Shared Zone



Cambridge Lane, Chatswood

Cycling is a healthy and fun form of exercise for all ages and can contribute to a healthier lifestyle for our people. Noting that there are gaps in our network, we are dedicated to expanding our network to provide cycling as a mode of choice for our people. This is a continuous effort requiring collaboration between different stakeholders. Our improved network will provide connectivity within Willoughby and to neighbouring Councils and enable people of all ages and abilities to cycle. We want our local streets to be welcoming for people to connect by cycling.

Our Vision

We want to have a connected and safe bicycle network consisting of integrated infrastructure enabling all users and age groups to cycle, thus creating a thriving community that is aware of cycling values and enjoys an active lifestyle.

The purpose of this Cycling Strategy is to provide an overarching framework and strategic direction for cycling and micromobility, and integrated transport programs, services and facilities in the City for the next 10 years. This Strategy outlines four priorities with actions to achieve each priority. It also provides a cycling network plan for connecting popular destinations within Willoughby and surrounding LGAs (City of Ryde, Lane Cove, Ku-ring-Gai, and North Sydney Council).

While developing the Strategy we sought your inputs and ideas on what we could do to increase the use of cycling and micromobility in Willoughby through workshops and public participation. We have incorporated the feedback received from you. The Willoughby City Cycling Strategy outlines priorities and actions aimed at increasing the use of cycling and addressing challenges raised by you.

The strategic priorities and actions align with Outcome 1 of Council's Community Strategic Plan ("A City that is green") and the strategic direction of the Integrated Transport Strategy 2036 ("Our transport system will be sustainable and promote greater levels of walking and cycling"). The strategic priorities and actions also aligns with the TfNSW Active Transport Strategy.



Cycling Strategy Priorities

1 Safe Cycling

ENSURE CYCLEWAYS ARE SAFE, ATTRACTIVE AND COMFORTABLE

Safe infrastructure and facilities are to be provided where necessary to ensure that cycleways are safe for people of all ages and abilities. Provide infrastructure and amenities that are attractive. Considering Willoughby's topography, design cycleways on a gentler grade where possible to ensure comfortable cycling.

2 Connected and Continuous Cycling

DEVELOP A BICYCLE NETWORK THAT IS DIRECT, CONNECTED AND CONTINUOUS

Direct and connected routes are to be provided across the network to help bicycle riders to reach their destinations easily. Ensure that the regional routes are connected to the neighbouring councils.

3 Integrated Cycling

INTEGRATE CYCLING INFRASTRUCTURE WITH OTHER MODES

Cycling infrastructure is to be provided to integrate with public transport and walking to ensure cost effectiveness.

4 Promote Cycling

PROMOTE CYCLING THROUGH AWARENESS PROGRAMS AND INITIATIVES

Cycling events and education programs aimed at behaviour change are to be organised to promote cycling for short trips.

Priority 1- Safe Cycling

The Strategic Priority-1 aligns with Outcome 3 of Council's Community Strategic Plan 2032 ("A City that is liveable") and Integrated Transport Strategy 2036 ("Our transport system will contribute to the development of vibrant, liveable and safe places"). It also aligns with the TfNSW Active Transport Strategy.

'Safety in public places' generated the highest Importance score –and the second highest Satisfaction score in Willoughby City Council Community Perception Research, 2022. Safety in cycling received the highest emphasis in the visioning workshop with key stakeholders.

Cycling safety entails being protected from traffic-related danger, risk, or injury. We are aiming to improve cycling safety by creating a safe network and road environment.

We are presenting this safety action plan to improve cycling by sketching out a vision for enhancing safety, reviewing actual conditions, and communicating with key stakeholders for solutions to concerns that have been identified. The comments we received about cycling in Willoughby reflect the community's desire for safer streets for cycling.

Our goal is to provide a cycling network that is safe enough for people of all ages and abilities to ride.

OBJECTIVE

Ensure safe cycling network to transport hubs, economic hubs, and local hubs by providing safer routes to high demand areas including public transport stations, schools, shopping centres, hospitals, parks and businesses.

Safety Performance Indicators:



Proportion of people that feel safe while cycling



Number of crashes involving bicycle riders



Number of serious injuries involving bicycle riders

Priority 1 - Safe Cycling Actions

ACTION	DESCRIPTION
1.1	Provide audit program to prioritise and progressively upgrade cycling infrastructure that aligns with the TfNSW Cycleway Design Toolbox Guidelines to ensure safety for riders.
1.2	Based on TfNSW Cycleway Design Toolbox Guidelines, upgrade on-road cycleways currently adjacent to on-street parking (dooring lanes).
1.3	Extend the existing low speed zones across key local centres and investigate opportunities for lower speed limits on select Council roads.
1.4	Advocate to Transport for New South Wales (TfNSW) for lower speed limits on select state roads in Willoughby City Council, including 10km/h shared zones, 30km/h and 40km/h where possible.
1.5	Continue to review signage and markings for shared facilities to provide a safe environment for all users.
1.6	Pilot and implement safe active streets with priority for cycling in high demand local streets. Provide improved landscaping and intersection treatments that favour cycling.
1.7	Provide safe infrastructure to accommodate E-bikes and cargo bikes, and advocate for TfNSW to include relevant design in the Toolbox.

Priority 1- Safe Cycling

Action 1.1 - Best Practice Example of Separated Bicycle Lanes



Kent Street, Sydney

Action 1.3 & 1.4 - Best Practice Examples of Lower Speed Limits



40km/h High Pedestrian Activity Area at Victoria Avenue, Chatswood



30km/h High Pedestrian Activity Area along Crown Street between Kembla Street and Corrimal Street, Wollongong

Priority 1- Safe Cycling

Action 1.1 - Best Practice Example of Bicycle Rider-Friendly Kerb Ramp



Archer Street / Malvern Avenue, Chatswood

Action 1.6 - Best Practice Examples of Safe Active Streets



Dedicated Cycling Median along Day Avenue, Kingsford



Modal Filter along Napier Street, Melbourne

Priority 2 - Connected and Continuous Cycling

The Strategic Priority 2 aligns with Outcome 2 of Council's Community Strategic Plan ("A City that is connected and inclusive") and the strategic direction of the Integrated Transport Strategy 2036 ("Our transport system will provide excellent local and regional connectivity and be accessible to all"). It also aligns with the TfNSW Active Transport Strategy.

We are working to develop a connected bicycle network to ensure Willoughby is accessible by cycling. The connected bicycle network will encourage more people of all ages and abilities to cycle in Willoughby and neighbouring areas.

Our bicycle network includes separated bicycle paths, shared user paths, and marked on-road cycleways to facilitate safe, comfortable, and convenient travel.

We will publish bicycle route maps that will help guide the delivery of a connected bicycle network across Willoughby. We will work with neighbouring councils to update existing priority route maps to respond to changes in demand and priority.

OBJECTIVE

Ensure connectivity to local high demand areas including public transport stations, schools, shopping centres, hospitals, parks, businesses and to neighbouring LGAs. Increase bicycle infrastructure in Willoughby City Council by 10% by 2034.

Connectivity Performance Indicators:



Per centage of local bicycle network completed



Per centage of regional routes completed



Proportion of residents living within 400m of a continuous cycling network

Priority 2 - Connected and Continuous Cycling

ACTION	DESCRIPTION
2.1	Develop a strategic bicycle network for Willoughby that defines the key routes linking Chatswood CBD with key destinations in Willoughby City Council.
2.2	Design and implement the strategic bicycle network across the LGA to provide connectivity to public transport stations, schools, shopping centres, hospitals, parks, businesses, local centres and employment centres.
2.3	Update sections of regional bicycle network within the City of Willoughby to support the TfNSW strategic cycleway network.
2.4	Work with TfNSW and neighbouring Councils to provide connectivity across LGAs through regional bicycle network.
2.5	Audit existing infrastructure around schools and provide safe routes to enable independent cycling by children to school.
2.6	Investigate opportunities to re-purpose unused railway land to provide cycling routes and quiet streets.
2.7	Incorporate first and last mile cycling connections and trip facilities into plans and projects for people of all ages and abilities.
2.8	Develop a wayfinding strategy for the bicycle network and provide consistent signage and line marking to support access along known bicycle corridors across the LGA.
2.9	Revise planning documents for new developments to provide connectivity to nearby cycling network.

Priority 2 - Connected and Continuous Cycling

Action 2.5 - Best Practice Example of Routes to School

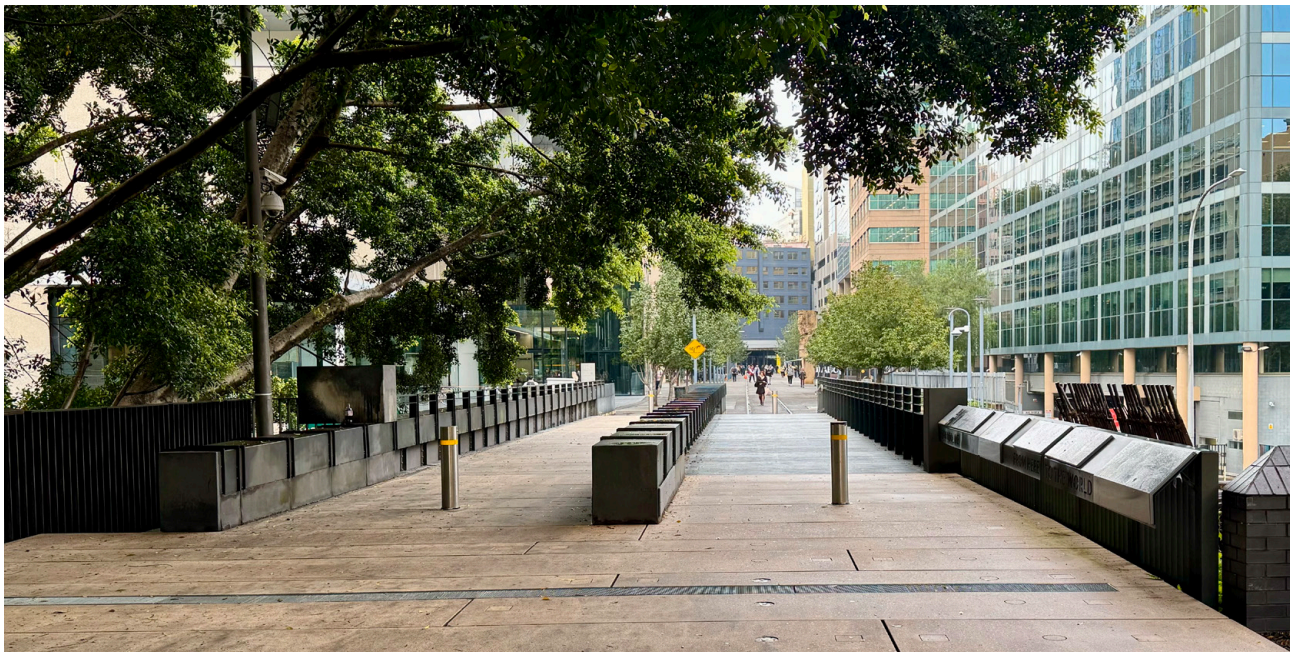


Shared paths around Meadowbank School

Action 2.6 - Best Practice Examples of Rail Trails



Frank Channon Walk shared path along Chatswood rail corridor



The Goods Line, Haymarket

Priority 2 - Connected and Continuous Cycling

Action 2.8 - Best Practice Example of Wayfinding



Wayfinding, Chatswood

Action 2.8 - Best Practice Examples of Line Marking



On-road bicycle marking at Johnson Street / Devonshire Street, Chatswood



Shared path marking along Pacific Highway (west of Reserve Road), St Leonards

Priority 3 - Integrated Cycling

The Strategic Priority 3 aligns with Outcome 4 of Council's Community Strategic Plan ("A City that is prosperous and vibrant") and the strategic direction of the Integrated Transport Strategy 2036 ("Our transport system will support our local economy by efficiently managing congestion and parking demand"). It also aligns with the TfNSW Active Transport Strategy.

We want to see a city where cycling is integrated with other modes to ensure a high level of connectivity. If cycling is a part of the journey, we want to see cycling infrastructure integrated with walking and public transport infrastructure for the whole journey.

Our goal is to provide cycling infrastructure to enable 15-minute neighbourhoods in Willoughby. We want to support 15-minute access to destinations in Willoughby and neighbouring LGAs through integration with public transport and walking. We will incorporate the NSW movement and place framework when planning and designing our streets.

OBJECTIVE

Provide infrastructure to ensure an integrated journey for all road users by integrating the different modes of transport.

Integrated Infrastructure Performance Indicators:



Number of stations with end-of-trip facilities



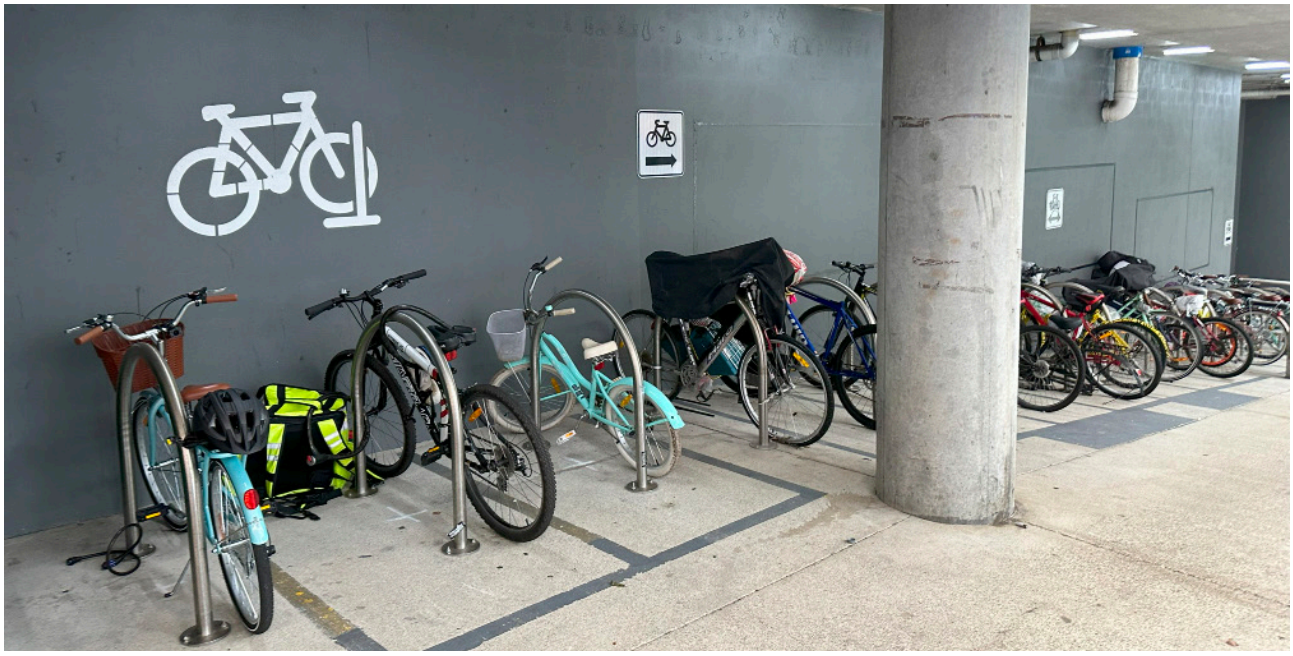
Number of bicycles at key bicycle counter sites at train stations, shopping centres and schools

Priority 3 - Integrated Cycling Actions

ACTION	DESCRIPTION
3.1	Advocate for TfNSW to continue providing bicycle parking, bicycle storage and charging infrastructure at all railway stations in the LGA to support integration between active and public transport.
3.2	Continue to provide bicycle parking, lockers, charge points, drink stations and secure storage for bicycles, scooters, and micromobility vehicles in high use areas e.g., shopping centres, parks in the LGA.
3.3	Advocate for TfNSW to implement traffic signals with reduced waiting time and longer phases for bicycle riders at intersections with high bicycle rider demand.
3.4	Provide bicycle lanterns with push buttons to enable activation by bicycle riders so that they do not have to dismount at signalised crossings.
3.5	Advocate to TfNSW for the implementation of bicycle loading racks on buses.

Priority 3 - Integrated Cycling

Action 3.1 - Best Practice Examples of Bicycle Parking at Train Stations



Bicycle racks at Chatswood Station



Secure bicycle lockers at Chatswood Station

Action 3.2 - Best Practice Examples of Public Facilities



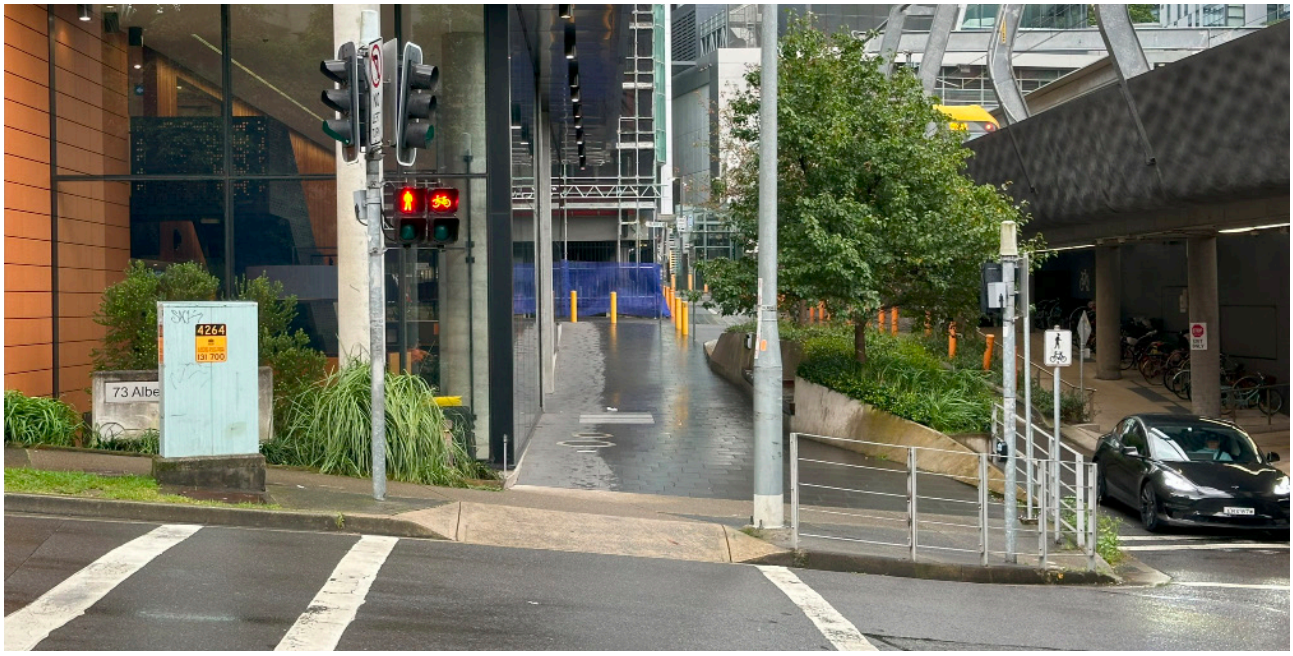
Existing water bottle refill stations within the Willoughby LGA



Free-of-charge, end-of-trip facility at Albert Avenue that includes changing room, locker room and CCTV

Priority 3 - Integrated Cycling

Action 3.4 - Best Practice Example of Bicycle Lanterns



Thomas Lane / Albert Avenue Intersection, Chatswood

In addition to bike lanterns, other elements of integration at this location include shared user path, bike racks, lockers and changing rooms.



Mowbray Road / Devonshire Street, Chatswood



Priority 4 - Promote Cycling

We are working to enhance the bicycle rider's experience to encourage more people to ride bicycles. We will educate road users and run campaigns to promote cycling in Willoughby. We will build cycling confidence in our communities through organizing cycling skills training.

To achieve this plan, our approach will be to initially deliver 2 training courses and 2 cycling events per year to improve cycling skills and to improve knowledge and capability of our people in safe cycling. By better educating our communities, we aim to improve the cycling experience and build a cycling culture in our City.

We will provide maps, route advice, digital navigation tools and wayfinding signs to emphasize the best way to travel around Willoughby by bicycle.

OBJECTIVE

Increase the number of people cycling in Willoughby City Council by 3% by 2034 by promoting behaviour change to encourage cycling as the mode of choice for short trips.

Promotion of Cycling Performance Indicators:



Number of bicycle users



Attendance levels at education programs



Attendance levels at events



Proportion of journey to work by cycling



Proportion of those using cycling to travel to school

Priority 4 - Promote Cycling Actions

ACTION	DESCRIPTION
4.1	Partner with TfNSW to develop and deliver education programs that upskill and encourage cycling.
4.2	Work with schools in the LGA to roll out programs, activities and information packages that support and promote school children cycling and walking to school.
4.3	Work with businesses and large employers in the LGA to promote cycling by implementing Green Travel Plans.
4.4	Collaborate with neighbouring Councils and TfNSW to facilitate cycling events.
4.5	Assign dedicated teams to oversee cycling matters in Willoughby City Council and to facilitate Council's program of promoting cycling.
4.6	Undertake an annual update of the information on Council's cycling website to facilitate cycling in Willoughby City Council.
4.7	Work actively with communities to ensure that communities are fully informed about proposed cycling initiatives and their associated benefits.
4.8	Provide additional resources to follow up with participants at bicycle riding course to facilitate continuous riding.

Priority 4 - Promote Cycling

Action 4.4 - Best Practice Example of Events



City of Sydney Cycling Courses

Source: City of Sydney Cycling Courses

City of Sydney Council offers a range of cycling courses/ workshops designed to enable people to cycle effectively, safely and confidently in Sydney.

These include cycling in the city courses, bicycle care and maintenance course, one-on-one cycling skills courses, bicycle clinics for kids and guided bicycle tours. City of Sydney has a cycling park to facilitate courses therefore a facility will be required prior to Willoughby City Council providing these courses.



Biketober, Willoughby City Council



Cycling skills workshop, Willoughby City Council



Bicycle maintenance workshop, Willoughby City Council

Implementation Timeframe

The strategic priorities are supported by policy directions and actions to guide future changes to the City's cycling environment. To support this, we have categorised each action with an implementation timeframe i.e., short-term (0-3 years), medium-term (4-5 years) and long-term (6-10 years).

Priority 1 - Safe Cycling Actions

ACTION		TIMEFRAME	RESPONSIBILITY
1.1	Provide audit program to prioritise and progressively upgrade cycling infrastructure that aligns with the TfNSW Cycleway Design Toolbox Guidelines to ensure safety for riders.	Short term	Willoughby City Council
1.2	Based on TfNSW Cycleway Design Toolbox Guidelines, upgrade on-road cycleways currently adjacent to on-street parking (dooring lanes).	Short term	Willoughby City Council
1.3	Extend the existing low speed zones across key local centres and investigate opportunities for lower speed limits on select Council roads.	Medium term	Willoughby City Council
1.4	Advocate to Transport for New South Wales (TfNSW) for lower speed limits on select state roads in Willoughby City Council, including 10km/h shared zones, 30km/h and 40km/h where possible.	Medium term	Willoughby City Council Transport for NSW
1.5	Continue to review signage and markings for shared facilities to provide a safe environment for all users.	Long term	Willoughby City Council Transport for NSW
1.6	Pilot and implement safe active streets with priority for cycling in high demand local streets. Provide improved landscaping and intersection treatments that favour cycling.	Long term	Willoughby City Council
1.7	Provide safe infrastructure to accommodate E-bikes and cargo bikes, and advocate for TfNSW to include relevant design in the Toolbox.	Medium term	Willoughby City Council

Priority 2 - Connected and Continuous Cycling Actions

ACTION		TIMEFRAME	RESPONSIBILITY
2.1	Develop a strategic bicycle network for Willoughby that defines the key routes linking Chatswood CBD with key destinations in Willoughby City Council.	Short term	Willoughby City Council
2.2	Design and implement the strategic bicycle network across the LGA to provide connectivity to public transport stations, schools, shopping centres, hospitals, parks, businesses, local centres and employment centres.	Short term	Willoughby City Council
2.3	Update sections of regional bicycle network within the City of Willoughby to support the TfNSW strategic cycleway network.	Short term	Willoughby City Council Transport for NSW
2.4	Work with TfNSW and neighbouring Councils to provide connectivity across LGAs through regional bicycle network.	Short term	Willoughby City Council Neighbouring LGAs Transport for NSW
2.5	Audit existing infrastructure around schools and provide safe routes to enable independent cycling by children to school.	Short term	Willoughby City Council School Infrastructure NSW Schools
2.6	Investigate opportunities to re-purpose unused railway land to provide cycling routes and quiet streets.	Long term	Willoughby City Council Transport for NSW
2.7	Incorporate first and last mile cycling connections and trip facilities into plans and projects for people of all ages and abilities.	Medium term	Willoughby City Council Developers
2.8	Develop a wayfinding strategy for the bicycle network and provide consistent signage and line marking to support access along known bicycle corridors across the LGA.	Short term	Willoughby City Council
2.9	Revise planning documents for new developments to provide connectivity to nearby cycling network.	Short term	Willoughby City Council

Implementation Timeframe

Priority 3 - Integrated Cycling Actions

ACTION		TIMEFRAME	RESPONSIBILITY
3.1	Advocate for TfNSW to continue providing bicycle parking, bicycle storage and charging infrastructure at all railway stations in the LGA to support integration between active and public transport.	Short term	Willoughby City Council Transport for NSW
3.2	Continue to provide bicycle parking, lockers, charge points, drink stations and secure storage for bicycles, scooters, and micromobility vehicles in high use areas e.g., shopping centres, parks in the LGA.	Medium term	Willoughby City Council Businesses Developers
3.3	Advocate for TfNSW to implement traffic signals with reduced waiting time and longer phases for bicycle riders at intersections with high bicycle rider demand.	Long term	Willoughby City Council TfNSW
3.4	Provide bicycle lanterns with push buttons to enable activation by bicycle riders so that they do not have to dismount at signalised crossings.	Medium term	Willoughby City Council Transport for NSW
3.5	Advocate to TfNSW for the implementation of bicycle loading racks on buses.	Long term	Willoughby City Council Transport for NSW

Priority 4 - Promote Cycling Actions

ACTION		TIMEFRAME	RESPONSIBILITY
4.1	Partner with TfNSW to develop and deliver education programs that upskill and encourage cycling.	Short term	Willoughby City Council Transport for NSW
4.2	Work with schools in the LGA to roll out programs, activities and information packages that support and promote school children cycling and walking to school.	Medium term	Willoughby City Council Schools
4.3	Work with businesses and large employers in the LGA to promote cycling by implementing Green Travel Plans.	Medium term	Willoughby City Council Businesses, large employers, developers and other stakeholders in the LGA

ACTION		TIMEFRAME	RESPONSIBILITY
4.4	Collaborate with neighbouring Councils and TfNSW to facilitate cycling events.	Medium term	Willoughby City Council
4.5	Assign dedicated teams to oversee cycling matters in Willoughby City Council and to facilitate Council's program of promoting cycling.	Medium term	Willoughby City Council
4.6	Undertake an annual update of the information on Council's cycling website to facilitate cycling in Willoughby City Council.	Short term	Willoughby City Council
4.7	Work actively with communities to ensure that communities are fully informed about proposed cycling initiatives and their associated benefits.	Long term	Willoughby City Council
4.8	Provide additional resources to follow up with participants at bicycle riding course to facilitate continuous riding.	Medium term	Willoughby City Council



Measuring the Outcomes

We will measure our progress in achieving the vision for cycling in Willoughby based on OUR GREEN CITY PLAN 2019 (Sustainability Action Plan for 2028) target of a 3 per cent increase in bicycle riders in Willoughby LGA from a 2017 baseline, and a 10 per cent increase in the total kilometres of bike infrastructure (dedicated and shared paths) from a 2017 baseline.

We have developed a list of indicators which we will regularly report on to enable us to record our progress against the four key indicators of safe cycling, connected cycling, integrated cycling and promotion of cycling.



Priority 1 - Safe Cycling

MONITORING PROGRESS

INDICATOR	2024	2029	2034	REVIEW PERIOD
% km of network audited and recommendations for updates submitted	0% (2024)	60%	100%	Every 3 years
% km of on-road bicycle markings repainted	0%	50%	100%	Annually
Proportion of bicycle way finding signage up to date	0%	75%	100%	Annually
Number of crashes involving bicycle riders in Willoughby City Council area	37 (2017-2021)	18	0	Annually
Number of serious injuries involving bicycle riders	17 (2017-2021)	8	0	Annually
Proportion of bicycle riders who feel safe riding within the City of Willoughby	0% (2024)	+20%	+40%	Every 3 years

IMPLEMENTATION COST

INDICATOR	COST
Audit and update cycleways	$$
Low speed zones /speed limits study	$
Low speed zones /speed limits implementation	$$$
Repaint bicycle markings	$
Update bicycle way finding signs	$
Safe active streets study	$
Safe active streets implementation	$$$
Perception survey	$

Note: $ stands for low cost, $$ for medium cost and $$$ for high cost.

Priority 2 - Connected and Continuous Cycling

MONITORING PROGRESS

INDICATOR	2024	2029	2034	REVIEW PERIOD
Proportion of local bicycle network implemented	0%	5%	10%	Every 5 years
Proportion of regional bicycle network within City of Willoughby implemented/ updated	0%	5%	10%	Every 5 years
Proportion of infrastructure around schools audited and updated	10%	50%	80%	Annually
Proportion of new way finding signage provided along known bicycle corridors	0%	75%	100%	Annually
Proportion of residents living within 400m of a continuous cycling network	94% (2021)	96%	98%	Every 5 years

IMPLEMENTATION COST

INDICATOR	COST
Study to develop strategic bicycle network	$$
Design strategic bicycle network	$$$
Implement strategic bicycle network	$$$
Implement regional bicycle network	$$$
Infrastructure audit around primary and high schools	$
Study for re-purposing unused railway land	$
Develop Way finding strategy	$
New Way finding implementation	$$

Note: $ stands for low cost, $$ for medium cost and $$$ for high cost.

Priority 3 - Integrated Cycling

MONITORING PROGRESS

INDICATOR	2024	2029	2034	REVIEW PERIOD
*Number of bicycle racks at key bicycle counter sites at train stations	55	100	150	Every 3 years
**Average occupancy rate of bicycle parking at key bicycle counter sites at major shopping centres	14%	28%	60%	Annually
Number of stations and businesses/ offices with end-of-trip facilities	2	3	3	Every 5 years

** Note: There were 52 bicycle parking racks at Chatswood Station, 3 at Artarmon and none at St Leonards Station in March 2024.*

*** Note: Bicycle parking occupancy was 3 out of 22 parking spaces at three major shopping centres in Chatswood (Chatswood Chase, Westfield Chatswood, and Mandarin Centre).*

IMPLEMENTATION COST

INDICATOR	COST
Quantitative surveys and audit of facilities	$
Provide bicycle racks, lockers, charge points, storage in key locations in LGA	$$$

Note: $ stands for low cost, $$ for medium cost and $$$ for high cost.

Priority 4 - Promote Cycling

MONITORING PROGRESS

INDICATOR	2024	2029	2034	REVIEW PERIOD
Proportion of journeys to work by bicycle by Willoughby residents*	1% (2016) 0.4% (2021)	2%	3%	Every 5 years
Proportion of journeys to work by bicycle by people working in Willoughby*	0.9% (2016) 0.5% (2021)	5%	10%	Every 5 years
Per centage attendance at events and rides**	50% (2022) 70% (2023)	80%	90%	Annually
Proportion of participants at bicycle riding course riding regularly 3 months after	0% (2024)	+30%	+50%	Quarterly
Proportion of schools that participate in ride to school events.	0%	2%	4%	Annually

**Census data was used as a source of data for cycling for all trip purposes.*

***Based on Live Well in Willoughby Program attendance information for 2022 and 2023 provided by Willoughby City Council.*

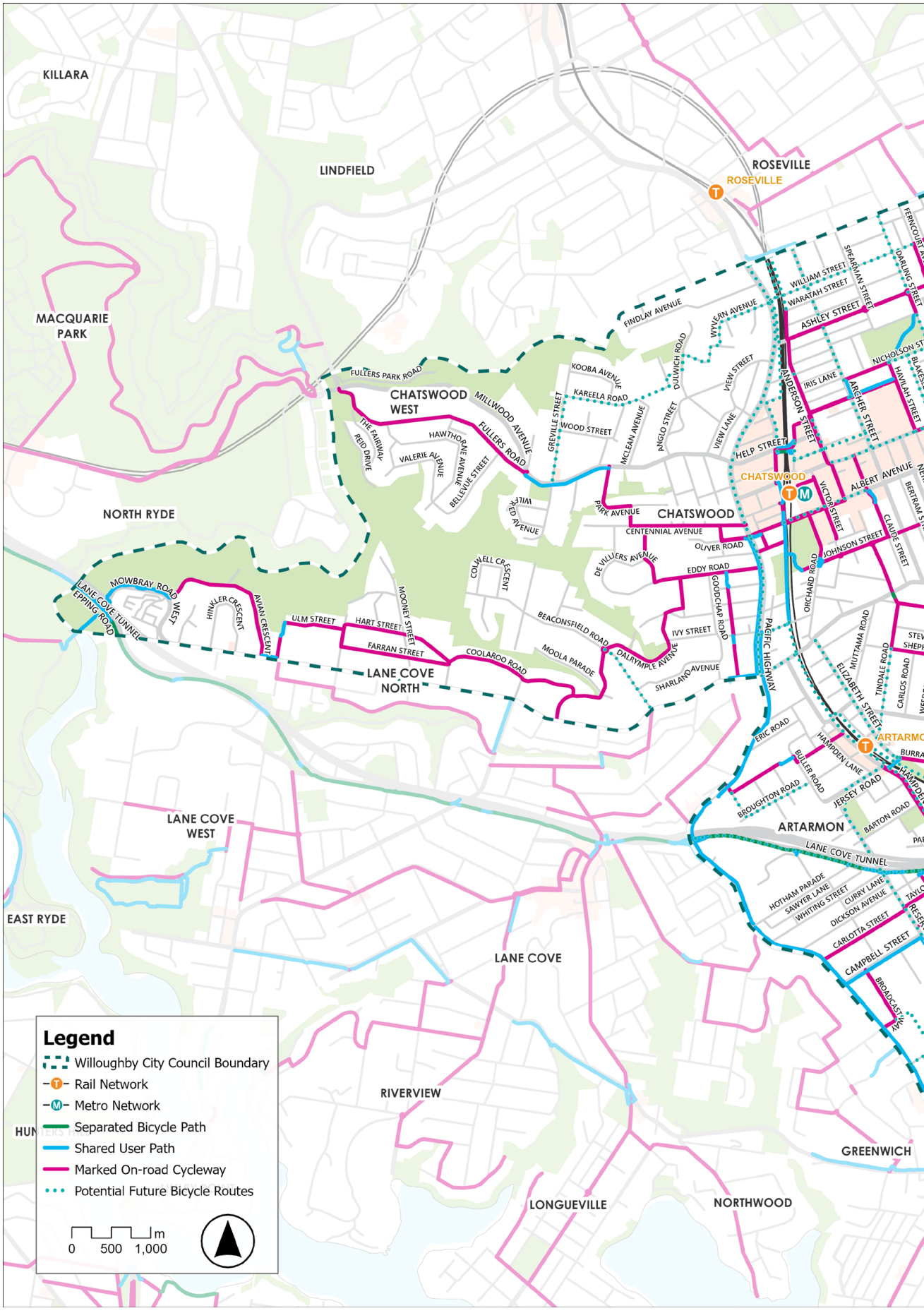
IMPLEMENTATION COST

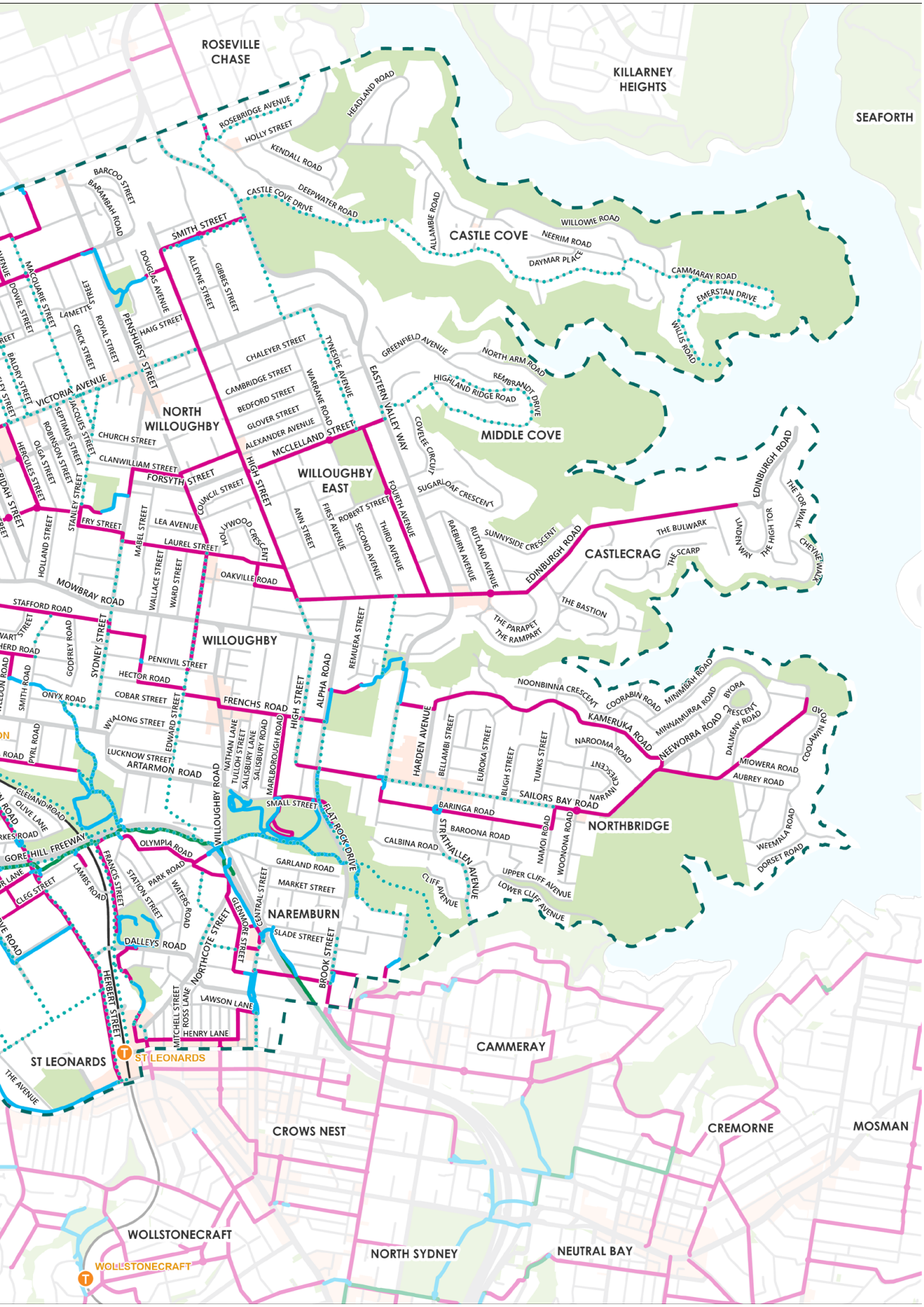
INDICATOR	COST
Annual Travel Survey	$
Events and training courses	$
Annual schools travel survey	$
Develop education programs	$

Note: $ stands for low cost, $$ for medium cost and $$$ for high cost.


NAREMBURN
Chatswood CBD
Industrial Area
Naremburn
CITY PRESTIGE
301
CUSTOMER
ENTRANCE
SLOW

Willoughby Bicycle Network Plan




ROSEVILLE CHASE
KILLARNEY HEIGHTS
SEAFORTH
CASTLE COVE
MIDDLE COVE
NORTH WILLOUGHBY
WILLOUGHBY EAST
WILLOUGHBY
CASTLECRAG
NORTHBRIDGE
NAREMBURN
CAMMERAY
ST LEONARDS
CROWS NEST
CREMORNE
MOSMAN
WOLLSTONECRAFT
NORTH SYDNEY
NEUTRAL BAY
ROSEBRIDGE AVENUE
HOLLY STREET
KENDALL ROAD
HEADLAND ROAD
BARCOO STREET
BARAMBAH ROAD
CASTLE COVE DRIVE
DEEPWATER ROAD
SMITH STREET
ALLAMBIE ROAD
WILLOWIE ROAD
NEERIM ROAD
DAYMAR PLACE
CAMMARAY ROAD
EMERSTAN DRIVE
WILLIS ROAD
DOUGLAS AVENUE
ALLEYNE STREET
GIBBES STREET
MACQUARIE STREET
LAMETT STREET
ROYAL STREET
PENSHURST STREET
HAIG STREET
CRICK STREET
DOWEL STREET
BALDRY STREET
VICTORIA AVENUE
JACQUES STREET
SEPTIMUS STREET
ROBINSON STREET
OLGA STREET
HERCULES STREET
STANLEY STREET
CHALEYER STREET
CAMBRIDGE STREET
BEDFORD STREET
GLOVER STREET
ALEXANDER AVENUE
CHURCH STREET
CLANWILLIAM STREET
FORSYTH STREET
MCCLELLAND STREET
TYNESIDE AVENUE
WARRANE ROAD
GREENFIELD AVENUE
EASTERN VALLEY WAY
NORTH ARM ROAD
REMBRANDT DRIVE
HIGHLAND RIDGE ROAD
COVELEE CIRCUIT
SUGARLOAF CRESCENT
HIGH STREET
COUNCIL STREET
LYWOOD CRESCENT
FRY STREET
LEA AVENUE
LAUREL STREET
OAKVILLE ROAD
MOWBRAY ROAD
STAFFORD ROAD
HOLLAND STREET
MABEL STREET
WALLACE STREET
WARD STREET
ANN STREET
FIRST AVENUE
ROBERT STREET
SECOND AVENUE
THIRD AVENUE
FOURTH AVENUE
RAEBURN AVENUE
RUTLAND AVENUE
SUNNYSIDE CRESCENT
EDINBURGH ROAD
THE BULWARK
THE SCARP
THE BASTION
THE PARAPET
THE RAMPART
LINDEN WAY
THE HIGH TOR
THE TOR WALK
CHEVNE WALK
SYDNEY STREET
GODFREY ROAD
PENKIVIL STREET
HECTOR ROAD
COBAR STREET
ONYX ROAD
FRENCHS ROAD
WHALONG STREET
LUCKNOW STREET
ARTARMON ROAD
REMUERA STREET
ALPHA ROAD
HARDEN AVENUE
BELLAMBI STREET
EUROKA STREET
BLIGH STREET
TUNKS STREET
NOONBINNA CRESCENT
COORABIN ROAD
MINIMBAH ROAD
BYORA CRESCENT
KAMERUKA ROAD
MINNAMURRA ROAD
NEEWORRA ROAD
DALMENY ROAD
NAROOMA ROAD
MIOWERA ROAD
AUBREY ROAD
COOLAWIN ROAD
NARANI CRESCENT
SAILORS BAY ROAD
BARINGA ROAD
BAROONA ROAD
CALBINA ROAD
NAMOI ROAD
WOONONA ROAD
STRATHALLEN AVENUE
UPPER CLIFF AVENUE
LOWER CLIFF AVENUE
CLIFF AVENUE
WEEMALA ROAD
DORSET ROAD
WILLOUGHBY ROAD
NATHAN LANE
TULLOH STREET
SALISBURY LANE
SALISBURY ROAD
MARLBOROUGH ROAD
SMALL STREET
FLAT ROCK DRIVE
OLYMPIA ROAD
GORE HILL FREEWAY
GLEELAND ROAD
OLIVE LANE
CLEG STREET
LAMBS ROAD
FRANCIS STREET
STATION STREET
PARK ROAD
WATERS ROAD
GARLAND ROAD
MARKET STREET
CENTRAL STREET
GLENROWAN STREET
NORTHCOTE STREET
SLADE STREET
BROOK STREET
DALLEYS ROAD
HERBERT STREET
MITCHELL STREET
ROSS LANE
LAWSON LANE
HENRY LANE
THE AVENUE
ST LEONARDS
WOLLSTONECRAFT



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