

Bike Plan Review  
Willoughby City Council  
Final Report

transportation planning, design and delivery

# Bike Plan Review

## Willoughby City Council

### Final Report



Issue: B 11/07/12

Client: Willoughby City Council

Reference: 12S1120000

GTA Consultants Office: NSW

#### Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By
A	06/07/12	Final	Sarah Court	Katherine McCray	
B	11/07/12	Final	Sarah Court	Katherine McCray	

© GTA Consultants (GTA Consultants (NSW) Pty Ltd) 2012  
The information contained in this document is confidential and intended solely for the use of the client for the purpose for which it has been prepared and no representation is made or is to be implied as being made to any third party. Use or copying of this document in whole or in part without the written permission of GTA Consultants constitutes an infringement of copyright. The intellectual property contained in this document remains the property of GTA Consultants.



MELBOURNE • SYDNEY • BRISBANE • CANBERRA  
ADELAIDE • GOLD COAST • TOWNSVILLE  
[www.gta.com.au](http://www.gta.com.au)

# Table of Contents

<b>1. Introduction</b>	<b>1</b>
1.1 Background	1
1.2 Bike Plan Methodology	1
1.3 References	1
<b>2. Background Review and Research</b>	<b>3</b>
2.1 Policy Context	3
2.2 Bicycle Plans and Studies	5
2.3 Bike Planning in Adjacent Council Areas	11
<b>3. Review of Existing Cycling Environment</b>	<b>16</b>
3.1 Road Hierarchy and Traffic Data	16
3.2 Topography	16
3.3 Bicycle Crash Data	16
3.4 Bicycle Data Collection	20
3.5 Existing Cycle Network	24
3.6 Attractors and Generators	30
<b>4. Stakeholder Consultation</b>	<b>32</b>
4.1 Online Survey	32
4.2 School Survey	35
4.3 Saddle Survey	37
4.4 Stakeholder Consultation	37
<b>5. Bicycle Design Principles</b>	<b>38</b>
5.1 Bicycle Treatment Types	38
5.2 Guidelines	39
5.3 Cycle Friendly Traffic Management Measures	43
5.4 Advantages and Disadvantages of Cycle facilities	45
5.5 Separated Cycleway Support	48
5.6 VicRoads Cycle Notes No. 21 – Widths of Off-Road Shared Use Paths (June 2010)	49
5.7 Kerbside Running Bike Lanes	51
5.8 City of Sydney Examples	55
5.9 Summary	59
<b>6. Opportunities and Constraints</b>	<b>60</b>
6.1 Needs of Cyclists	60
<b>7. Proposed Bicycle Strategy</b>	<b>62</b>

7.1 Engineering Route Strategy	62
7.2 Route Details	64
7.3 End of Trip Facilities	68
7.4 Signing Strategy	71
7.5 Wayfinding Strategy	73
<b>8. Implementation Strategy</b>	<b>79</b>
8.1 Implementation Staging and Priorities	79
8.2 Recommended Priorities	81
8.3 Policy	82
8.4 Funding Opportunities and Sources	85
8.5 Monitoring and Review	89
<b>9. Education, Encouragement and Promotion</b>	<b>91</b>
9.1 Current Education, Encouragement and Promotion Programs	91
9.2 Recommended Education, Encouragement and Promotion Programs	92
<b>10. Conclusions and Recommendations</b>	<b>94</b>

## Appendices

- A: Online Survey
- B: School Survey
- C: Opportunities and Constraints Photos
- D: Bicycle Route Costs

## Figures

Figure 2.1: NSW Bike Plan Extract	7
Figure 2.2: Inner Sydney Regional Bike Plan – Willoughby Implementation Strategy	8
Figure 2.3: Inner Sydney Regional Bike Plan Network	9
Figure 2.4: Artists impression of Harbourlink	10
Figure 2.5: Ku-ring-gai Council cycling network to Willoughby	11
Figure 2.6: Draft Ku-ring-gai Bicycle Network	12
Figure 2.7: Lane Cove Council Cycling network to Willoughby	13
Figure 2.8: North Sydney Council cycling network to Willoughby	14
Figure 2.9: City of Ryde cycling network to Willoughby	15
Figure 3.1: Road Network	17
Figure 3.2: Topography	18
Figure 3.3: Bicycle Crash Locations	19
Figure 3.4: Average daily count on the Gore Hill shared user path	23



Figure 3.5:	Average daily count on local routes	23
Figure 3.6:	Existing Cycle Network Status	25
Figure 3.7:	Catchment of the Existing Cycle Network	31
Figure 4.1:	Age and sex of survey participants	32
Figure 5.1:	Separation of Modes	38
Figure 5.2:	Methods of Separation	39
Figure 5.3:	Typical bicycle shoulder lane treatment 1	41
Figure 5.4:	Typical bicycle shoulder lane treatment 2	41
Figure 5.5:	Typical mixed traffic bicycle treatment 1	42
Figure 5.6:	Typical mixed traffic bicycle treatment 2	42
Figure 5.7:	One-way Bicycle Path Pair	43
Figure 5.8:	Two-way Bicycle Path	43
Figure 5.9:	Signalised Intersection Treatment Example (Source: NSW Bicycle Guidelines)	44
Figure 5.10:	Four Types of Cyclists	48
Figure 5.11:	Path capacity for paths with 90/10 directional split	51
Figure 5.12:	Path capacity for paths with 50/50 directional split	51
Figure 5.13:	Typical Layouts	52
Figure 5.14:	Guidelines for the use of kerbside running bike lanes	53
Figure 5.15:	Mixing Zone Intersection Treatment	54
Figure 5.16:	Separated Intersection Treatment	54
Figure 5.17:	Right Hook Turn	55
Figure 5.18:	Shared Intersection	55
Figure 5.19:	Bent Out Treatment (along cycleway)	55
Figure 5.20:	Bent Out Treatment (side street)	55
Figure 5.21:	Shared Environment Intersection	56
Figure 5.22:	Shared Pathways Pavement Markings Guide – Primary Tier Elements	57
Figure 5.23:	Shared Pathways Pavement Markings Guide – Secondary Tier Elements	58
Figure 5.24:	Shared Pathways Pavement Markings Guide – Tertiary Tier Elements	58
Figure 6.1:	Opportunities and Constraints	61
Figure 7.1:	Proposed Cycle Network	63
Figure 7.2:	Bicycle Parking Criteria	69
Figure 7.3:	Regulatory Signage for Bicycle Facilities	71
Figure 7.4:	Warning Signage Examples	72
Figure 7.5:	Directional Signage Example	73
Figure 7.6:	Directional Signage – Focal Point Map	76

Figure 7.7:	Regional Focal Points	77
Figure 7.8:	Directional Signage Prototype	78
Figure 8.1:	Planning NSW Pedestrian Catchment Mapping	83

## Tables

Table 2.1:	Bicycle parking requirements in the Willoughby DCP	5
Table 2.2:	Status of unimplemented bike routes from the 2006 bike plan	6
Table 3.1:	Number of cycling crashes recorded by year	16
Table 3.2:	Rates of cycling to work from Willoughby (origin)	20
Table 3.3:	Rates of cycling to work in Willoughby (destination)	20
Table 3.4:	Reason for travel	21
Table 3.5:	Mode of travel	21
Table 3.6:	Super Tuesday Counts, 2010 to 2012	22
Table 3.7:	Existing Route Analysis	26
Table 4.1:	Reasons which would make people cycle more often	35
Table 4.2:	Schools in Willoughby and survey response rate	35
Table 4.3:	Modes of transport used to travel to school	36
Table 5.1:	Types of paths available to cyclists	46
Table 5.2:	Pros and Cons for Shared and Separated Paths	48
Table 5.3:	Non-regular cyclists preference for separation from vehicles	49
Table 5.4:	Summary of Path Widths and Guidelines for their Use	50
Table 5.5:	Capacity of Commuter and Recreational Paths in Melbourne	50
Table 7.1:	Route EW3 Signage	75
Table 8.1:	Priority Evaluation Matrix	79
Table 8.2:	Action Evaluation Matrix	80
Table 8.3:	Prioritisation of Routes	81
Table 8.4:	Implementation Schedule	82
Table 8.5:	Recommended controls for bicycle parking provision	83

# 1. Introduction

## 1.1 Background

GTA Consultants has been engaged by Willoughby Council to undertake a review of the current Bike Plan which was adopted by Council in 2006. A significant increase in cycling has been experienced in Willoughby in recent years, with a 100% increase in cyclist numbers being recorded at some locations, which shows that the existing cycling infrastructure may not be suitable for the future demand.

This bike plan review seeks to provide a plan for the provision of cycling infrastructure and facilities throughout the LGA. The overall goal is to respond to the needs of the community and encourages greater cycling participation in Willoughby. The aim of this study is to develop an up-to-date bike plan, including strategies to ensure that cycling is a viable, safe and attractive transport option.

## 1.2 Bike Plan Methodology

The key tasks for the Bike Plan include the following:

- Undertake literature review and research, including a desktop review of the opportunities and constraints of the 2006 Bike Plan
- Identify stakeholders and undertake consultation, including the development of an online survey and conducting stakeholder workshops
- Provide advice for the provision of separated on-road and off-route routes
- Develop a cycleway strategy of on-road and off-road routes
- Develop a target for cycling mode share
- Produce a signing strategy based on Section 9 of the RMS's NSW Bicycle Guidelines
- Produce a five year implementation program
- Develop criteria to monitor the effectiveness of the Bike Plan
- Develop a framework for Council to maintain bicycle facilities
- Identify opportunities for cycling promotion, awareness and education
- Recommend policies and design standards that should be included in Council policies.

## 1.3 References

In preparing this report, reference has been made to the following:

- Willoughby City Strategy 2010-2025 (2010)
- Willoughby LEP (1995)
- Draft Willoughby LEP (2009)
- Willoughby DCP (2006)
- Willoughby Bike Plan (2006)
- NSW Bicycle Guidelines (2005)
- NSW BikePlan (2010)
- How to prepare a Bike Plan (2002)
- Inner Sydney Regional Bike Plan (2009)
- Northern Sydney Cycling Map (2010)

- Ku-ring-gai Bike Plan (1995)
- Bicycle Plan for Lane Cove Council (2009)
- North Sydney Bike Strategy (2009)
- City of Ryde Bike Plan (2007)
- other documents and data as referenced in this report.

## 2. Background Review and Research

### 2.1 Policy Context

#### 2.1.1 Willoughby City Strategy 2010-2025 (2010)

The Willoughby City Strategy is a long term vision and plan for the future, providing the primary planning framework for the LGA. The strategy has 6 key themes, each with a number of goals and outcomes to be achieved over the 15 years to 2025.

The strategy provides policy support for cycling and in particular the provision of regional and local bike paths to encourage increased cycling within the community.

***Goal: To manage the transport needs of the community in a sustainable manner by reducing car dependence and increasing public transport use, walking and cycling.***

In Section 4 (transport, mobility and infrastructure), the strategy specifies how 'increased use of active and alternative transport' is to be achieved in Willoughby:

- Provide leadership in the promotion of active transport.
- Provide regional and local bike paths, safe bicycle parking and storage facilities.
- Promote sustainable transport and conduct education programs.
- Provide new pedestrian and cyclist focused precincts within local centres.
- Identify improvements for a city-wide network of accessible, local walking trails linking activity areas and public transport services.
- Design best practice cycling and pedestrian pathways.

This bike plan review seeks to build on these objectives in order to adequately provide for and encourage greater levels of cycling in Willoughby City.

#### 2.1.2 Local Environment Plans

Local Environment Plans (LEP's) govern and shape land use and development patterns via controls for development standards such as building height, subdivision, floor space and land use zoning. As a legislative document, developers are obligated to abide by the controls which are applicable to their site. LEP's provide an opportunity for local governments to achieve the desired future character of the LGA, as outlined in overarching policy documents such as the Willoughby City Strategy.

##### Willoughby LEP (1995)

Willoughby's current LEP provides limited support for cycling in the LGA. An objective of the plan is 'to encourage methods of transport other than motor vehicles' however there is no specific mention of cycling, or how it is to be encouraged, in the document.

## Draft Willoughby LEP (2009)

Willoughby's draft LEP<sup>1</sup> provides legislative support for cycling in the LGA. Under the aims of the plan, new development is required to:

- Provide for local and regional transport needs and promote and increase the use of sustainable and active transport through walking, cycling and the use of public transport.
- Maximise opportunities through design integration, to provide:
  - i efficient links to identified transport nodes and corridors, such as railway stations, bus routes, pedestrian and cycle paths, and
  - ii facilities to cater for bicycle users.

The encouragement of cycling is also listed as an objective for development on land zoned as a local centre, commercial core and mixed use.

Site specific controls related to cycling include:

- Pacific Place in Chatswood: a shared pedestrian / bicycle route connecting Help Street with O'Brien Street is to be included in any plans.
- ABC Gore Hill in Artarmon: the preparation of a development control plan which illustrates and explains the proposal in terms of cycling access.
- IN2 land in Artarmon and St Leonards: development on this land is to achieve equitable, efficient, safe and convenient cycling access and circulation.

## 2.1.3 Willoughby DCP (2006)

Development Control Plans specify guidelines and environmental standards for new development. Unlike an LEP, a DCP does not have legislative standing.

Willoughby's DCP encourages cycling via transport conditions for developments, including:

- Bicycle parking designed in accordance with AS 2890.3 is to be provided for commuting and recreational destinations, as per the rates shown in Table 2.1. The provision of end-of-trip facilities (showers, lockers) is encouraged but there are no numerical controls.
- As a condition of consent, Council can require new developments to develop a Green Travel Plan<sup>2</sup>.
- Design of driveways and parking areas should have regard to the safety of cyclists.
- The proximity of bicycle routes can be used as a justification for new developments to departure from car parking provision rates.

<sup>1</sup> In 2006 the state government announced reforms to the planning system requiring all local governments to adopt a new LEP in accordance with a standard instrument. Willoughby's 2009 LEP is yet to be ratified by Council.

<sup>2</sup> Green Travel Plans aim to reduce car based travel and encourage cycling, walking and public transport use.

**Table 2.1: Bicycle parking requirements in the Willoughby DCP**

Development type	Bicycle lockers	Bicycle rail / racks
Residential	1 per 10 units	PLUS 1 per 12 units
Commercial	1 per 600sqm	PLUS 1 per 2,500sqm
Retail / Restaurant	1 per 450sqm	PLUS 1 per 150sqm
Industrial	1 per 1,500sqm of the site area	PLUS 1 per 2,500sqm

## 2.2 Bicycle Plans and Studies

### 2.2.1 Implementation of the 2006 Bike Plan

Willoughby's 2006 bike plan was based on a review of the 1982 bike plan and included surveys of the existing network and associated infrastructure. The plan outlines 27 new routes, or extensions to existing routes. The current status of implementation for each of these routes is detailed below.

#### Implemented Routes

The following routes have been completed since the release of the 2006 bike plan:

##### *High Priority Routes*

- Route 4: Chatswood CBD Access - Endeavour Street, Ferguson Lane and Anderson Street
- Route 17: Artarmon Station to Lane Cove – Rimmington Street, Kitchener Road, Buller Road and Francis Street
- Route 20: Artarmon to St Leonards via Herbert Street and Hampden Road
- Route 21: Gore Hill Freeway to Lane Cove via Carlotta Street and Taylor Lane
- Route 26: St Leonards to Merrenburn Avenue – Henry Lane, Martin Street, Lawson Lane, Willoughby Road, Merrenburn Avenue and Brook Street.

##### *Medium Priority Routes*

- Route 10: Laurel Street – Stanley Street to High Street
- Route 12: Chatswood to Castlecrag via Edinburgh Road
- Route 13: Willoughby to Artarmon via Frenchs Road, Penkivil Street and Stafford Road
- Route 15: Northbridge to Bicentennial – Flat Rock Drive to Kameruka Road.

Only one high priority route has not been implemented; the delivery of route 23 is tied to the redevelopment of the former ABC and TAFE site as detailed below.

#### Routes not Implemented

Of the 27 routes identified in the 2006 bike plan, 18 are yet to be fully implemented. Two of these alignments (both medium priority) are scheduled for completion in 2011/12. A further six routes (all medium priority) have funding identified for 2012/13. The delivery of routes 23 and 24 are tied to redevelopment of major sites in the municipality.

The remaining 8 routes do not have funding identified and are not scheduled for construction at this stage. All are low priority routes, except for route 22 which has high difficulty attached to its off-road nature adjacent to the rail corridor.

Table 2.2 summarises the status of unimplemented routes from the 2006 bike plan.



**Table 2.2: Status of unimplemented bike routes from the 2006 bike plan**

Route	Priority (2006)	Status / Discussion
1 Chatswood Golf Club – Fullers Rd to Mooney St	Low	Not implemented – Council has had difficulty implementing a safe route
2 West Chatswood – Fullers Rd to Pacific H'way	Low	Not implemented
3 Ashley Street & Anderson Street	Medium	Priority funding 2012 / 2013
5 Eastern Valley Way – Smith St to Boundary St	Low	Not implemented
6 Rosebridge Avenue – Eastern Valley Way to Ku-ring-gai	Low	Not implemented
7 Chatswood to Castle Cove – Eastern Valley Way to Explosives Reserve	Low	Not implemented
8 High Street – Orara St to Sailors Bay Rd	Medium	Partially completed (Orara St to Edinburgh Rd) Priority funding 2012 / 2013 (Edinburgh Rd to Sailors Bay Rd)
9 Middle Cove – Cawarra Rd, Harbour Ln & Rembrandt Drv	Low	Not implemented
11 Fourth Avenue – McClelland St to Edinburgh Rd	Medium	Priority funding 2012 / 2013
14 Chatswood to Northbridge – Frenchs Rd to Sailors Bay Rd	Medium	Priority funding 2012 / 2013
16 Marlborough Road to Bicentennial Oval	Medium	To be completed 2011 / 2012
18 Artarmon Station to Artarmon Reserve via Burra Road	Medium	Priority funding 2012 / 2013
19 Artarmon to St Leonards via Reserve Rd	Medium	Priority funding 2012 / 2013
22 Pacific H'way between St Leonards Station & Gore Hill Freeway	Medium	Not implemented
23 Through the former ABC & TAFE sites	High	Condition of consent for redevelopment
24 Through the Royal North Shore Hospital	Medium	Council requested that any redevelopment of the site includes the provision of a shared user path
25 St Leonards to Artarmon Oval parallel to the railway line	Medium	To be completed 2011 / 2012
27 Naremburn alternative via Dargan St, Northcote St & Moonbria St	Low	Not implemented

## 2.2.2 NSW Bike Plan (2010)

The NSW Bike Plan outlines the Government's pledge to grow cycling over the next 10 years. Among the plan's goals is increasing the use of bikes for short trips and doubling the use of cycling for the journey to work. The plan focuses on completing missing links in the Metro Sydney Bike Network and completing subregional cycle networks.

The Plan sets out a whole-of-government agenda to promote active transport, with infrastructure and encouragement initiatives coming under five broad headings:

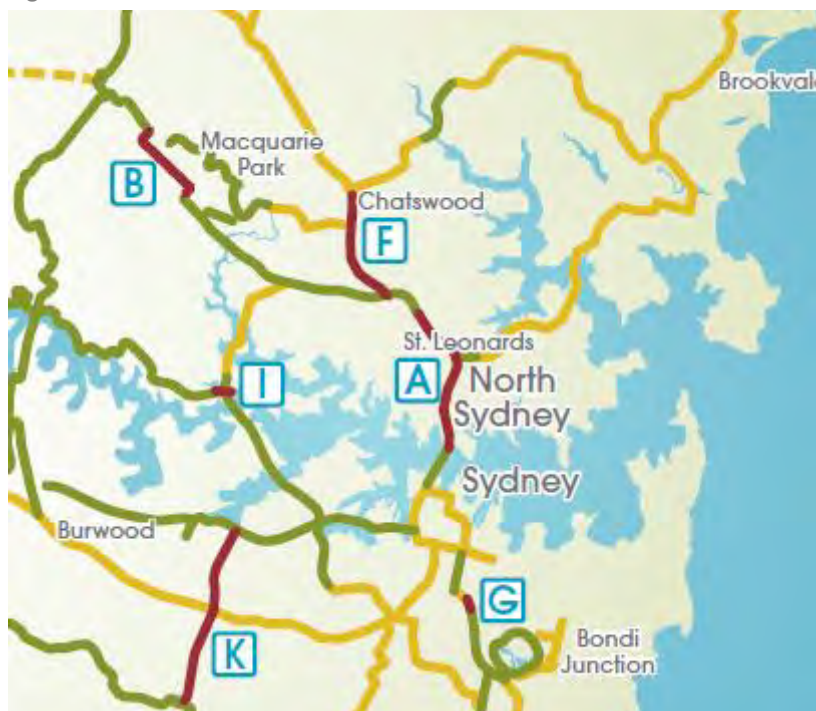
- Create connected cycling networks
- Make bike-riding safe for all
- Plan cycling-friendly neighbourhoods
- Grow jobs in cycling
- Get organisations working together to support bike-riding.

As well as investment in the development of cycling infrastructure, the NSW BikePlan outlines social programs and policy initiatives designed to encourage riding a bike for short local trips in NSW cities, towns and neighbourhoods. These actions include:

- Giving people the information they need to ride further or more often, such as an online bikeroute-finding facility on the Transport Info 131500 website.
- Supporting people to cycle with confidence through cycle skills training programs.
- Actively promoting bike-riding as an easy, everyday exercise and transport choice.

The plan includes \$80 million over 10 years to complete missing links in the Metro Sydney Bike Network and at least \$5 million a year for councils to complete local cycle networks. Artarmon to Chatswood is identified as a major missing link.

Figure 2.1: NSW Bike Plan Extract



### 2.2.3 Inner Sydney Regional Bike Plan (2009)

The Inner Sydney Regional Bike Network was an initiative of the City of Sydney, developed in conjunction with 14 surrounding LGA's to identify a separated, arterial cycleway network for 1.2 million people in 164 suburbs. The network aims to improve connections between home, work, shopping and recreation areas, increasing the liveability of inner Sydney locations. It includes 160km of separated cycleways and 70 km of upgraded shared paths.

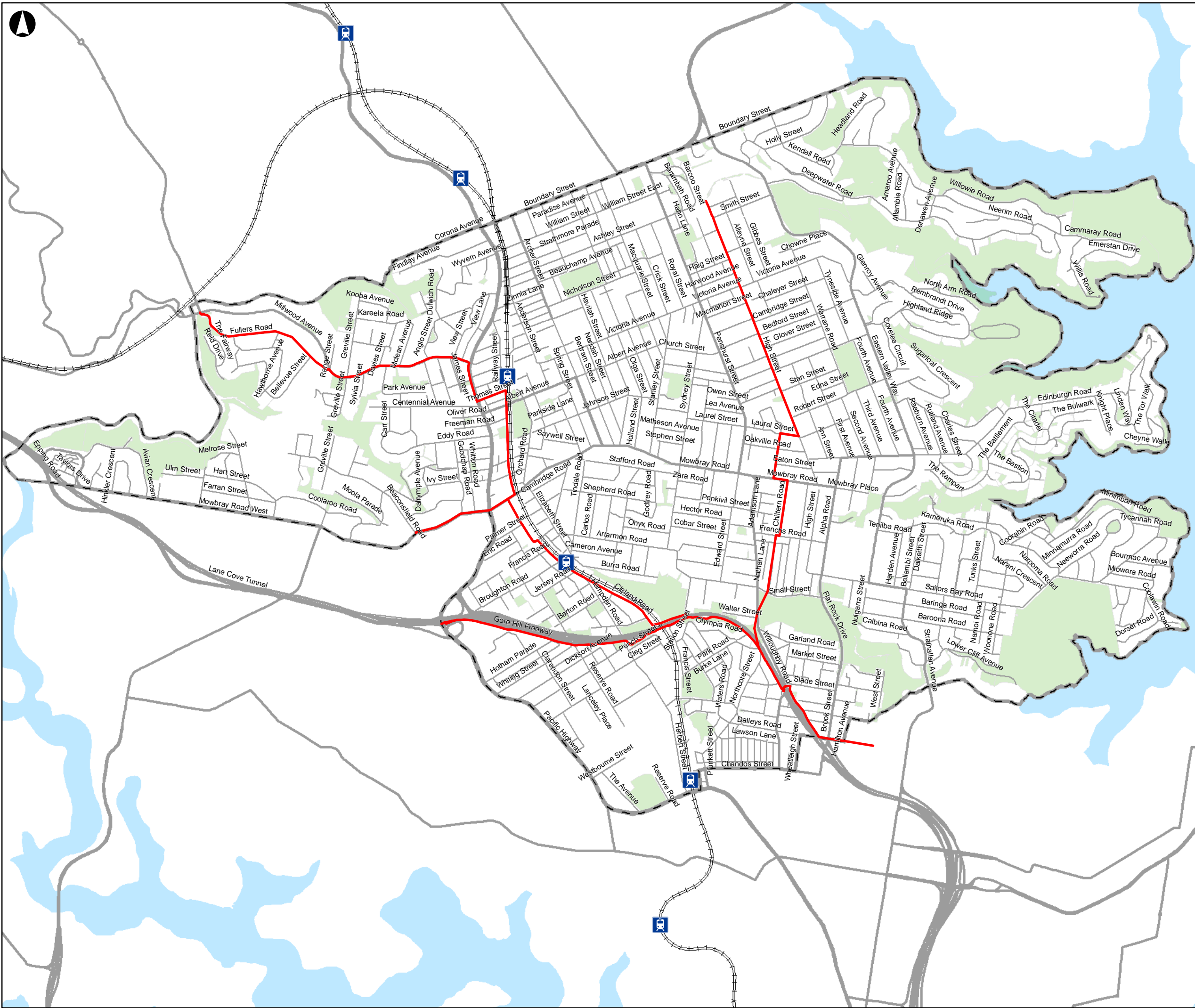
Figure 2.2 and Figure 2.3 shows the treatments proposed in Willoughby between 2011 and 2017, including separated bidirectional cycleways, new and upgraded shared paths and a freeway cycleway extension. The implementation priorities based on a matrix of factors designed to deliver maximum regional connectivity.

**Figure 2.2: Inner Sydney Regional Bike Plan – Willoughby Implementation Strategy**



LOCATION	TREATMENT	MODIFICATION	YEAR
Chiltern Rd	Separated bidirectional cycleway on road		2013
Fullers Rd (West of Millwood Ave)	Separated bidirectional cycleway on road		2017
Fullers Rd (East of Millwood Ave)	Shared path		2015
Hampden Rd	Separated bidirectional cycleway on road		2011
High St	Separated bidirectional cycleway on road		2014
Keary St	Separated bidirectional cycleway on road		2013
Laurel St	Separated bidirectional cycleway on road		2013
Mowbray Rd (Keary St to Chiltern Rd)	Shared path		2013
Mowbray Rd (Rail to Ralston St)	Shared path		2011
Munro Park	Shared path in park		2014
Pacific Hwy (Fullers Rd – Thomas St)	Shared path		2015
Thomas St	Separated bidirectional cycleway on road		2015
Thomas St to Mowbray Rd connection existing adjacent to rail	Shared path upgrade		2017
Tulloh St	Separated bidirectional cycleway on road		2013
Warringah Fwy (Merrenburn Ave to Amherst St exit)	Freeway cycleway extension		2011

Funding for the network is not currently allocated and is generally beyond the capabilities of the individual local governments involved<sup>3</sup>. State and federal government funding is currently being pursued.

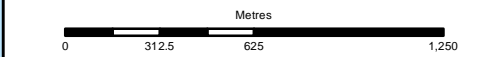
<sup>3</sup> The total cost of the network is estimated to be \$295 million



# Legend

-  LGA Boundary
-  Inner Sydney Regional Bike Routes

P1	27-04-12	BL	KMC	DVD
Issue	Date	By	Chkd	Appd





**GTA**consultants

www.gta.com.au

Client  
**Willoughby City Council**

Job Title  
**Willoughby Bike Plan**

Drawing Title  
**Regional Bike Network**

Scale at A3  
**1:25,000**

Drawing Status  
**Preliminary**

Job No  
**12S1120000**

Drawing No  
**001**

Issue  
**P1**



## 2.2.4 Northern Sydney Cycling Map (2010)

The Northern Sydney Cycling Map covers the Hunters Hill, Ku-ring-gai, Lane Cove, Mosman, North Sydney, Ryde and Willoughby Council areas, showing off-road, on-road and suggested unmarked bicycle routes in the region. The leaflet also provides general information about cycling, including safe cycling tips, road rules and regulations, and basic bicycle maintenance.

## 2.2.5 Harbourlink

The Harbourlink concept involves a 1.6km elevated shared path spanning from Sydney Harbour Bridge to St Leonards Park and Falcon Street along the Warringah Freeway corridor. The path would bypass road level issues (topography, congestion), providing a direct link to northern cycleways through Willoughby City.

**Figure 2.4: Artists impression of Harbourlink**



The project is currently at concept stage, with further development dependant on funding for the high costs associated with detailed design and construction.

## 2.2.6 Road and Maritime Services

The NSW Roads and Maritime Services (RMS) is currently developing five concept studies for bicycle networks to link strategic and major centres in Greater Sydney. The delivery of these routes promotes the NSW 2021<sup>4</sup> target of increasing bicycle mode share to 5% of all trips under 10km by 2016.

Two of the alignments connect to the Northern Suburbs:

- North Sydney to Manly
- Woolloomooloo to Sydney Harbour Bridge.

These projects are currently in concept design phase. Both represent strategic bicycle networks to be considered during the preparation of Willoughby City's bike plan.

<sup>4</sup> NSW 2021 is the current NSW Government's State Plan

In addition, the RMS North Shore Cycleway Project will create an off-road shared path along the eastern side of the Warringah Freeway between Naremburn and the Sydney Harbour Bridge, which will cross into the Willoughby LGA at Brook Street, via an overpass. Stage 1 includes the section from Naremburn to North Sydney, which would connect the cycleway at Merrenburn Avenue to the existing pedestrian/cycle bridge at Ridge Street. Preliminary concepts for the 2.3km cycleway include a 3.6m wide shared path. RMS is in the process of developing preliminary concept designs.

## 2.3 Bike Planning in Adjacent Council Areas

### 2.3.1 Ku-ring-gai Council

Ku-ring-gai Council's current Bike Plan was adopted in 1995. The Council has constructed several of the bike routes identified in this plan, increasing the length of cycle facilities by 26km.

Figure 2.5 shows the existing and proposed cycling network in Ku-ring-gai as of May 2010. Proposed cycleways connecting to Willoughby City include:

- Along the eastern side of the rail line linking Roseville Station in Ku-ring-gai to Chatswood Station in Willoughby
- Along Lady Game Drive, crossing the Hawkesbury River at Delhi Road (existing) and continuing southbound on the western side of the River.

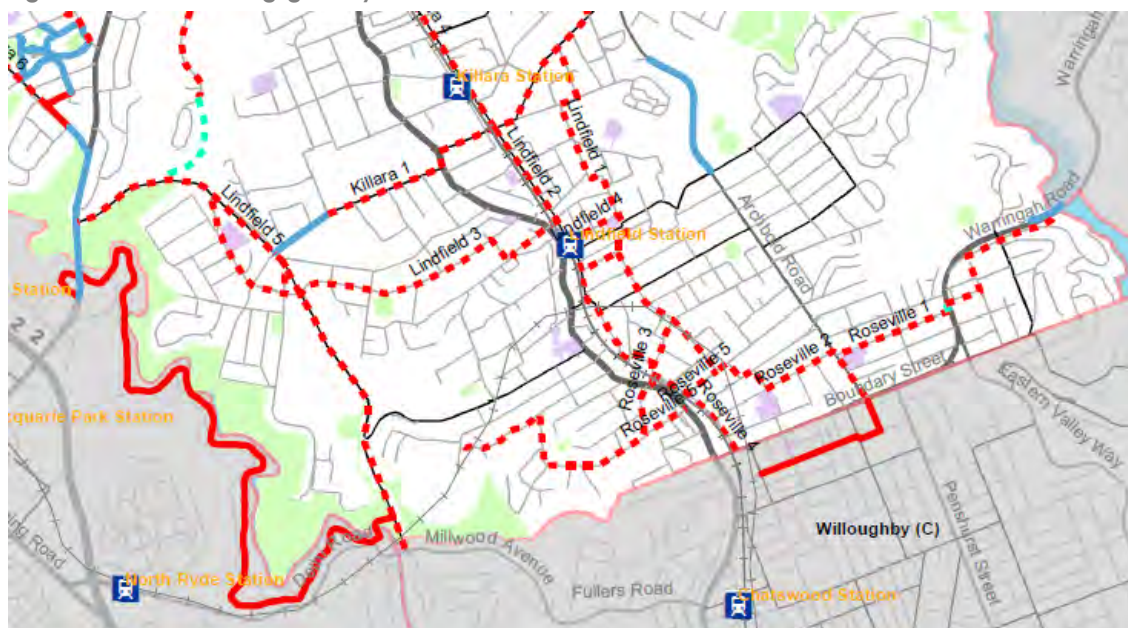
There is an existing on-road route (mixed traffic) which winds along Riverside Drive, connecting north-west to Lane Cove Road.

**Figure 2.5: Ku-ring-gai Council cycling network to Willoughby**



In 2011, Ku-ring-gai Council developed an integrated transport strategy which included an action plan for walking and cycling. A resulting short term action was to prepare and progressively implement a Ku-ring-gai Bike Plan; the new bike plan is scheduled for 2012. The draft bicycle network in the vicinity of Willoughby is shown in Figure 2.6.

Figure 2.6: Draft Ku-ring-gai Bicycle Network



### 2.3.2 Lane Cove Council

Lane Cove Council updated their Bike Plan in 2009 with two key goals; to make cycling safer, easier and more attractive, and to improve connectivity of surrounding bicycle paths.

Figure 2.7 shows the existing and proposed bicycle network in Lane Cove. Facilities connecting to Willoughby City include:

- State Bicycle Routes
  - Pacific Highway to the Warringah Freeway (off-road).
- Regional Bicycle Routes
  - Mowbray Road between Epping Road and Pacific Highway (off-road)
  - Pacific Highway between Longueville Road St Leonards Station (off-road).
- Local Bicycle Routes
  - Hatfield Street (Willoughby) via Mindarie Street, Kullah Parade, Gordon Crescent, Karilla Street, Murray Street and Ralston Street (Lane Cove) to Beaconsfield Road in Willoughby (on-road)
  - Helen Street (on-road)
  - Helen Street via Norton Lane (on-road)
  - Kingslangley Road (on-road)
  - Canberra Avenue / Marshall Avenue (on-road)
  - Greenwich Road (on-road)
  - Nicholson Street (on-road).



Figure 2.7: Lane Cove Council Cycling network to Willoughby



### 2.3.3 North Sydney Council

North Sydney Council released its most recent bike plan in 2009. The North Sydney Bike Strategy reviews the Council's 2004 plan, providing an updated strategy for improving cycling facilities in the municipality. The overall objective of the strategy is to:

*"Ensure that the needs of the existing and proposed bicycle network appropriately meet the community's cycling needs, are in harmony with the North Sydney Traffic Strategy and are in accordance with current cycling planning practices."*

Figure 2.8 shows the bicycle network in North Sydney, with facilities connecting to or nearby Willoughby City including:

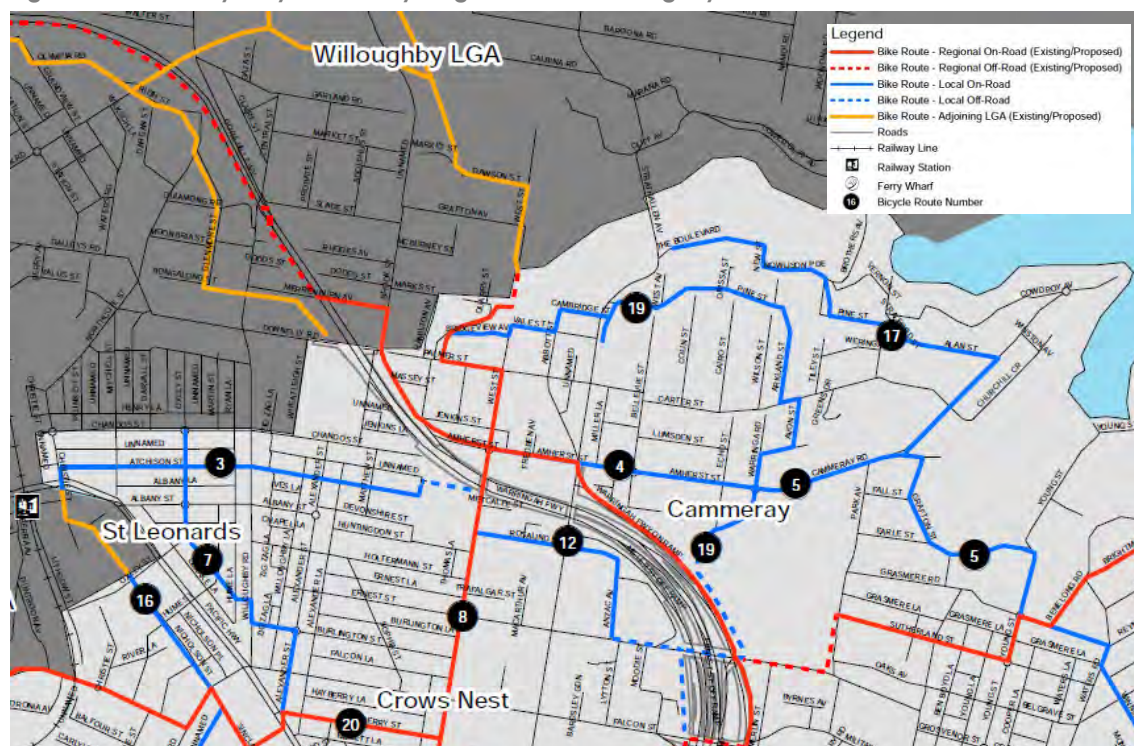
#### Existing

- West Street (8) , providing connections to Willoughby via:
  - Amherst Street – on-road route
  - Palmer Street / Hamilton Street- on-road to connect to Flat Rock Gully shared path
  - Warringah Freeway – off-road shared path (not shown in Figure 2.8).
- Oxley Street (7) – on-road route south of Chandos Street
- The Boulevard / Rowlison Parade; Miller Street to McMahons Point Wharf (17) – on-road mixed traffic route
- Bridgeview Avenue to Pine Street (19) – on-road mixed traffic route.

#### Proposed

- Atchison Street (3) - contraflow lane between Christie Street and West Street. Partially constructed.

Figure 2.8: North Sydney Council cycling network to Willoughby



### 2.3.4 City of Ryde

The City of Ryde developed a bicycle plan in 2007. Connections between Ryde and Willoughby are limited by crossing opportunities of the Lane Cove River.

Figure 2.9 shows the existing cycling network in the City of Ryde. The two-way separated cycleway along Epping Road provides the only direct connection between the two LGA's.



Figure 2.9: City of Ryde cycling network to Willoughby



## 3. Review of Existing Cycling Environment

### 3.1 Road Hierarchy and Traffic Data

The Willoughby Council area has a number of high traffic roads. Arterial roads running north-south include:

- Pacific Highway
- Eastern Valley Way / Strathallen Avenue
- Penshurst Street/Willoughby Road
- Flat Rock Drive.

Arterial roads running east-west include:

- Boundary Road
- Millwood Avenue / Fullers Road
- Mowbray Road
- Gorehill Freeway/Warringah Freeway.

Figure 3.1 shows the road network in Willoughby, highlighting the location of arterial, sub-arterial and collector roads in the LGA.

### 3.2 Topography

The topography of the study area varies; a ridge line runs along the railway line and the Pacific Highway. In addition, foreshore areas typically have distinct ridge lines which then descend as it approaches sea level at the foreshore. Topography and particularly areas which are steep (greater than 1:12) can be deterrents for some cyclists. Figure 3.2 shows the contours within LGA.

### 3.3 Bicycle Crash Data

Bicycle crash data was reviewed for the most recent 5-year period.

A total of 33 crashes were recorded between 2006 and 2010. The number of crashes has not significantly changed between years, as shown in Table 3.1.

**Table 3.1: Number of cycling crashes recorded by year**

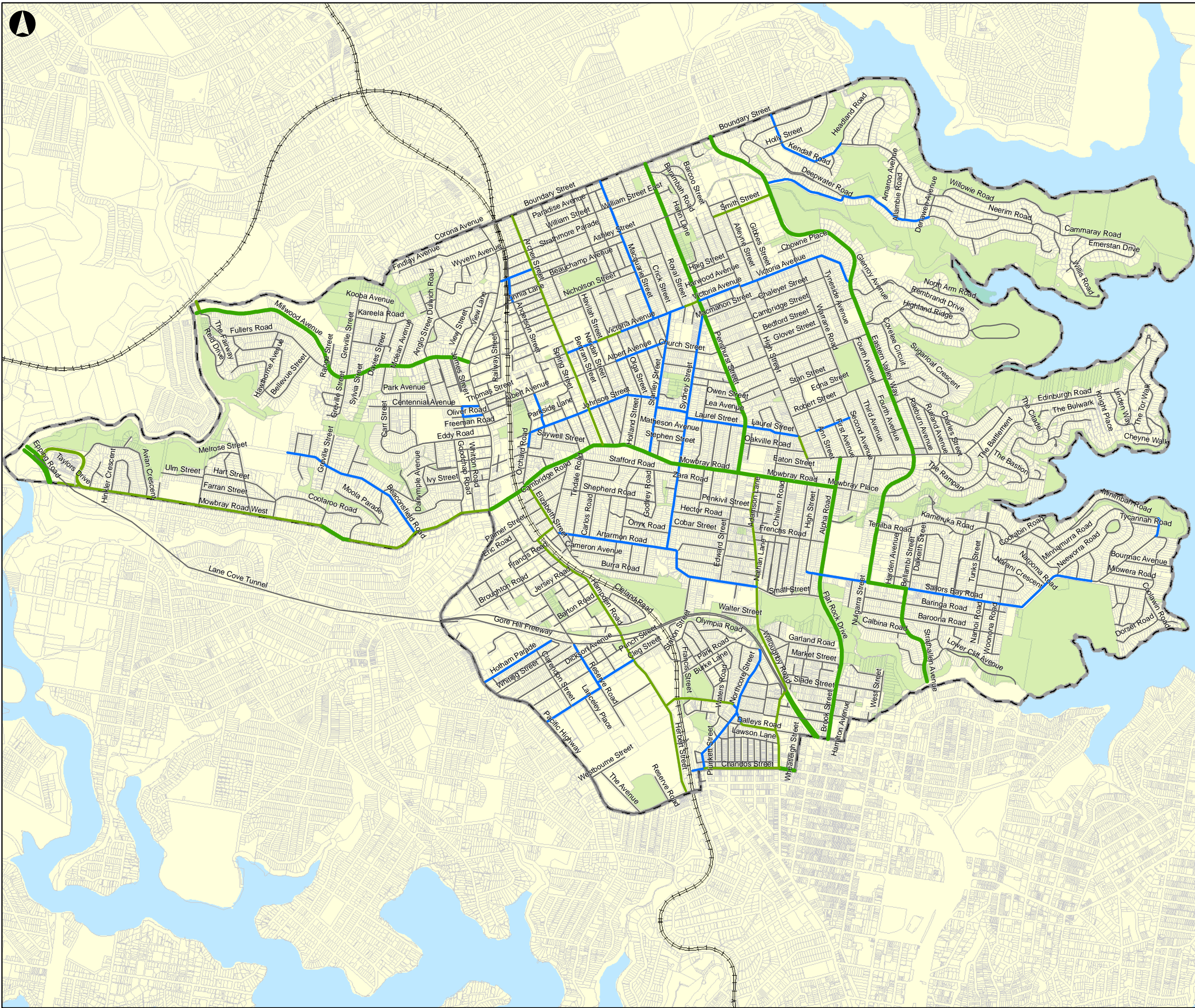
2006	2007	2008	2009	2010
3	8	9	7	6

The following trends can be identified in the data:

- 48% of crashes (16) occurred within an intersection with an additional 27% of crashes (9) occurring within 20 metres of an intersection.
- 3 collisions occurred when from a side swipe.
- A crash cluster (7 crashes) is evident on Herbert Street / Hampden Road, particularly near by the crossing of the Gore Hill Freeway.
- A crash cluster (5 crashes) is evident on Mowbray Road.

The location and type of all crashes is shown in Figure 3.3.





Legend

ARTERIAL ROAD

SUB-ARTERIAL ROAD

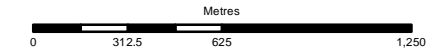
COLLECTOR ROAD

LOCAL ROAD

PRIVATE ROAD

LGA Boundary

P1	31-01-12	BL	KMC	DVD
Issue	Date	By	Chkd	Appd



GTA consultants

www.gta.com.au

Client

Willoughby City Council

Job Title

Willoughby Bike Plan

Drawing Title

Road Hierachy

Scale at A3

1:25,000

Drawing Status

Preliminary

Job No

Drawing No

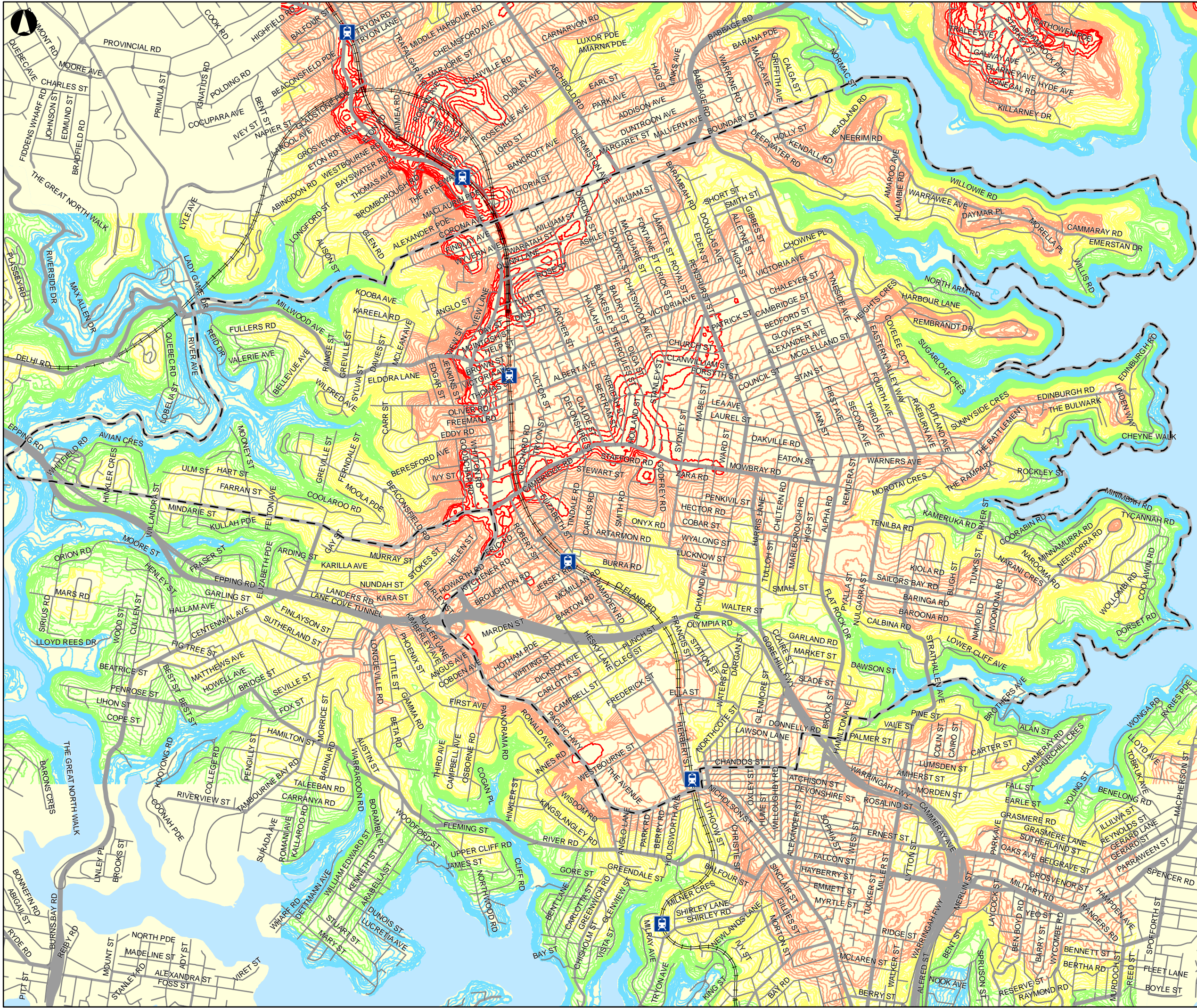
Issue

12S1120000

001

P1





## Legend



Railway Stations



LGA Boundary

## ELEVATION

0 - 24

25 - 49

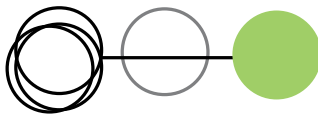
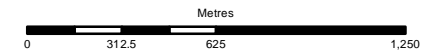
50 - 74

75 - 99

100 - 124

P1	24-04-12	BL	KMC	DVD
----	----------	----	-----	-----

Issue	Date	By	Chkd	Appd
-------	------	----	------	------



**GTA consultants**

[www.gta.com.au](http://www.gta.com.au)

Client

**Willoughby City Council**

Job Title

**Willoughby Bike Plan**

Drawing Title

**Land Use**

Scale at A3

**1:25,000**

Drawing Status

**Preliminary**

Job No

**12S1120000**

Drawing No

**001**

Issue

**P1**







## 3.4 Bicycle Data Collection

### 3.4.1 Journey to Work

Census data from 2006 indicates that less than 1% of Willoughby residents currently cycle to work.

Table 3.2 shows the proportion of Willoughby residents that cycle to work. Cycling mode share is highest for residents that work in the City of Sydney and North Sydney. Despite being within easy cycling distance, only 0.6% of people that both work and live in the LGA cycle to work.

**Table 3.2: Rates of cycling to work from Willoughby (origin)**

LGA of employment	Number of residents that cycle to work	Number of employees that live in Willoughby	Cycling Mode Share
City of Sydney	70 (36%)	7,021	1.0%
North Sydney	38 (19%)	3,726	1.0%
Willoughby	55 (28%)	8,661	0.6%
All	197	31,769	0.6%

Table 3.3 shows the proportion of people that cycle to work in Willoughby. Cycling mode share is highest for Lane Cove residents who cycle to work in Willoughby. Nearly half of all people that cycle to work in Willoughby live in Lane Cove, North Sydney or Willoughby.

**Table 3.3: Rates of cycling to work in Willoughby (destination)**

LGA of residence	Proportion of employees that cycle to work	Number of residents that work in Willoughby	Cycling Mode Share
Lane Cove	31 (13%)	2,043	1.5%
North Sydney	27 (12%)	2,702	1%
Willoughby	55 (24%)	8,661	0.6%
All	230	51,428	0.4%

In Willoughby City, 0.6% of trips to work are cycled whilst 38% are undertaken by private motor vehicle (either as the driver or passenger). This is despite the LGA covering a small geographical area<sup>5</sup>; a 5km bike ride takes the average person 20 minutes to cycle. This indicates that there is potential to shift a significant number of 'journey to work' trips from motor vehicle to bicycle.

### 3.4.2 Household Travel Survey

The Household Travel Survey (HTS) shows that average trip distances in Willoughby are 6km. Whilst work trips represent some of the longest trips, they account for less than a quarter of all trips. As shown in Table 3.4, a significant proportion of trips (46%) average less than 5km, including trips for the purpose of education, shopping and to serve passengers. Such trips represent an opportunity to increase rates of cycling.

<sup>5</sup> The City of Willoughby covers an area of 22sqkm. LGA boundaries stretch approximately 8km east to west and 5km north to south.

**Table 3.4: Reason for travel**

Reason for travel	Proportion of all trips	Average trip distance (km)
Commute	17%	7.6
Work related business	5%	9.1
Education/child care	8%	5.0
Shopping	17%	3.0
Personal business	9%	5.1
Social/recreation	25%	8.4
Serve passenger	16%	4.8
Other	5%	2.9
Total	100%	6.0

Table 3.5 shows the mode of travel by the proportion of all trips and the average trip distance. Cycling is part of the 'other modes' category and represents 3% of all trips. Interestingly, these trips have greater average distance than all other travel mode types.

**Table 3.5: Mode of travel**

Mode of travel	Proportion of all trips	Average trip distance (km)
Vehicle driver	43%	7.0
Vehicle passenger	19%	7.4
Train	6%	8.2
Bus	6%	5.5
Walk only	23%	0.8
Other modes	3%	9.6
Total	100%	5.8

### 3.4.3 Super Tuesday Counts

Super Tuesday bicycle counts aim to provide reliable annual figures of bicycle commuter movements on roads and on bike paths. The counts occur around the same time every year and record cycling numbers between 7am and 9am. When collected over consecutive years, the data provides a valuable cumulative tool.

GTA Consultants was provided with data from the first Super Tuesday bicycle count in 2010 and a subsequent count in 2012. Table 3.6 shows the change in cycling numbers that has occurred over this period at all comparable sites<sup>6</sup>.

The busiest commuter routes in Willoughby are:

- Punch Street, Herbert Street and Hampden Road (115 riders in 2010, 271 in 2012)
- Mowbray Road at the cut through to Devonshire Street (73 riders in 2010, 120 in 2012)
- Willoughby Road (south), Lawson Lane and Willoughby Road (north) (69 riders in 2010 and 108 in 2012)
- Hotham Parade, Osborne Road dogleg and Pacific Highway (52 riders in 2010 and 62 in 2012)
- Archer Street and Boundary Street (38 riders in 2010 and 66 riders in 2012).

It should be noted that a significant number of cyclists were also recorded Albert Avenue and Archer Street in 2010 (44 riders) however incomplete data was recorded in 2012.

<sup>6</sup> Sites which were not counted in both years, or where incomplete data sets were recorded in either year, are not included in this table.

All but one site, located on Pacific Highway, experienced a growth in cycling numbers between 2010 and 2012. Overall, numbers have grown by approximately 70%, or 415 cyclists, which is significant considering that the counts are for AM movements only.

**Table 3.6: Super Tuesday Counts, 2010 to 2012**

Location	2010	2012	Change
Boundary St and Archer St	38	66	28 (74%)
Millwood Ave, Fullers Rd, Delhi Rd and Lady Game Drive	25	41	16 (64%)
Anderson Street and McIntosh St	8	10	2 (25%)
Fullers Rd and Park Ave	24	38	14 (58%)
Stanley St and Johnson St	10	16	6 (60%)
Mowbray Rd, cut through to Devonshire St	73	120	47 (64%)
Edinburgh Rd and Eastern Valley Way	11	19	8 (73%)
Willandra St dogleg and Mowbray Rd	14	20	6 (43%)
Railway underpass at Jersey Rd and Hampden Rd	24	40	16 (67%)
Alpha Rd, Sailors Bay Rd and Flat Rock Drv	8	41	33 (412%)
Pacific H'way and Rimmington St	41	37	-4 (-10%)
Marlborough Rd dogleg, Hallstrom Park dogleg & Small St	23	46	23 (100%)
Punch St, Herbert St and Hampden Rd	115	271	156 (136%)
Hotham Pde, Pacific H'way and Osborne Rd dogleg	52	62	10 (19%)
Brook St and Merrenburn Ave	10	12	2 (20%)
Willoughby Rd (sth), Lawson Lane & Willoughby Rd (nth)	69	108	39 (57%)
High St towards Mann St, Orara St and High St	18	19	1 (6%)
High St towards Edinburgh Rd, Oakville Rd and High St	31	43	12 (39%)
<b>TOTAL</b>	<b>594</b>	<b>1009</b>	<b>415 (70%)</b>

### 3.4.4 Other

Willoughby Council has conducted other cycling counts independent of 'Super Tuesday', including:

- Average daily counts on the Gore Hill Freeway shared user path show a 130% increase between 2008 and 2010 (Figure 3.4).

Average daily counts on local routes between 2005 and 2011 show an increasing trend in cycling (Figure 3.5).

Figure 3.4: Average daily count on the Gore Hill shared user path

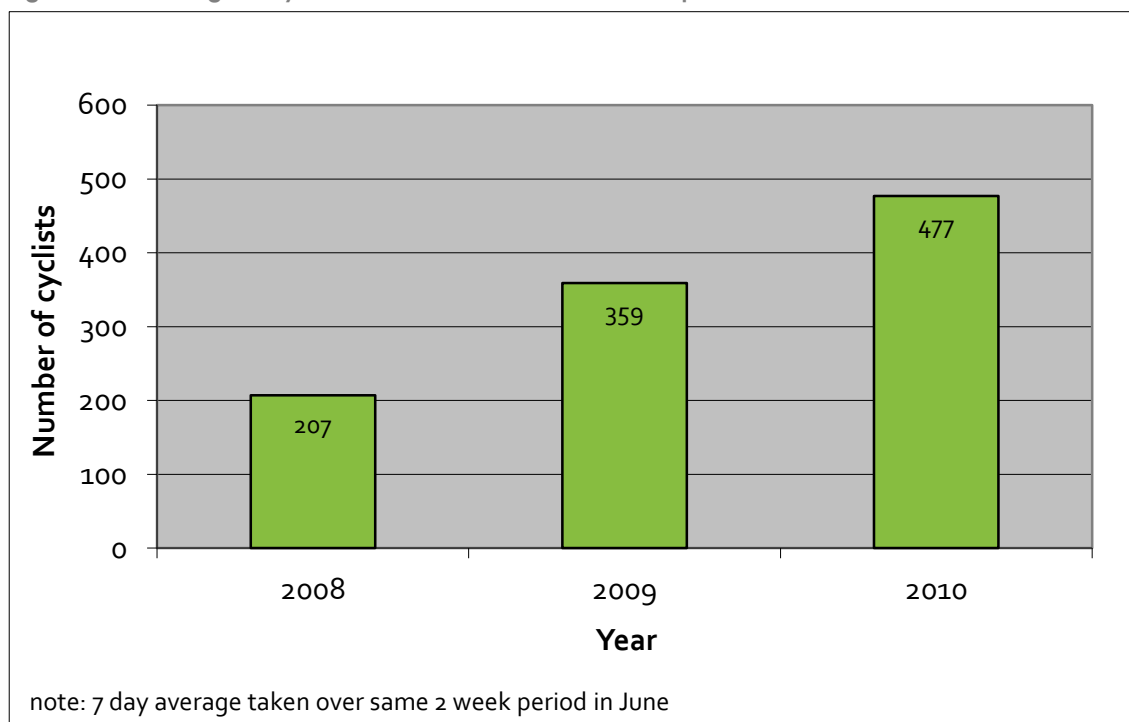
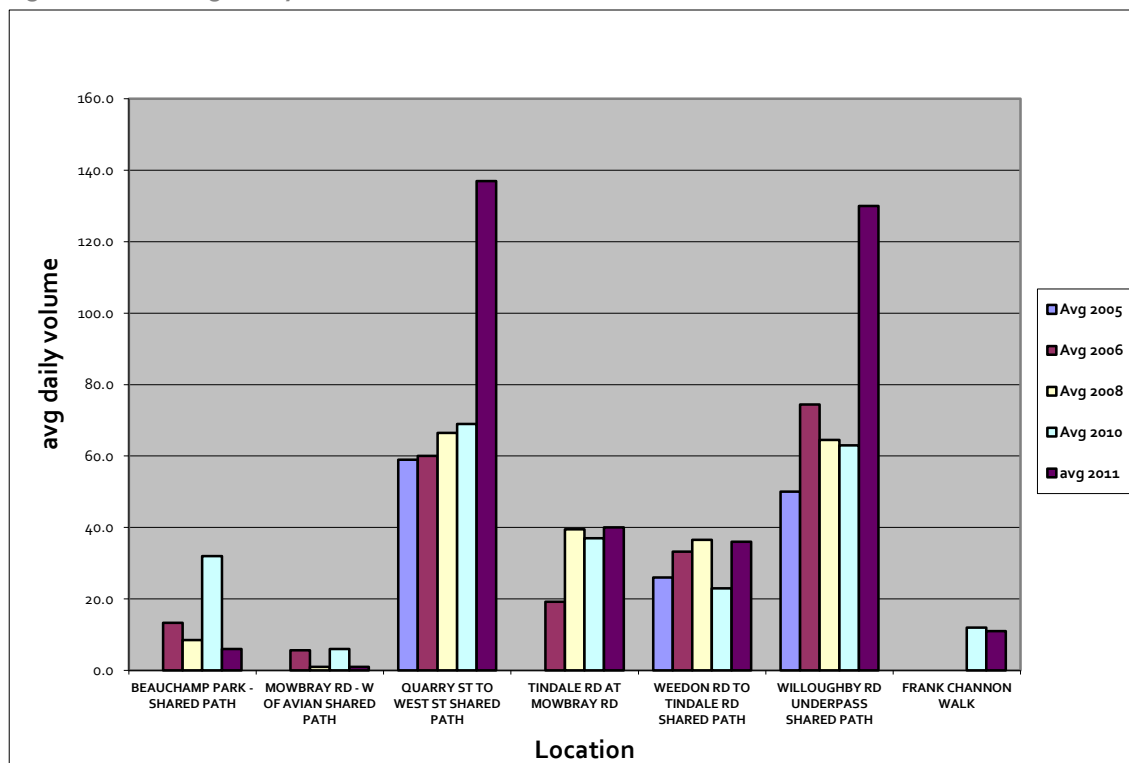


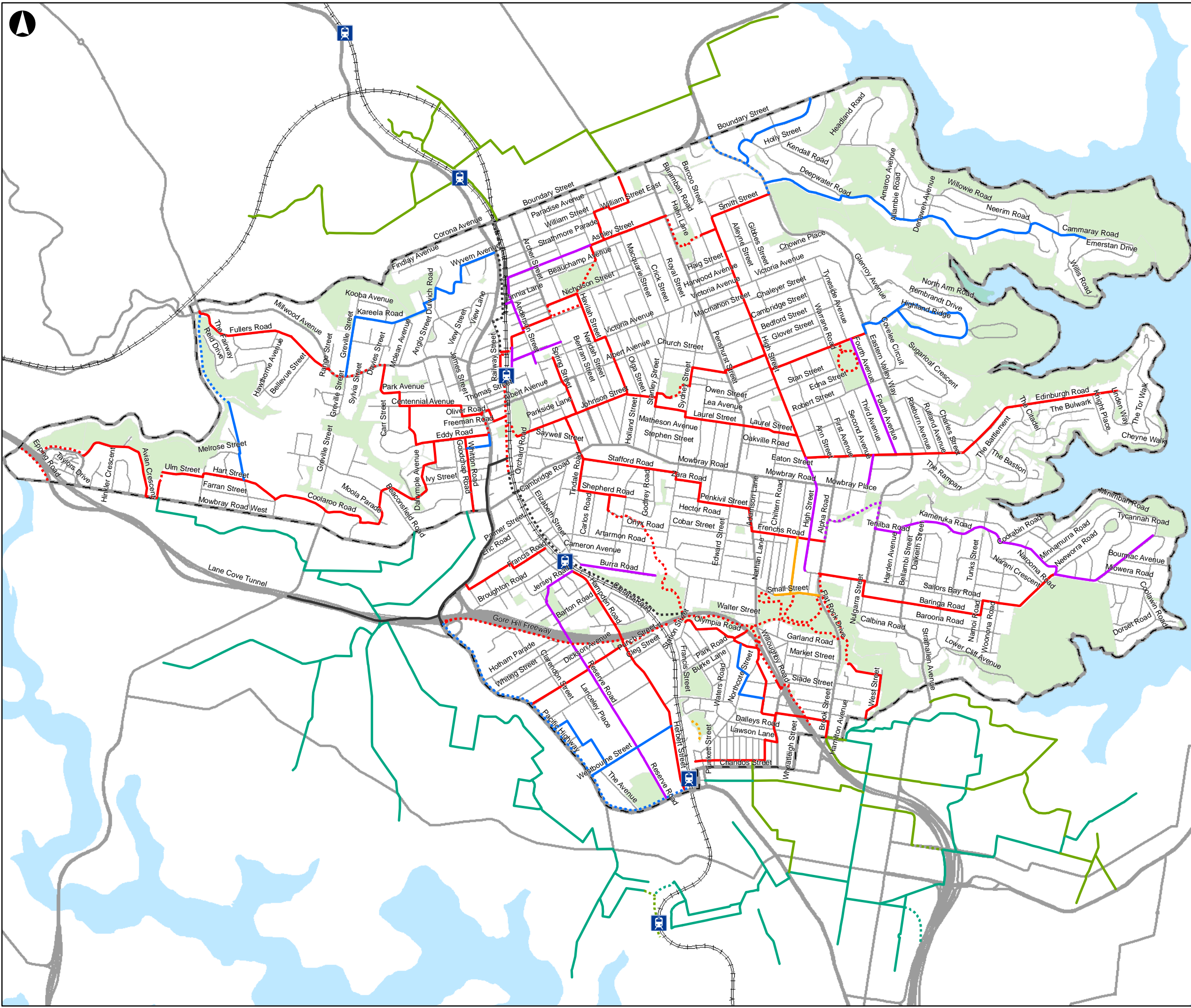
Figure 3.5: Average daily count on local routes



### 3.5 Existing Cycle Network

A significant proportion of the routes identified in the 2006 Bike Plan have been implemented. The status of the routes identified in the 2006 Bike Plan is shown in Figure 3.6.

The existing cycle network provides local cyclists with a comprehensive network to access a large proportion of the LGA's main attractors. As such, a detailed review of the routes identified in the 2006 Bike Plan has been undertaken, with a range of recommendations made to improve cycling conditions.



## Legend

### Existing Willoughby Network

- On-road route
- Off-road route (shared paths)

### Completed by end 2011/12

- On-road route
- Off-road route

### Priority Funding 2012/13

- On-road route
- Off-road route

### Willoughby Bike Plan Proposals

- On-road route
- Off-road route

### Neighbouring Network

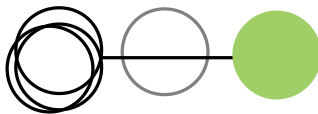
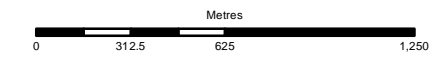
- On-road route
- Off-road route
- Proposed on-road route
- Proposed off-road route

### Planned Regional Routes

- On-road route
- Off-road route
- LGA Boundary

P1	27-04-12	BL	KMC	DVD
----	----------	----	-----	-----

Issue	Date	By	Chkd	Appd
-------	------	----	------	------



**GTA consultants**

[www.gta.com.au](http://www.gta.com.au)

Client

**Willoughby City Council**

Job Title

**Willoughby Bike Plan**

Drawing Title

**Bike Network**

Scale at A3

**1:25,000**

Drawing Status

**Preliminary**

Job No	Drawing No	Issue
12S1120000	001	P1



**Table 3.7: Existing Route Analysis**

Number	Route Name	Length (km)		Status	Issues	Recommendation
		On-road	Off-road			
1	Chatswood Golf Club Bike Route	0.2	1.1	Not Implemented	<ul style="list-style-type: none"> <li>Risk of cyclists being hit by errant golf balls.</li> <li>Land ownership issues.</li> <li>Lack of passive surveillance.</li> <li>Lighting required through the off-road section.</li> <li>Steep gradient between Farran Street and the Golf Course.</li> <li>Important north-south connection for the western part of the LGA.</li> </ul>	<ul style="list-style-type: none"> <li>Reassess priority for implementation.</li> </ul>
2	West Chatswood Bike Route	1.6	0.1	Not Implemented	<ul style="list-style-type: none"> <li>Proposed regional route along the Pacific Highway has yet to be constructed so there is no connection at the eastern end.</li> <li>Steep gradient between Blue Gum Avenue and Glencoe Avenue.</li> <li>Alternative to Fullers Road.</li> <li>Improve local access.</li> <li>Wayfinding signage required.</li> </ul>	<ul style="list-style-type: none"> <li>Reassess priority for implementation.</li> </ul>
3	Anderson Street & Ashley Street Bike Route	1.4	0	Partially implemented and priority funding for 2012/2013 for remaining section	<ul style="list-style-type: none"> <li>There is no connection at the western end.</li> <li>Connects to proposed route Roseville 2 in Ku-ring-gai LGA.</li> <li>Conflict with vehicles accessing driveways, in particular along Malvern Lane.</li> <li>Facility under railway bridge terminates at Railway Street. Low compliance of the separated cycleway observed.</li> <li>No connection between the off-road routes along Help Street and Chatswood Interchange.</li> </ul>	<ul style="list-style-type: none"> <li>Complete route.</li> <li>Apply green surfacing along Malvern Lane to increase driver awareness of cyclists.</li> <li>Convert separated paths on Help Street to shared paths.</li> <li>Provide cycle lanterns at the intersection of Help Street and Orchard Road.</li> </ul>
4	Chatswood CBD Access Bike Routes	0.6	0	Not Implemented	<ul style="list-style-type: none"> <li>No connection between Victoria Avenue and the Victoria Avenue Mall.</li> <li>Access to Ferguson Lane is currently restricted through the provision of boom gates.</li> <li>There is no provision for cyclists travelling westbound along Endeavour Street.</li> </ul>	<ul style="list-style-type: none"> <li>Remove the proposed route along Victoria Avenue.</li> <li>Create a contra flow lane along Endeavour Street (would require some removal of parking near the intersection with Anderson Street, as well as the median).</li> <li>Provide cycle lanterns at the intersection of Ferguson Lane/Anderson Street and Endeavour Street.</li> </ul>



## Review of Existing Cycling Environment

Number	Route Name	Length (km)		Status	Issues	Recommendation
		On-road	Off-road			
5	Eastern Valley Way Bike Route	0	0.6	Not Implemented	<ul style="list-style-type: none"> <li>Potential for conflict between pedestrians and cyclists due to the lack of available width for the shared path.</li> <li>The on-road routes along Rosebridge Avenue and Castle Cove Drive/Deepwater Road have yet to be constructed so there is no eastern connection.</li> <li>Does not connect to any routes in Ku-ring-gai LGA.</li> </ul>	<ul style="list-style-type: none"> <li>Develop an education and awareness campaign to improve pedestrian and cyclists interaction, including the adoption of a pavement marking system for shared paths, similar to the City of Sydney's Guidelines.</li> <li>Liaise with Ku-ring-gai Municipal Council to determine the feasibility of extending the shared path along Babbage Road.</li> </ul>
6	Rosebridge Avenue Route to Ku-ring-gai Bike Route	0.8	0	Not Implemented	<ul style="list-style-type: none"> <li>The off-road route along the Eastern Valley Way has yet to be constructed so there is no north-south connection.</li> </ul>	<ul style="list-style-type: none"> <li>Reassess priority for implementation.</li> </ul>
7	Chatswood to Castle Cove Bike Route	2.2	0	Not Implemented	<ul style="list-style-type: none"> <li>The off-road route along the Eastern Valley Way has yet to be constructed so there is no north-south connection.</li> </ul>	<ul style="list-style-type: none"> <li>Reassess priority for implementation.</li> </ul>
8	High Street Bike Route	2.3	0	Implemented	<ul style="list-style-type: none"> <li>Inadequate crossing facilities at the intersection with Mowbray Road.</li> <li>Risk of collision between a cyclist and car door.</li> <li>Shoulder lane discontinues through intersections and pedestrian crossings and pedestrian refuges.</li> <li>Key north-south route within the LGA.</li> </ul>	<ul style="list-style-type: none"> <li>Provide a pedestrian and cyclist crossing on the eastern approach of the intersection of High Street and Mowbray Road and a separate phase for these movements.</li> <li>Provide green coloured surfacing through the intersections with side roads and on the approach to tee or cross intersections.</li> </ul>
9	Middle Cove Local Bike Route	1	0.05	Not Implemented	<ul style="list-style-type: none"> <li>Provides local access for residents</li> </ul>	<ul style="list-style-type: none"> <li>Reassess priority for implementation</li> </ul>
10	Laurel Street Bike Route	1.1	0	Implemented	<ul style="list-style-type: none"> <li>Risk of collision between a cyclist and car door.</li> <li>Shoulder lane discontinues through and on the approach to intersections, as well as pedestrian crossings and pedestrian refuges.</li> </ul>	<ul style="list-style-type: none"> <li>Provide additional linemaking on the approach to intersections and at squeeze points to increase cyclist and driver awareness.</li> <li>Provide green coloured surfacing through the intersections.</li> </ul>
11	Fourth Avenue Bike Route	0.9	0	Not Implemented	<ul style="list-style-type: none"> <li>Provide an alternative north-south route to High Street and the Eastern Valley Way.</li> </ul>	<ul style="list-style-type: none"> <li>Provide mixed traffic facility, with bicycle logos at regular intervals.</li> </ul>

## Review of Existing Cycling Environment

Number	Route Name	Length (km)		Status	Issues	Recommendation
		On-road	Off-road			
12	Chatswood to Castlecrag Bike Route	2.3	0		<ul style="list-style-type: none"> <li>Risk of collision between a cyclist and car door.</li> <li>Shoulder lane discontinues through intersections and pedestrian crossings and pedestrian refuges.</li> <li>Key east-west route between Castlecrag and Willoughby.</li> <li>At the intersection of Edinburgh Road and Eastern Valley Way, there are inadequate facilities for cyclists.</li> </ul>	<ul style="list-style-type: none"> <li>Adjustments to pedestrian crossings and pedestrian refuges, including modification of 'No Stopping' restrictions would be required.</li> <li>This treatment should be combined with green coloured surfacing through the intersections.</li> <li>A short section of shared path should be provided on both the eastern and western approaches of Edinburgh Road, combined with cycle lanterns, to provide cyclists with an alternative to cycling on-road.</li> </ul>
13	Willoughby to Artarmon Bike Route	1.9	0	Implemented	<ul style="list-style-type: none"> <li>Circuitous route.</li> <li>Lacks wayfinding signage with destination and distance information.</li> <li>Provides an alternative route to Mowbray Road.</li> </ul>	<ul style="list-style-type: none"> <li>Improve wayfinding signage as part of a LGA wide signage plan.</li> </ul>
14	Chatswood to Northbridge Bike Route	2.6	0.8	Not Implemented	<ul style="list-style-type: none"> <li>Cycle route dependent on the Willoughby Paddocks development.</li> </ul>	
15	Northbridge to Bicentennial via Flat Rock Drive Bike Route	2.9	0.2	Implemented	<ul style="list-style-type: none"> <li>Circuitous route.</li> <li>Lacks wayfinding signage with destination and distance information.</li> </ul>	<ul style="list-style-type: none"> <li>Provide alternative route via Sailors Bay Road.</li> </ul>
16	Marlborough Road Access to Bicentennial Oval Bike Route	0.6	0	Not Implemented	<ul style="list-style-type: none"> <li>Does not provide a significant benefit in improving local access.</li> </ul>	<ul style="list-style-type: none"> <li>Remove routes along Pendey Street and Small Street.</li> </ul>
17	Artarmon Station to Lane Cove Bike Route	0.6	0.1	Implemented	<ul style="list-style-type: none"> <li>Squeeze points are created at pedestrian refuges.</li> <li>Shared path is narrow.</li> <li>Does not connect with any routes in Lane Cove LGA.</li> <li>No crossing facility at the Pacific Highway.</li> </ul>	<ul style="list-style-type: none"> <li>Liaise with Lane Cove Council to determine the feasibility of providing a connecting route.</li> </ul>
18	Artarmon Station to Artarmon Reserve Bike route	0.5	0	Implemented	<ul style="list-style-type: none"> <li>Access under the railway is tight with restricted sight lines.</li> <li>Lack of passive surveillance</li> <li>Poor lighting</li> </ul>	<ul style="list-style-type: none"> <li>Improve railway crossing facility.</li> </ul>
19	Artarmon to St Leonards via Reserve Road Bike Route	1.4	0.1	Implemented	<ul style="list-style-type: none"> <li>There is no northern connection.</li> <li>Squeeze points are created at roundabouts.</li> </ul>	<ul style="list-style-type: none"> <li>Provide additional linemaking on the approach to intersections and at squeeze points to increase cyclist and driver awareness.</li> </ul>

## Review of Existing Cycling Environment

Number	Route Name	Length (km)		Status	Issues	Recommendation
		On-road	Off-road			
20	Artarmon to St Leonards via Herbert Street Bike Route	2.1	0	Implemented	<ul style="list-style-type: none"> <li>There is no northern connection.</li> <li>Squeeze points are created at roundabouts.</li> </ul>	<ul style="list-style-type: none"> <li>Provide additional linemaking on the approach to intersections and at squeeze points to increase cyclist and driver awareness.</li> </ul>
21	Gore Hill Freeway to Lane Cove via Artarmon Industrial Area Bike Route	0.8	0	Implemented	<ul style="list-style-type: none"> <li>Does not connect with any routes in Lane Cove LGA.</li> </ul>	<ul style="list-style-type: none"> <li>Liaise with Lane Cove Council to determine the feasibility of providing a connecting route.</li> </ul>
22	Pacific Highway Bike Route	0	2.5	Not Implemented	<ul style="list-style-type: none"> <li>Potential for conflict between pedestrians and cyclists due to the lack of available width for the shared path.</li> </ul>	<ul style="list-style-type: none"> <li>Develop an education and awareness campaign to improve pedestrian and cyclists interaction, including the adoption of a pavement marking system for shared paths, similar to the City of Sydney's Guidelines.</li> </ul>
23	Former ABC Site and TAFE Bike Route	0	0.6	Not Implemented	<ul style="list-style-type: none"> <li>Cycle route dependent on development.</li> </ul>	
24	Royal North Shore Hospital Bike Route	0.3	0.3	Not Implemented	<ul style="list-style-type: none"> <li>Cycle route dependent on development.</li> </ul>	
25	St Leonards to Artarmon Oval via Rail Trail	0.7	0.4	Not Implemented	<ul style="list-style-type: none"> <li>Land ownership issues.</li> <li>Lack of passive surveillance.</li> <li>Lighting required through the off-road section.</li> </ul>	<ul style="list-style-type: none"> <li>Reassess priority for implementation.</li> </ul>
26	St Leonards to Merrenburn Avenue Bike Route	1.2	0	Implemented	<ul style="list-style-type: none"> <li>Circuitous route.</li> <li>Lacks wayfinding signage with destination and distance information.</li> <li>Provides an alternative route to Mowbray Road.</li> </ul>	<ul style="list-style-type: none"> <li>Improve wayfinding signage as part of a LGA wide signage plan.</li> </ul>
27	Naremburn Alternative Bike Route	0.6	0	Not Implemented	<ul style="list-style-type: none"> <li>Does not provide a significant benefit in improving local access.</li> </ul>	<ul style="list-style-type: none"> <li>Remove route.</li> </ul>

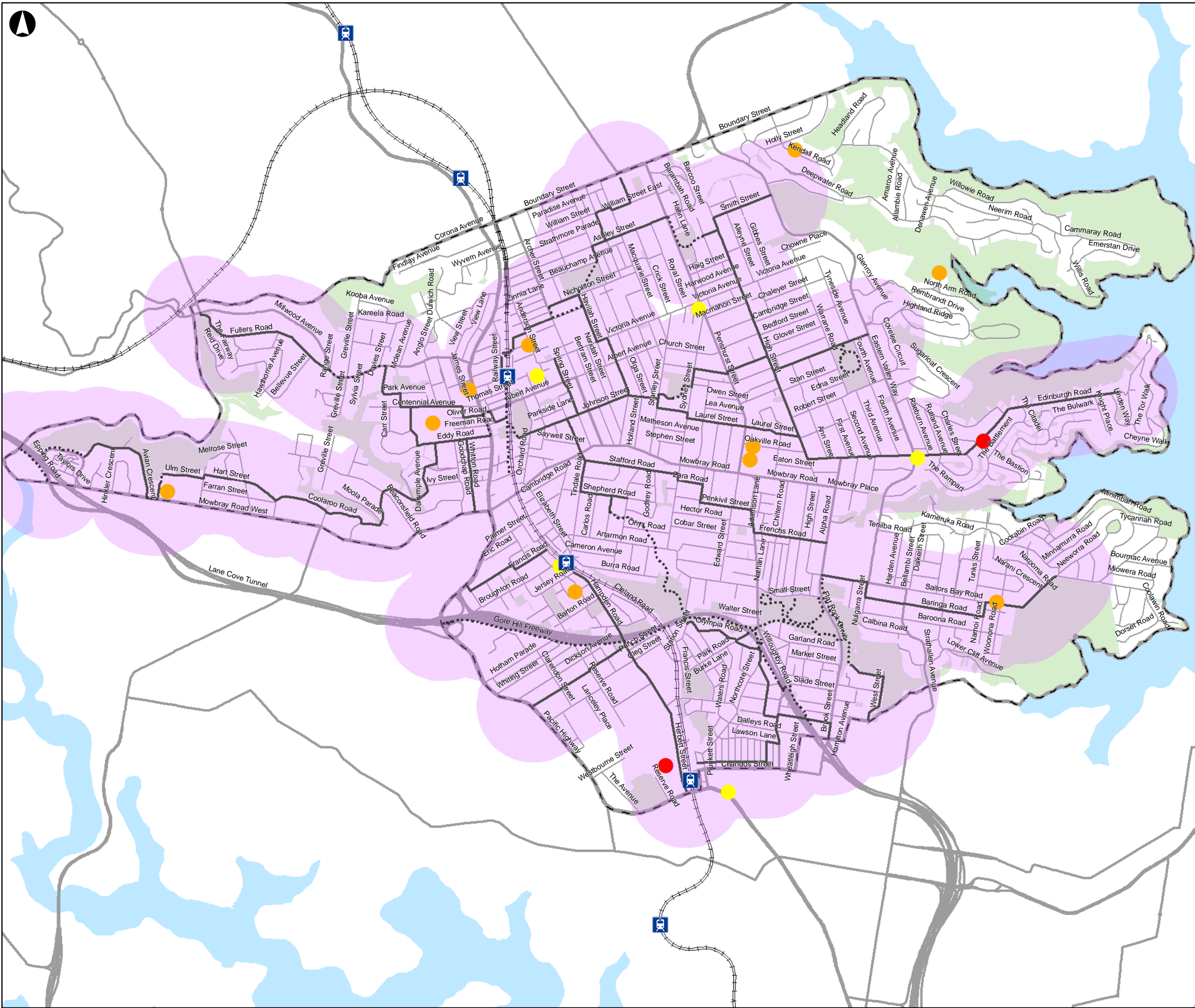
### 3.6 Attractors and Generators

There are number of key attractors and generators for cyclists and cycling trips within the LGA. These include the larger retail centres including Chatswood, Artarmon, St Leonards, as well as other smaller local centres such as North Willoughby, Willoughby, Northbridge and Castlecrag.

There are 15 schools within the study area. Of these 15 schools, 10 are primary schools and five are secondary schools. There is a high concentration of schools in Chatswood. Schools represent an area of real importance and opportunity for cycling as encouraging and promoting cycling at an early age can lead to a continuation of cycling in future years and immediate health benefits.

The major transports nodes are concentrated at the rail stations, namely Chatswood, Artarmon and St Leonards.

A review of the catchment of the existing bicycle network and the coverage of the major attractors and generators is shown in Figure 3.7. The analysis shows a high level of coverage.



## Legend

- LGA Boundary
- Town Centre
- Railway Station
- Hospital
- School
- On-road bike route
- Off-road bike route (shared paths)
- 400m Catchment

P1	27-04-12	BL	KMC	DVD
Issue	Date	By	Chkd	Appd

Metres

0 312.5 625 1,250



Client	Willoughby City Council		
Job Title	Willoughby Bike Plan		
Drawing Title	Trip Attractors		
Scale at A3	1:25,000		
Drawing Status	Preliminary		
Job No	Drawing No	Issue	
12S1120000	001	P1	

## 4. Stakeholder Consultation

### 4.1 Online Survey

An on-line survey was developed to identify the existing transport behaviour, attitudes towards cycling, preferred cycle facilities and routes and problem locations for cyclists in Willoughby. The survey was targeted at local residents, businesses and employees, capturing the view of cyclists and non-cyclists travelling to, from or through the Willoughby LGA.

The survey was published on Council's website to promote high levels of feedback. A hard copy of the document was also made available through Council. The survey was made available for a period of 6 weeks and a total of 300 responses were received (278 online, 22 offline). An online forum was also implemented by Council, receiving 139 additional comments.

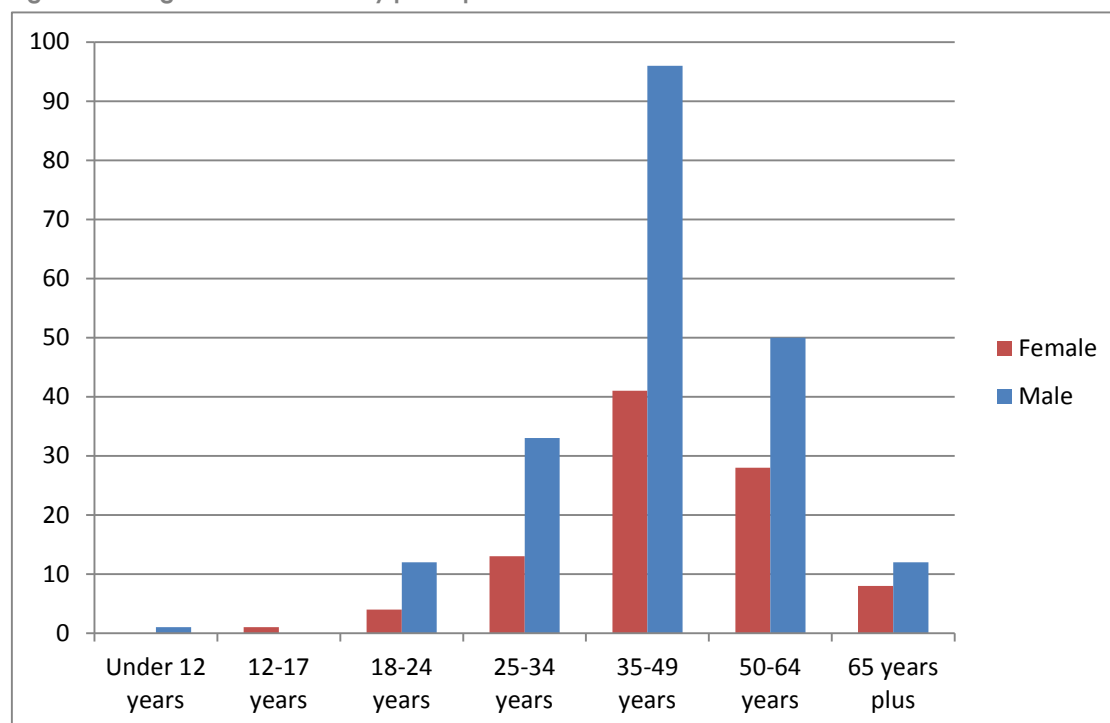
A copy of the survey is provided in Appendix A.

#### 4.1.1 Summary of findings

##### Survey Participants

The survey was completed by 204 males and 95 females<sup>7</sup>. Figure 4.1 provides a breakdown of the age and sex of all participants.

Figure 4.1: Age and sex of survey participants



<sup>7</sup> One (1) person did not leave details regarding their age and gender.



Respondents were most likely to be living in the Willoughby LGA - including 22% in Willoughby, 17% in Chatswood and 12% in Artarmon. Surveys were received from people living in 53 different postcodes throughout the wider Sydney area.

Almost all participants were interested in bike riding and either owned a bike or were interested in owning a bike (97%). Those that already cycled were most likely to use off-road paths or shared paths (75%) and on-road lanes (68%), followed by on road sign-posted routes (58%).

Reasons for cycling trips were most commonly stated as being for leisure or recreation (67%), physical fitness or training (60%), to visit local shops (55%) or to travel to or from work (49%). Survey respondents were most likely to ride in the morning, and weekends were the most popular days to ride at all times other than in the evening.

Survey participants felt that the main benefits of bicycle riding on a regular basis were related to health and fitness (95%), saving money on petrol / car / transport fees (70%) and environmental benefits (70%).

### Cycling in Willoughby

Survey participants were asked to comment on the reasons which prevented them from riding more often. Over 50% of respondents said that they didn't feel comfortable in shoulder lanes near parked cars, whilst 49% felt there was too much traffic – 25% of respondents said that they felt comfortable / safe riding on off-road pathways.

When asked where they would like to see new or improved cycling facilities, a number of specific locations were identified. These included:

- Along Alpha Road, Archer Street, Artarmon Road, Eastern Valley Way, Fullers Road (west of Pacific Highway), Herbert Street and Hampden Road, Help Street, McClelland Street, Mowbray Road, Pacific Highway, Penshurst Street, Railway Street, Reserve Road, Smith Street, Stanley Street, Victoria Avenue, and Willoughby Road.
- The transition between Epping Road and Pacific Highway.
- An improved crossing of the slip lane at Amherst Street/Warringah Freeway (near West St).
- Upgrade existing shared path along the Warringah Freeway (remove poles, widen path, fence between path and traffic).
- Improve wayfinding from Tindale Road to the Chatswood CBD.
- Provide safe bike routes and crossings to and from Willoughby Park.
- Provide a safe bicycle route to/from Willoughby Public/Willoughby Girls.
- Provide a facility along High Street that is suitable for kids (e.g. shared path).
- Provide kerbside lanes along Laurel Street, Fry Street, Johnston Street between High Street and Orchard Road.
- Complete an off-road alignment along the rail corridor.
- Provide a connection between Boundary Street and Victoria Avenue (e.g. Macquarie Street).
- Provide a facility on Sailors Bay Road between Nulgarra Street and Naomi Road.
- Implement bicycle only zones at certain times of day in the Chatswood CBD.

More generally, comments included:

- More dedicated and separated bike routes are required throughout the Willoughby LGA.
- Improvements to wayfinding are required throughout the Willoughby LGA.

- Linkages to the Sydney Harbour Bridge need to be improved.
- Connections to adjoining Council areas need to be improved.
- There is a lack of integration with public transport.

The responses to dangerous locations in Willoughby typically mirrored the locations where respondents said they would like to see new facilities. Comments were generally related to, or included the following:

- Several roads in Willoughby are dangerous for cyclists to ride on and difficult for cyclists to cross – Albert Avenue, Archer Street, Boundary Street, Eastern Valley road, Edinburgh Road, Mowbray Road, Pacific Highway, Penshurst Street, Reserve Road, Sailors Bay Road, Smith Street, Stafford Road, Victoria Avenue, and Willoughby Road.
- Roads throughout the Chatswood CBD are not bicycle-friendly. Access to the CBD is poor.
- The crossing of the slip lane at Amherst Street/Warringah Freeway, west of West Street is dangerous. Cyclists are required to cross 3 traffic lanes. The first section of the shared path which continues towards Chatswood is obstructed by poles, signs and there is insufficient width).
- The cycle lanes on Herbert Street are too close to traffic and they don't go all the way to Pacific Highway.
- The cycle lanes on Hampden Road end suddenly at Jersey Road - they need to be extended all the way into and through Artarmon.
- Cycle lanes on High Street, Johnson Street, and in many other locations throughout the LGA, are in car door zone.
- The shared crossing over the freeway (at Quiamong Road) is too narrow.
- Shared path collisions at the shared path intersection near Willoughby Road underpass.
- Steep gradients on Fullers Road and Millwood Avenue - high speed vehicles on Fullers Road, obstacles on shared path.
- High speed cyclists and unlit parts along the shared paths. Pedestrians do not always pay enough attention.
- Conflict with buses outside St Leonards Station.
- The shared path on Pacific Hwy between Oliver Road and Eddy Road is unguarded from the highway, has potential for bike/ped conflict, and has poles in mid-path.

More generally, comments included:

- Bicycle lanes end suddenly in various locations
- There are issues at all locations without dedicated paths, or where vehicles park in dedicated paths
- Bicycle lanes adjacent to car parking create potential for car door collisions
- All the main roads and high traffic zones are dangerous
- Linking better with adjoining Council areas will improve safety
- Any left turn across a cycleway
- Various maintenance issues along shared paths and on roads (e.g. potholes)
- Various traffic calming and crossing devices placed inappropriately become a hazard to cyclists
- More signage is required to alert motorists of cycle routes



- Roundabouts are generally dangerous for cyclists
- Orientation of stormwater grates not always bike friendly.

A number of issues and dangerous locations outside the Willoughby LGA boundaries were identified by survey participants. Although Council does not have responsibility for these locations, this feedback does suggest that improved integration is required between Council areas - after all, bicycle routes do not stop at local government boundaries.

Table 4.1 summarises what survey respondents felt would entice them to cycle more often.

**Table 4.1: Reasons which would make people cycle more often**

Reason	Proportion of Respondents
Availability of physically separated bicycle paths	76%
Increased driver awareness of bicycle safety and road sharing	70%
Availability of bicycle dedicated lanes on roads and streets	70%
Having more bicycle riders on the road	55%
Availability of bicycle parking or bicycle lockers	33%
Increased knowledge of bike routes and bicycle maintenance	30%
Availability of shower facilities at destination	23%
Increased knowledge of the road rules and road safety for cyclists	13%
Opportunities to attend cycling workshops	11%
Nothing would make me ride a bike	3%

## 4.2 School Survey

A school survey was developed to understand the needs and views of schools in relation to cycling. The survey was circulated to all schools in the Willoughby LGA (see Table 4.2). Each school was initially contacted in December by email and non-respondents were further followed up by email and telephone in January and February. A total of 8 responses were received (a response rate of 53%).

**Table 4.2: Schools in Willoughby and survey response rate**

School	Response to Survey?	School	Response to Survey?
<b>Primary Schools</b>			
Artarmon Public School	Yes	Castle Cove Public School	Yes
Chatswood Public School	No	Glenaeon Rudolf Steiner	No
Mowbray Public School	Yes	Our Lady of Dolours	Yes
Willoughby Public School	No	St Philip Neri School	Yes
Northbridge Public School	No	St Thomas School	Yes
<b>Secondary Schools</b>			
Chatswood High School	No	Mercy College	Yes
Willoughby Girls High School	No	St Pius X College (Boys grade 5 – 12)	Yes
Glenaeon Rudolf Steiner	No		

The results of the survey are summarised below. A copy of the survey is provided in Appendix B.

### 4.2.1 Summary of findings

#### Mode of Travel to School

Travel to school was most common private vehicle, followed by train, bus and walking. Cycling to school was generally not a common transport mode, or not a mode used at all. Table 4.3 summarises

the modes of transport used, with 1 being the most common and 9 being the least, as ranked by the school.

**Table 4.3: Modes of transport used to travel to school**

	Walk	Private Car	Bus	Train	Bike	Scooter/Skate	Taxi	Comm. Transport	Other
Mowbray PS	1	2	3	n/a	9	n/a	n/a	n/a	n/a
Artarmon PS	2	1	3	4	5	6	8	7	9
Mercy Catholic	4	3	2	1	n/a	n/a	n/a	n/a	n/a
St Philip Neri	3	2	1	n/a	n/a	n/a	n/a	n/a	n/a
St Thomas PS	2	1	6	7	4	3	5	8	n/a
Our Lady of Dolours	2	1	4	3	n/a	n/a	n/a	n/a	n/a
Castle Cove	2	1	3	6	5	4	n/a	n/a	n/a
St Pius X College	3	3	2	1	4	n/a	5	6	n/a

The private car was the most common mode of transport to travel to school, with schools relating this to safety and the convenience of parents being able to drop their children off on the way to work.

Walking was also popular, with schools relating this to environmental and sustainability programs and distance to the school. Cycling to school was not a popular choice - reasoning included distance, convenience of other modes, safety and security, high traffic volumes, and a lack of dedicated bike paths and footpaths.

### Support for Cycling and Cycling Facilities

Three schools did not allow cycling to school and all but one said that cycling was not encouraged. Concern was raised with the bike-ability of the surrounding road and path network, generally related to traffic congestion and vehicle speeds, and the lack of space available to store bicycles at school. Access by bicycle to the school grounds was not generally seen as an issue.

Only one school had a formal bicycle policy, but stated that cycling was not actively encouraged. Despite this, seven schools said that sustainable transport, or another closely related topic, was covered in the curriculum.

Artarmon Public School said they provide information in the newsletter and bicycle racks to encourage cycling – one of only three schools to provide any sort of bicycle parking facility. Recorded use of these facilities was low, likely to be related to a lack of encouragement of cycling.

### Cycling Improvements

Only three schools were interested in taking part in cycle safety / promotion programs, or improving bicycle access to the school in partnership with Council. However, five schools stated that providing safer routes to / from the school would assist in increasing rates of cycling to school. Two schools said they would like Council assistance in providing bike parking.

Locations which schools felt were hazardous, or where they would like to see bicycle facilities, included:

- Mowbray Road
- Hampden Road
- Barton Road
- Penshurst Street
- Horseley Avenue

- Archer Street, Victoria Avenue, Help Street and other streets in/surrounding the CBD
- Kendall Road, Deepwater Road and Eastern Valley Way.

### 4.3 Saddle Survey

A saddle survey was undertaken with Council staff on Wednesday 21 March. Prior to undertaking the survey, an issues and opportunities map was prepared from the information gathered through the online and school surveys. These locations, and others, were visited to understand the issues cyclists face in the Willoughby LGA. The findings of the saddle survey are discussed in Section 6.

### 4.4 Stakeholder Consultation

To identify cycling issues with the existing network and opportunities for new cycle routes consultation with Roads and Maritime Services, STA, Police (Bicycle Unit), CityRail and BUGS (Bike North) was undertaken. In addition, the officer primarily responsible for bike route planning at each of North Sydney, Lane Cove, Ku-Ring-Gai and Ryde Councils were consulted.

Key issues that were identified included:

- A regional route north of Chatswood alongside the railway line is a key to connect Willoughby and Ku-ring-gai LGAs
- Access to the Chatswood CBD is generally poor
- Issues with shoulder lanes and conflict with parked cars and risk of collision with car doors.
- Shoulder lanes are appropriate if there is enough space for a buffer from any parked vehicles.
- Shared paths could be used for short connections, particularly to avoid high volume and high speed roads
- Mixed traffic facilities are appropriate where there are low speed limits
- There is conflict between cyclists and buses at many locations throughout the LGA, too many to identify.

Following the development of the draft network, further consultation would be undertaken with stakeholders to determine the suitability and support for the proposed routes and facilities.

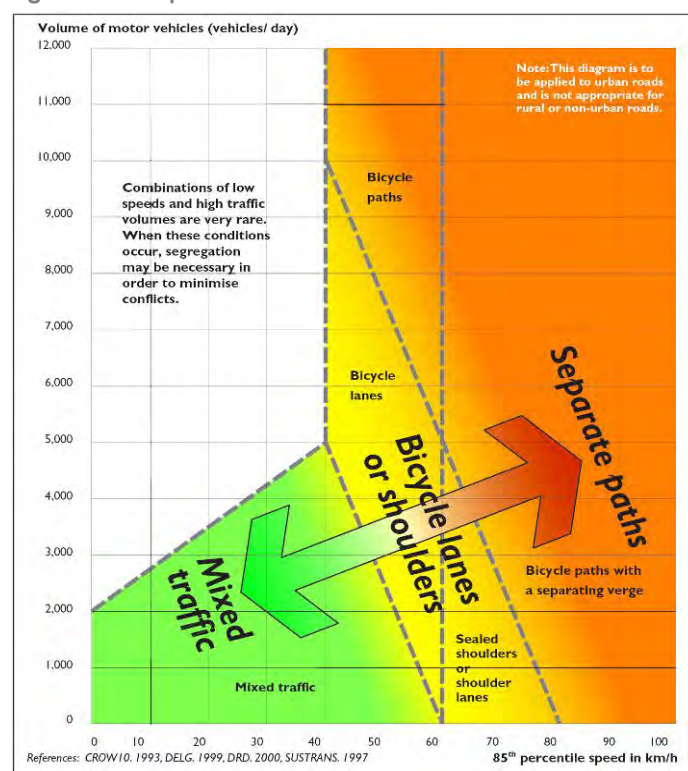
## 5. Bicycle Design Principles

### 5.1 Bicycle Treatment Types

There are a range of cycling facilities that can be provided. Some degree of separation is always desirable because of the often conflicting needs of the motor-vehicle and bicycle networks. At low traffic speeds and volumes, however, it is possible to plan and construct a successful shared road environment provided that the transitions from separated space to shared space are safely handled. The best-practice method of achieving separation is by marked lanes, intersection treatments or by off-road bicycle paths.

Figure 5.1 shows the relationship between the degree of separation required given the prevailing traffic speeds and volumes.

Figure 5.1: Separation of Modes



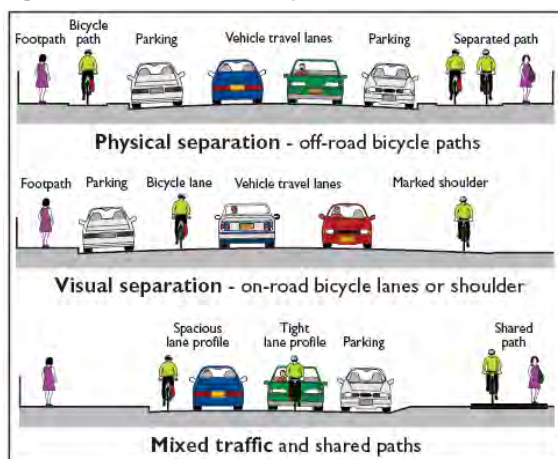
Source: RMS 2003, p13

There are three methods of separation (refer Figure 5.2):

- Physical separation. Paths, shared or exclusive-use, separated from the roadway
- Visual separation. Line marked space on roads, bicycle lanes or shoulders
- Mixed traffic. Riders share lane space on the road with motor vehicles and off-road with pedestrians. There are two categories of shared space:
  - Spacious profile shared space is where there is a consistently wide kerb lane to allow riders and drivers to comfortably share space according to the prevailing road speed.
  - Tight profile shared space can be used for bicycle routes in low-speed, low volume environments such as residential streets and laneways. In very low speed environments

such as residential areas and on very narrow inner-city streets, where the aim is to keep all vehicle speeds low, it is preferable to restrict the lane width so that vehicles cannot pass riders and must follow each in turn.

Figure 5.2: Methods of Separation



Source: RMS 2003, p14

The feedback received from residents indicated facilities which were physically separated from traffic was preferred. However, due to the limited space and high cost of these facilities, providing this type of facility is not practical in many locations.

## 5.2 Guidelines

The design for bicycle facilities should be based on the design requirements outlined in the NSW Bicycle Guidelines (RMS, 2003) as well as reference to Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths. A summary of the key design requirements are described in the following sections.

### 5.2.1 On-road Facilities

#### Bicycle Shoulder Lanes (with parking)

- Nominal 2.0m parking lane.
- 1.2m minimum bicycle shoulder lane.
- 2.8m minimum traffic lane width.
- Parking and bicycle shoulder lane separated by C4 continuity line.
- Bicycle logos centred within the bicycle shoulder lane and located/repeated at intersections as well as mid-block intervals of not more than 100m.
- Refer to Figure 5.3 and Figure 5.4 for additional details.

#### Mixed Traffic Bicycle Routes

- Edge lines (E1) provided where the width of the travel lanes totals at least 5.6m (the edge lines provide longitudinal delineation for cyclists and vehicles and encourage uniform on-street parking close to the kerb line, and is relevant for travel lane widths up to 3.3m).
- Where edge lines are provided, bicycle logos should be 1.5m from the edge line (measured to the centre line of the logo).

- Where no linemarking is provided, bicycle logos should be located in the centre of the notional travel lane.
- On intersection approaches where the above points do not apply, bicycle logos should be located in the centre of the travel lane.
- Bicycle logos located/repeated at intersections as well as mid-block intervals of not more than 100m.
- Refer to Figure 5.5 and Figure 5.6 for additional details.

## 5.2.2 Off-Road Facilities

### Separated Cycleways

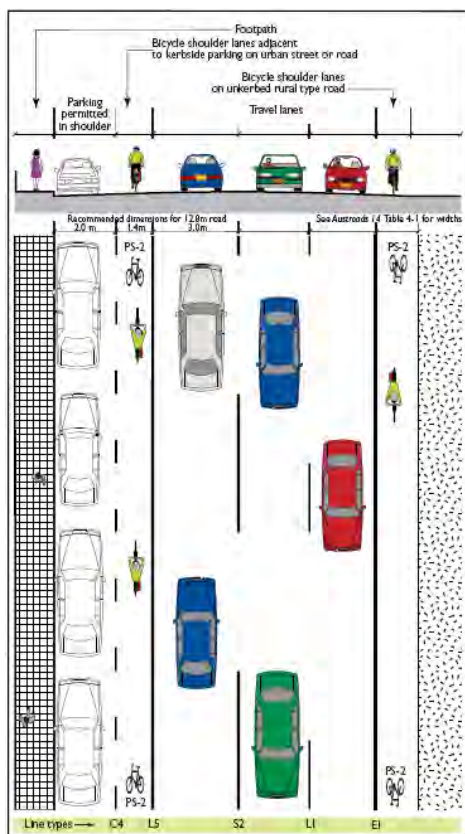
- One-way or two bicycle paths that are physically separated from vehicular traffic by a dividing strip.
- Refer to Figure 5.7 and Figure 5.8 for additional details.

### Shared Paths

- All shared pedestrian and bicycle off-road paths a minimum width of 2.0m (desirable minimum of 2.5m). RMS practice is to provide a 3.0m shared paths.
- S<sub>4</sub> continuity line provided on paths with restricted visibility and at intersections and S<sub>5</sub> continuity line provided in all other situations.
- Edge lines (E<sub>7</sub>) provided where the path width is 2.0m or greater.
- Bicycle and pedestrian logos located/repeated at intersections as well as mid-block intervals of not more than 100m.



**Figure 5.3: Typical bicycle shoulder lane treatment 1**



**Figure 5.4: Typical bicycle shoulder lane treatment 2**

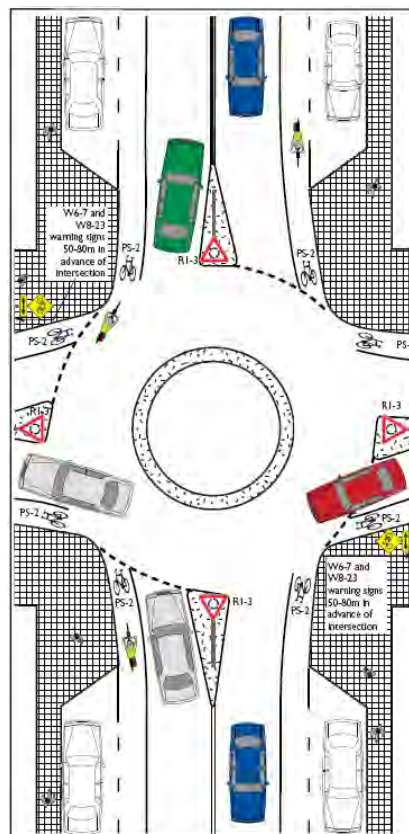


Figure 5.5: Typical mixed traffic bicycle treatment

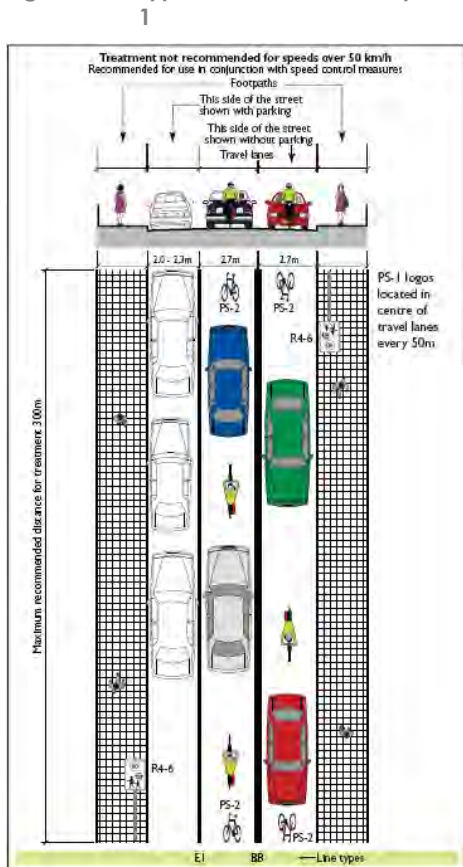


Figure 5.6: Typical mixed traffic bicycle treatment 2

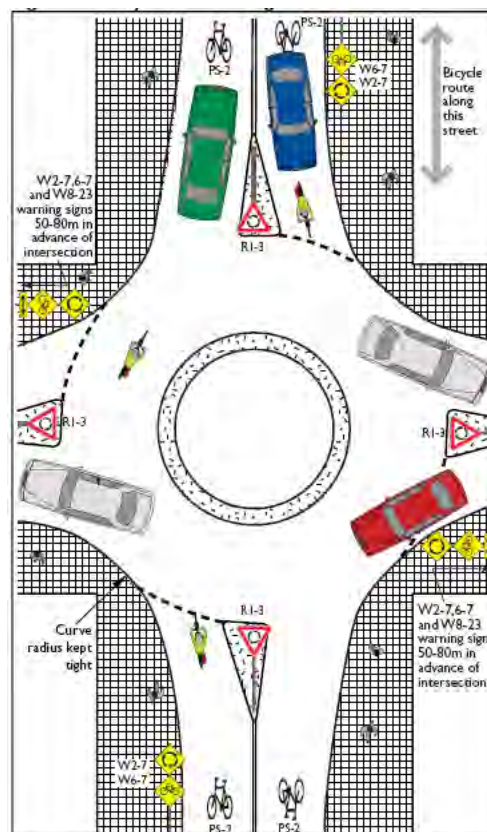


Figure 5.7: One-way Bicycle Path Pair

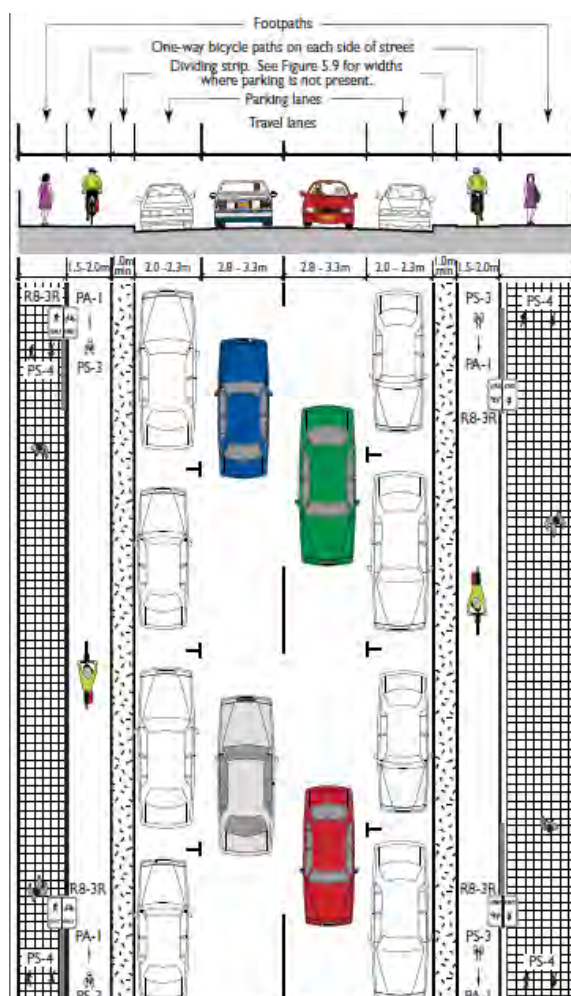
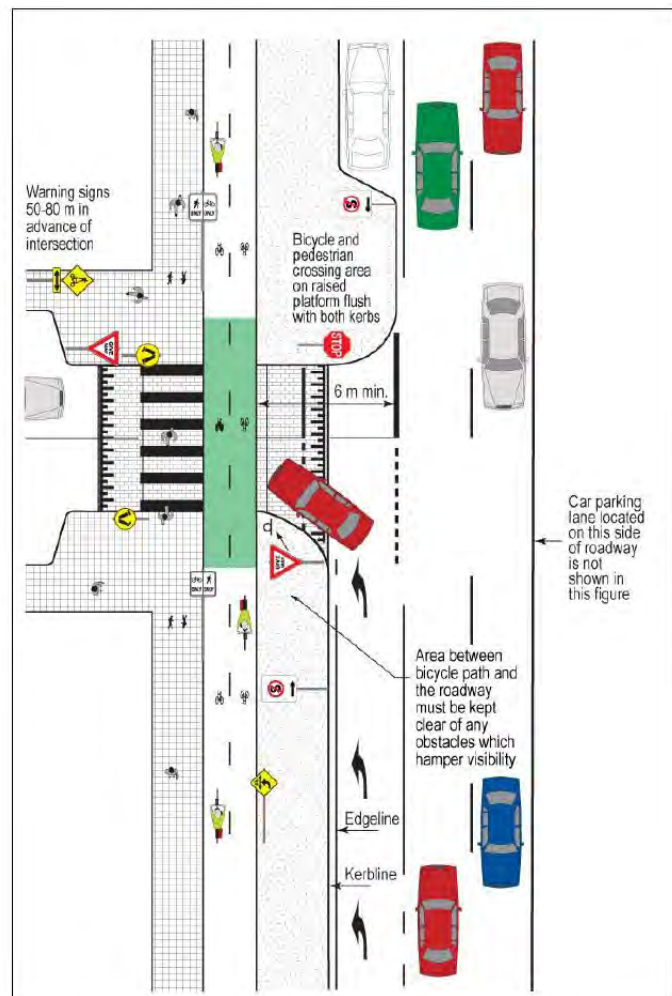


Figure 5.8: Two-way Bicycle Path



Source: NSW Bicycle Guidelines/ Austroads Guide to Cycling Aspects of Austroads Guides

## 5.3 Cycle Friendly Traffic Management Measures

This section looks at some of the common traffic management measures currently existing within the Willoughby LGA and some of the ways in which they can be designed to best suit the needs of both vehicles and cyclists.

### 5.3.1 Roundabouts

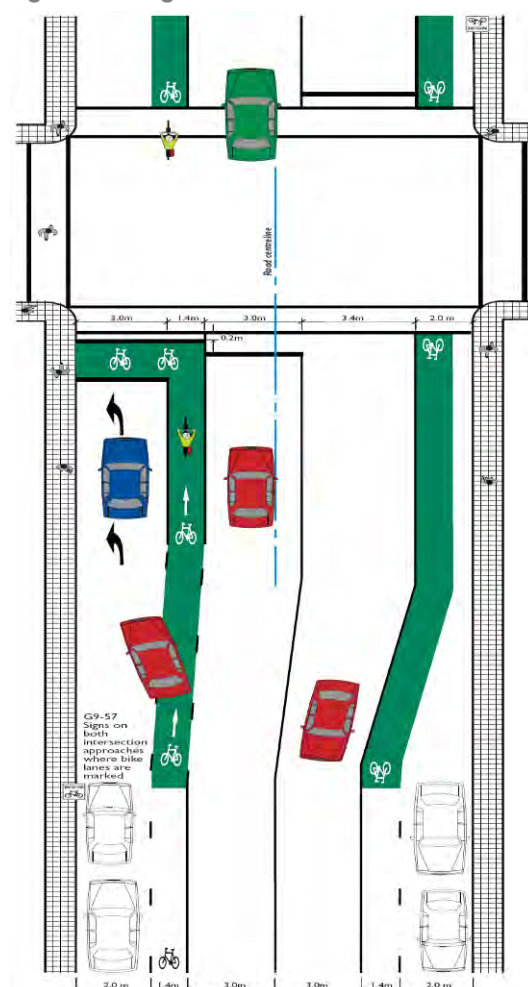
There are a large number of roundabouts within the Willoughby LGA, many of which are located on the bicycle network. Roundabouts remain one of the most difficult traffic management measures for cyclists to negotiate, particularly in relation to the conflict between left turning traffic and straight through cyclists. Also, cyclists are commonly forced into the path of vehicles without a safe transition, making them vulnerable to surrounding vehicular traffic. This is particularly unsafe in high traffic and high speed environments.

In areas which have low traffic volumes and speeds, it would be appropriate to have the cyclists sharing the road with the other vehicles through the roundabout. This treatment would involve marking cycle logos on the entry and exit to the roundabout, as shown in Figure 5.9.

### 5.3.2 Signalised Intersections

Accommodating bicycle facilities at signalised intersections usually results in the removal or narrowing of lanes (usually parking) to accommodate bicycle lanes. A typical treatment is shown in Figure 5.9. It incorporates bicycle lanes leading to advance storage boxes to position cyclist in a very visible position and proceed through the intersection in full view of motorists (refer NSW Bicycle Guidelines). However it is recognised that in a significant proportion of locations, this treatment is not suitable due to the restricted road width. In these instances, a short section of shared path can be provided on both the approach to and departure from the intersection. In lower traffic volume and lower speed environments, a short section of mixed traffic environment, including bicycle logos, may be provided.

Figure 5.9: Signalised Intersection Treatment Example (Source: NSW Bicycle Guidelines)



### 5.3.3 Speed Humps

Apart from the obvious change in vertical alignment, speed humps do not pose a particular problem for cyclists, provided enough width is available to safely accommodate both cyclists and cars side by side.



The construction and material used in the speed hump should not create an uncomfortable riding surface. Another key consideration for speed humps is the provision of a lipless transition between the speed hump and road surface, to ensure cyclists are not destabilised.

#### 5.3.4 Gully Grates

Traditional cast iron grates provide a hazard for narrow-wheeled bicycles, particularly when they are placed parallel with the bicycle travel path. These should be replaced with bicycle friendly grates.

#### 5.3.5 Pedestrian Refuges and Kerb Blisters

The construction of pedestrian refuge islands and kerb blisters can often create “pinch points” for cyclists, where it is unsafe for a car and bicycle to travel side by side through these locations without the risk of conflict. It is important to ensure that the construction of these devices allows a travel lane of between 3.7m to 4.2m safe distance for car and bicycle to pass side by side (as specified in the RTA NSW Bicycle Guidelines). Alternatively, a narrow travel lane can be provided, less than 3.2m, which discourages motorists from overtaking cyclists. Appropriate linemarking and signage should be provided on the approach to these facilities to increase cyclist and driver awareness.

In the case where the pedestrian refuge island is to be used by cyclists to cross the road the width of the refuge island should be a minimum of 2.0m to accommodate the length of a bicycle.

#### 5.3.6 Green Cycle Surfacing

Green surfacing for cycle facilities is expensive and as such is not considered necessary at all locations. It is however considered necessary at locations where the safety of cyclists is of concern and is effective in highlighting the presence of cyclists at potential traffic conflict locations. The use of green surfacing at locations such as cycle lanes across intersections, cycle lanes on the approach to intersections and storage boxes at signal intersections can provide major benefits for cyclists.

### 5.4 Advantages and Disadvantages of Cycle facilities

There are advantages and disadvantages the various paths available to cyclists – exclusive bicycle paths, shared paths, separated paths and cycle paths adjacent to the road. These are documented in the *Pedestrian-Cyclist Conflict Minimisation on Shared Paths and Footpaths* Austroads document and are reproduced in Table 5.1.

Table 5.1 also includes recommendations on the types of situations each of these treatments would be suitable. It is noted that for shared paths, they can be beneficial to a range of path users if they are managed effectively. They are most suitable when there are modest numbers of pedestrians and cyclists. In terms of path design and management, it is important that the path design is suitable for its use and demand, that authorities adequately monitor users’ behaviour on the path, and that the connections between path, road and driveways are carefully considered.

**Table 5.1: Types of paths available to cyclists**

Type of Path	Description	Advantages	Disadvantages	Recommendation
Exclusive cycle path	Can only be used legally by cyclists.	Cyclists can generally proceed without delays. Usually a higher Level of Service (LOS) i.e. higher speeds, faster travel times.	Sometimes used by pedestrians when their own facilities are relatively poor.	Preferred where there are likely to be significant volumes of commuter cyclists. Care is required to ensure that pedestrians can be accommodated elsewhere.
Shared path	Shared with pedestrians and possibly others (e.g. horse riders).	Useful to cyclists and pedestrians, hence maximises benefit to general community. It is beneficial to vulnerable cyclists where an existing footpath can be adapted/widened.	Pedestrian-cyclist conflict is common with significant volume of cyclists and pedestrians or a mix of recreational pedestrians and commuting cyclists. LOS for cyclists can be poor where interference by other path users results in slower speeds.	Shared paths are beneficial to a range of path users but need to be managed effectively. Appropriate with modest numbers of pedestrians and cyclists. It is important that the path's design is suitable for its use and demand, that authorities adequately monitor users' behaviour on the path, and that the connections between path, road and driveways are carefully considered.
Separated path	Separate sections for cyclists and pedestrians.	May help to avoid pedestrian-cyclist conflict common on shared paths. Cyclists can ride without the delays possible on paths shared.	Higher cyclist speeds are possible, however pedestrians from the separated path can stray into cycling space. Higher cost of path due to increased width.	Appropriate if large numbers of cyclists and pedestrians will use them. There should be adequate separation between cyclists and pedestrians (e.g. different path levels).



Type of Path	Description	Advantages	Disadvantages	Recommendation
Cycle path next to road	Generally paved in a different colour and texture from adjoining sections, and may be separated by a low kerb. Common facility in Europe.	Can offer a low-stress environment that can be very attractive to many cyclists. Particularly helpful for short lengths such as squeeze points in the road carriageway.	<p>In NZ, cyclists on paths are required to give way to other traffic when crossing side roads, which results in delays.</p> <p>Intersections are where cyclists are at highest risk.</p> <p>Path obstructions/visibility issues:</p> <ul style="list-style-type: none"> <li>- inadequate clearance for visibility at driveways</li> <li>- frequent or busy driveways</li> <li>- inadequate clearance from opening doors of parked vehicles</li> <li>- bus passengers boarding and alighting from cycle path</li> <li>- pedestrians encroaching on the cycle path when the footpath is congested or while waiting to cross</li> <li>- garbage awaiting collection obstructing the path</li> </ul> <p>Where cyclists ride in both directions along paths, drivers using driveways and side roads may not expect cycle traffic from both directions.</p> <p>It is less convenient to turn right from cycle path next to road.</p> <p>It is expensive to establish this facility due to relocating kerb lines.</p>	<p>Between intersections, cycle paths next to roads can provide attractive and safe facilities for a wide range of cyclists.</p> <p>Consider safety and delay issues at intersections where it's preferable for the path to rejoin the roadway.</p>

Source: Pedestrian-Cyclist Conflict Minimisation on Shared Paths and Footpaths (Austroads 2006)

Another summary of the pros and cons of shared and separated paths is reproduced in Table 5.2.

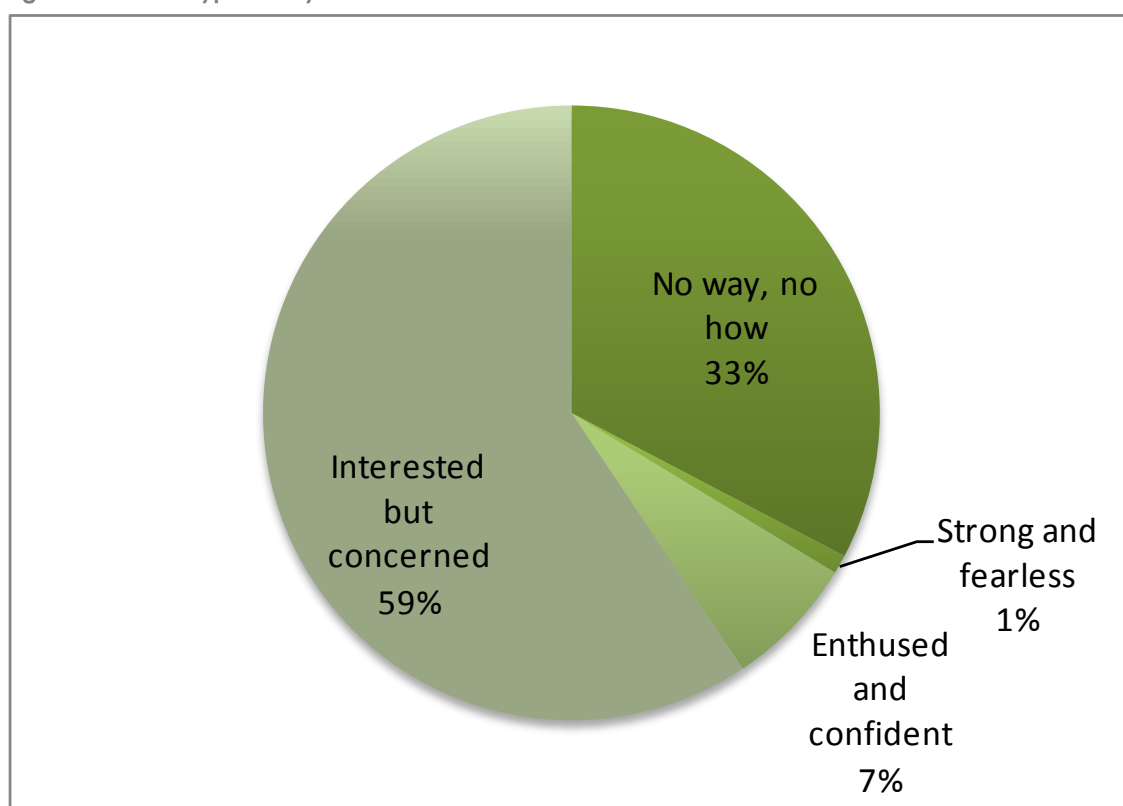
**Table 5.2: Pros and Cons for Shared and Separated Paths**

Type of Path	Pros	Cons
Shared	<p>Suitable for most users</p> <p>Lower construction cost than separated paths</p> <p>Require less road reserve space</p>	<p>Not satisfactory in high usage areas – may discourage walking amongst the young, seniors and people with disabilities</p> <p>May be ineffective if thorough planning (consultation, observation and demand estimation) has not been carried out</p>
Separated	<p>Eliminates conflicts occurring between different user types</p> <p>Will allow the bicycle path to operate at a higher speed than in the case of shared paths, which may make it more desirable for commuter cyclists</p>	<p>Ineffective if pedestrian movement along or across the bicycle path is not minimised</p> <p>Ineffective if both paths are not of a comparable standard relative to the requirements of each type of user</p>

## 5.5 Separated Cycleway Support

The provision of separated cycleways is an important element in creating a safe cycling environment. As shown in Figure 5.10, a large proportion of the population can be classified as 'interested but concerned' with cycling. Implementing safe cycling routes, separated from vehicles, is more likely to encourage this group and increase levels of cycling.

**Figure 5.10: Four Types of Cyclists<sup>8</sup>**



<sup>8</sup> Portland Bureau of Transportation Website, visited 25/01/10

Australian research conducted in 2008 revealed 85%<sup>9</sup> of people support the provision of off-road bicycle paths and 69% of males and 74% of females would cycle more regularly if dedicated lanes and off-road routes were more readily available (refer to Table 5.3). Recent bicycle counts in the City of Sydney show increases of 60% and 48% in the AM and PM periods, respectively, over the past year on routes where separated cycleways have been constructed. Dedicated cycling lanes and off-road routes must connect to all popular destinations to encourage high levels of uptake.

**Table 5.3: Non-regular cyclists preference for separation from vehicles**

What would make you cycle more regularly?	Male	Female
Availability of bicycle <b>dedicated lanes</b> and <b>off road routes</b>	<b>69%</b>	<b>74%</b>
Increased driver awareness of bicycle safety and sharing the road	49%	56%
Availability of bicycle parking or bicycle lockers	33%	41%
Having more cyclists on the road	31%	36%
Increased knowledge of the road rules	12%	22%

Environmetrics Pty Ltd (2006) Sydney Cycleway Research: Internet survey for the City of Sydney

## 5.6 VicRoads Cycle Notes No. 21 – Widths of Off-Road Shared Use Paths (June 2010)

Cycle Notes is a series of information bulletins on design standards for cycling infrastructure published by VicRoads. Though much of this information is now contained within the new Austroads guides, these bulletins provide additional advice and information.

The purpose of Cycle Note No. 21 is to provide guidance on the width of off-road shared use paths. In particular, it relates the widths of paths to the volume of cyclists and pedestrians who use the path.

Shared use paths are the most common form of off road path in Australia and are based on cyclists and pedestrians sharing the path. As the volumes of cyclists and pedestrians using shared use paths increase, there is often a reduction in the level of service and safety for all path users. To address this situation, paths may be widened or cyclists may be separated from pedestrians by providing a bicycle only path and a footpath.

### 5.6.1 Summary of Path Widths and Guidelines for their Use

A summary of the widths of shared use paths and some guidelines for their use based on user volumes, locations, intended use and estimated speed of cyclists as contained within the document is provided in Table 5.4. In proposing these widths, it is assumed that intermediate widths (such as 2.4m and 3.7m) are unlikely to be considered.

<sup>9</sup> RACQ Market and Communications Research December 2008

**Table 5.4: Summary of Path Widths and Guidelines for their Use**

Width of Path	Type of Path	Guidelines for Appropriate Use
2.0 m	Local access only. Regional paths such as rail trails.	Passings and meetings between path users is rare to very infrequent, bicycle speeds are less than 15 km/h and a minimum clearance of 0.3m is required between path users. This width is also considered appropriate for short sections of path that are less than 500m that connect local destinations.
2.5 m	Recreational and regional commuter paths.	Passings and meetings between path users is likely and bicycle speeds are between 15 km/h and 25 km/h. This width may be appropriate for commuter and recreational paths within outer suburban areas and regional cities and towns.
3.0 m	Recreational and urban commuter paths.	In most circumstances, new shared use paths should be 3.0m wide.
3.5m	At these widths it is assumed that passings and meetings between path users is frequent, bicycle speeds exceed 25 km/h and higher clearances are required between path users.	A 3.5m path provides increased clearance between path users and may be used by cyclists to reduce the number of delayed passings if:
4.0 m		A path that is 4.0m wide will allow simultaneous passings to occur in both directions. However, if there is sufficient space for a 4.0m wide shared path, the provision of a 1.5m wide footpath and a 2.5m wide bicycle path that separates cyclists from pedestrians may provide a better outcome for all path users.

Source: VicRoads Cycle Notes No. 21 – Widths of Off-Road Shared Use Paths (June 2010)

## 5.6.2 Capacity of Commuter and Recreational Paths in Melbourne

An indication of the estimated capacity of some of Melbourne's off-road commuter and recreational paths as contained within the document is provided in Table 5.5.

**Table 5.5: Capacity of Commuter and Recreational Paths in Melbourne**

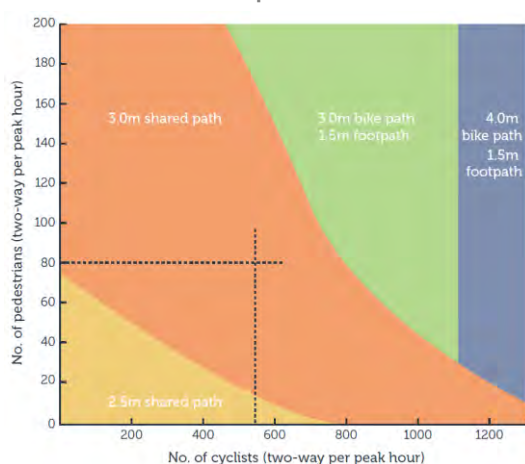
Path <sup>1</sup>	Width	Peak Hour Volume (two-way)			No. of delayed passing events per hour (2010) 2010 (estimated)
		Cyclists <sup>2</sup>	Pedestrians <sup>3</sup>	Directional split <sup>3</sup>	
Main Yarra Trail (Northbank)	3.0 m	552	87	90%	5.0
Main Yarra Trail (Southbank)	3.0 m	252	38	77%	1.0
Bay Trail	2.5 m	188	101	54%	66.3
Anniversary Trail No. 1	2.7 m	73	76	66%	32.3
St. Georges Road No. 1	3.0 m	315	26	88%	0.5
St. Georges Road No. 2	3.0 m	73	7	75%	0.9
Upfield Path	2.2 m	199	50	85%	15.3
Tram 109 Trail	3.0 m	177	39	80%	0.5
Footscray Road Path	3.0 m	347	55	87%	1.4
Gardiners Creek No. 1	2.5 m	417	14	90%	8.5
Docklands Path	3.0 m	404	99	80%	6.8

Table 5.5 indicates that the number of delayed passings is highest on recreational paths and narrow paths such as the Upfield path. While cyclists using these paths may have a higher tolerance for delayed passings than cyclists on commuter paths, widening these paths or separating cyclists from pedestrians would improve the capacity of the path and the LOS for all users.

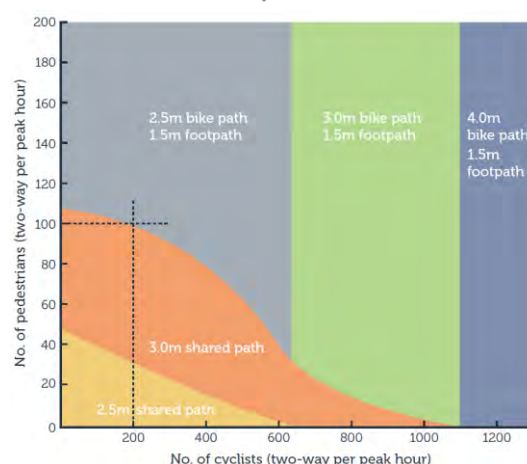
### 5.6.3 Relationship between path width and capacity and design of facilities

Cycle Notes No. 21 contains two key figures which assist in the selection of appropriate treatments for two scenarios – commuter paths (90/10 directional split) and recreational paths (50/50 directional split). These are reproduced as Figure 5.11 and Figure 5.12.

**Figure 5.11: Path capacity for paths with 90/10 directional split**



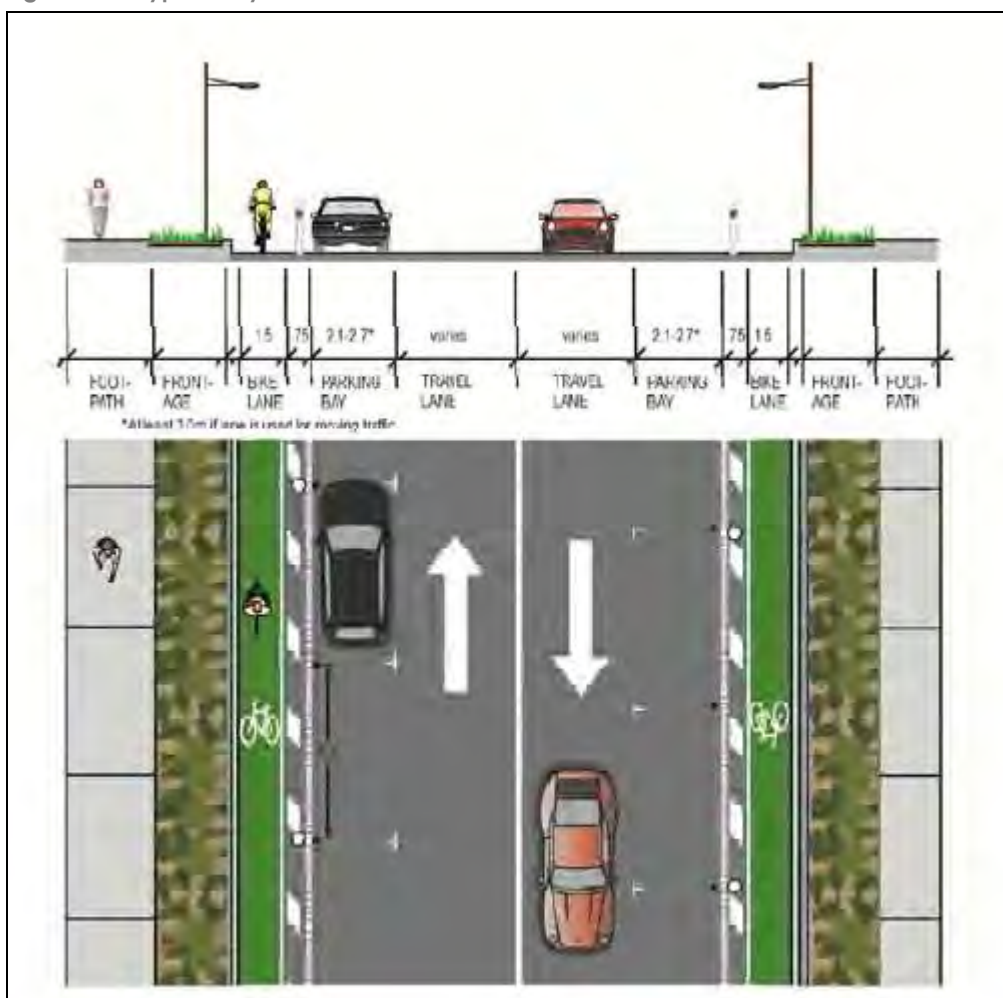
**Figure 5.12: Path capacity for paths with 50/50 directional split**



## 5.7 Kerbside Running Bike Lanes

ALTA produced “A Guide to the Use of Kerbside Running Bike Lanes” in September 2010. A kerbside running bike lane is a one-way cycle lane situated between the footpath and the parking lanes, rather than between the parking traffic and the travel lane. Typical Layouts are shown in Figure 5.13 and includes a bike lane, a buffer zone to protect cyclists and a parking lane.

Figure 5.13: Typical Layouts

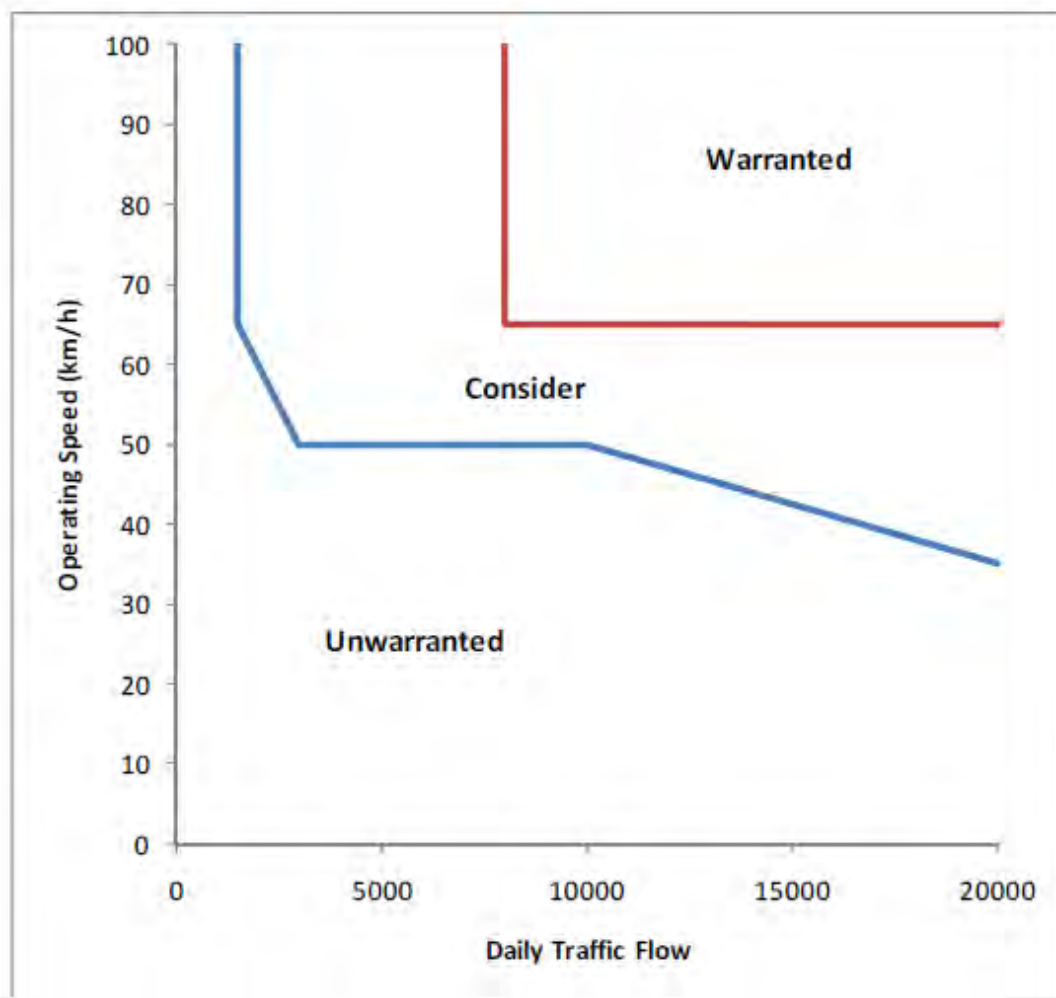


The recommended width is 1.5m, with a buffer zone of 0.6m (minimum) or 0.9m desirably. The adjacent parking lane is typically 2.1 – 2.7m wide.

The warrants for a kerbside running bike lane are shown in Figure 5.14.



Figure 5.14: Guidelines for the use of kerbside running bike lanes



Options at intersections are shown in Figure 5.15 and Figure 5.16.

An aerial view of a city street scene. The street is divided into lanes by white dashed lines. On the left side, there are three white cars parked in a row, each with a black roof rack. To their right, a white truck is driving in the same direction. Further right, a cyclist is riding a bicycle. On the far right, a pedestrian is walking on the sidewalk. The sidewalks are paved with grey tiles and have several green bushes and trees. A white arrow points to the right on the road surface.

## 5.8 City of Sydney Examples

### 5.8.1 Bourke Street Cycleway

The Bourke Street cycleway is a 3.2km cycleway that runs from Woolloomooloo to Waterloo in Sydney, which was completed in March 2011. The cycleway incorporated signalised intersections with right hook turn provision, shared intersections and bent out treatments, as shown in Figure 5.17 to Figure 5.20.

Figure 5.17: Right Hook Turn

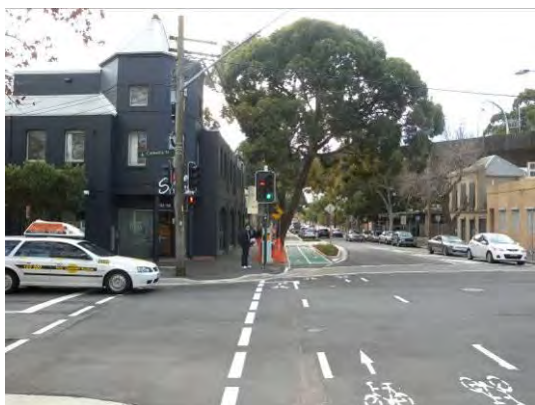


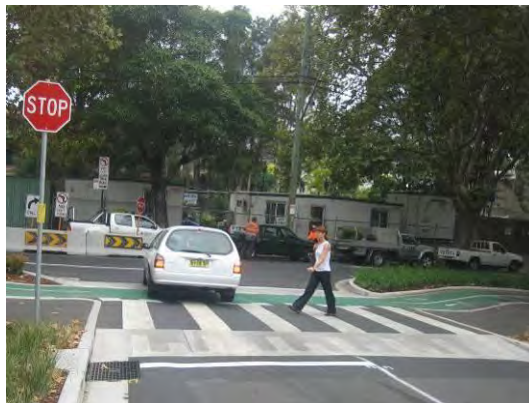
Figure 5.18: Shared Intersection



Figure 5.19: Bent Out Treatment (along cycleway)



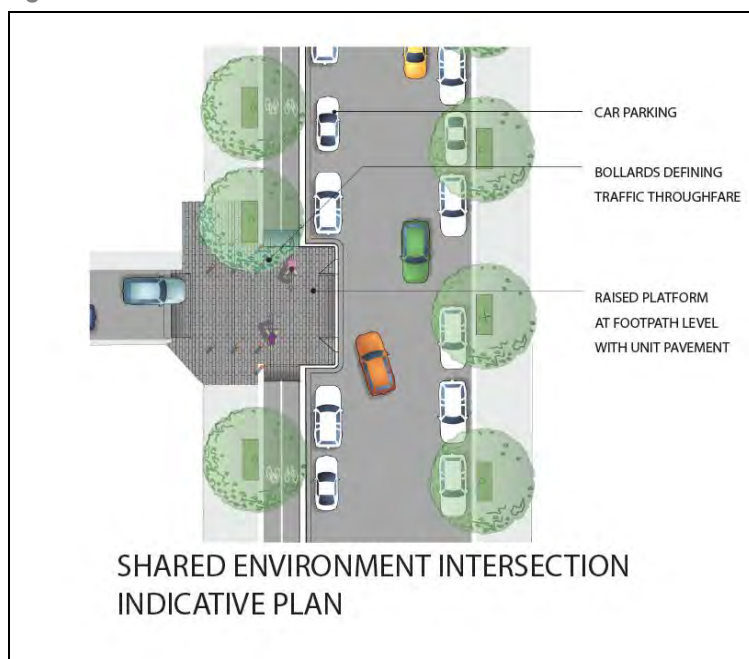
Figure 5.20: Bent Out Treatment (side street)



The shared intersection treatments along the Bourke Street Cycleway have been constructed as a trial. The aim is to provide a low speed, shared environment and give the right of way to pedestrians and cyclists within the intersection. Shared environment locations have been constructed at intersections where the traffic flows on the side streets are low. The key design elements are listed below and shown in Figure 5.21:

- raised threshold to reduced vehicle speed
- distinctive pavement to signify a changed environment
- intersection and road narrowed to reduce vehicle speed and control vehicle parking
- bollards or barriers to define vehicle route.

Figure 5.21: Shared Environment Intersection



As the Bourke Street cycleway is a relatively new facility, it is difficult to evaluate the success of the facility. However, recent bike counts show the cycleway is already well used with bike rider numbers rising steadily, including an increase from 130 to 431, or a 230% per cent increase, in the PM period over the past year<sup>10</sup>.

### 5.8.2 Shared Pathways Pavement Markings

Spackman Mossop Michaels, together with GTA and Sustainable Transport Consultants (STC), prepared a pavement markings guide for hazard management on shared paths for the City of Sydney. This has been undertaken in order to initiate a behavioural shift in the attitude of both cyclists and pedestrians towards the concept of shared pathways as part of the establishment of the City of Sydney's shared pathways network.

Fiona Campbell (Manager Cycling Strategy, City of Sydney) indicated that since the implementation of the shared path network there has been an extremely low incidence of incidents.

Signs, symbols and markings were developed to engage a behavioural shift through adopting a promotional rather than a regulatory tone. To manage risks within a densely populated inner city environment, the pavement marking guide employs a three tiered response that targets a range of hazards along the route. The markings have been designed to raise user awareness and achieve a reduction in the level of potential risk. As well as a guide for this and future projects, it is intended that the pavement marking guide be a tool for use in the ongoing management of risk on shared paths.

It is important to note that this system does not replace the need for regulatory signs and markings for shared paths in NSW.

The three tiers are described below.

<sup>10</sup> City of Sydney Bi-annual cycle counts at the Bourke and Campbell Streets intersection, Surry Hills.

## Primary Tier

The colour blue is the primary unifying signifier of the Shared Path network. The elements that make up the primary tier are the basic graphics required for the installation of a shared path network. This tier consists of the following:

- Shared path pavement marker to denote the start of a shared path.
- A typeface for identifying locations or communicating simple behavioural messages.
- Smaller scale pedestrians and cyclists symbols for general use along the Shared Path.
- A blue edge line denoting the shared path route.

The elements to be used as part of the primary tier are shown in Figure 5.22.

**Figure 5.22: Shared Pathways Pavement Markings Guide – Primary Tier Elements**

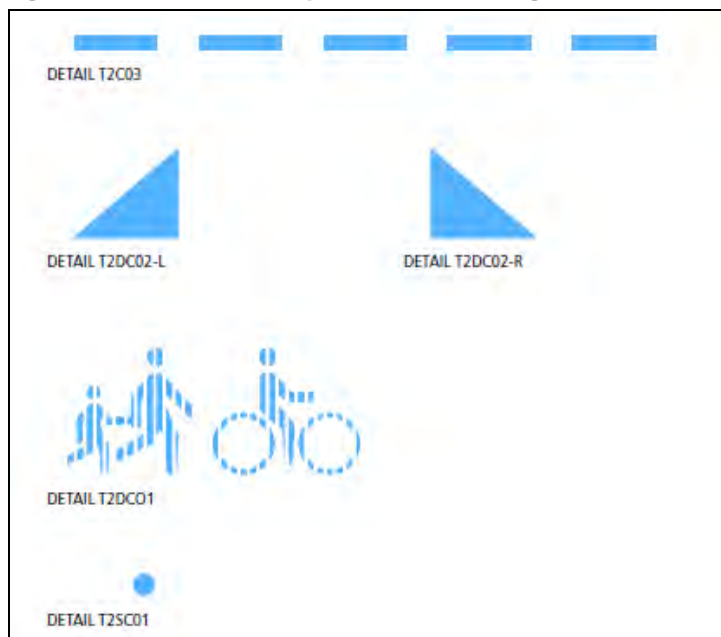


## Secondary Tier

The secondary tier includes treatment of common zones of higher risk to be managed, including driveways and bus shelters. Some of the secondary tier elements are shown in Figure 5.23.



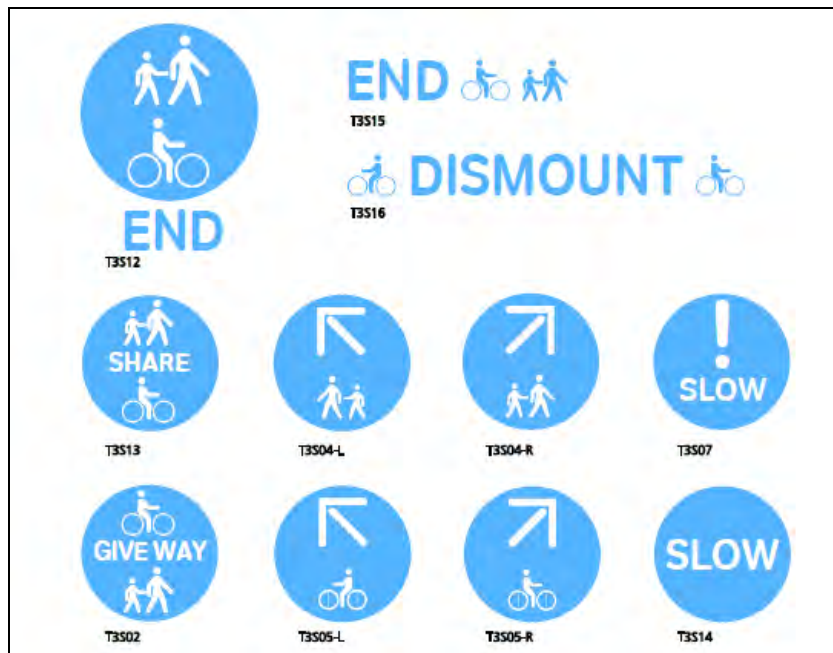
Figure 5.23: Shared Pathways Pavement Markings Guide – Secondary Tier Elements



### Tertiary Tier

The tertiary tier includes a range of elements for use at occasional points of increased risk where regulatory messages may be necessary, such as narrow pinch points. Some of the tertiary tier elements are shown in Figure 5.24.

Figure 5.24: Shared Pathways Pavement Markings Guide – Tertiary Tier Elements



This three-tiered system is currently being trailed by the City of Sydney in Redfern Street, Redfern.



## 5.9 Summary

The findings from the literature review were used to provide advice on how to best address the use of shared paths and separated cycleways within the Willoughby LGA, with the recommendations as follows:

- i Ensure that path type is selected in accordance with the following guidelines:
  - Provide shared paths where there are expected to be **modest** numbers of pedestrians and cyclists.
  - Provide separated paths or on-road bicycle facilities where there are expected to be **large** numbers of pedestrians and cyclists (such as in town centres).
  - Consider the use of footpaths by cyclists where speeds and pedestrian volumes would remain relatively **low**. This would require management of conflict points, such as at driveways and pinch points, through signage and linemarking. Sight distance at driveways can also be increased by controlling vegetation and providing a buffer zone between the property boundary and the footpath/edge of cycle lane.
- ii Select the appropriate shared path width using the graphs and tables contained in Cycle Notes No. 21, which determine the width based on type of path (i.e. commuter, recreational), and predicted volumes of pedestrians and cyclists. Using this method would identify whether the 3.0m path width should be wider or may be reduced to 2.0m or 2.5m.
- iii Install separated cycleways along key routes to attract the interested but concerned group of cyclists.
- iv Install kerbside running cycle lanes at locations where there is the potential for a buffer zone or parking turnover is low.
- v Ensure that paths are designed and constructed to the standards of the NSW Bicycle Guidelines and Austroads Guidelines with regards to vertical and horizontal alignment, width, sight distance, gradients, intersections and other features.
- vi Consider the use of pavement markings similar to those developed for the City of Sydney to address conflict points, such as at driveways, and promote awareness.

## 6. Opportunities and Constraints

### 6.1 Needs of Cyclists

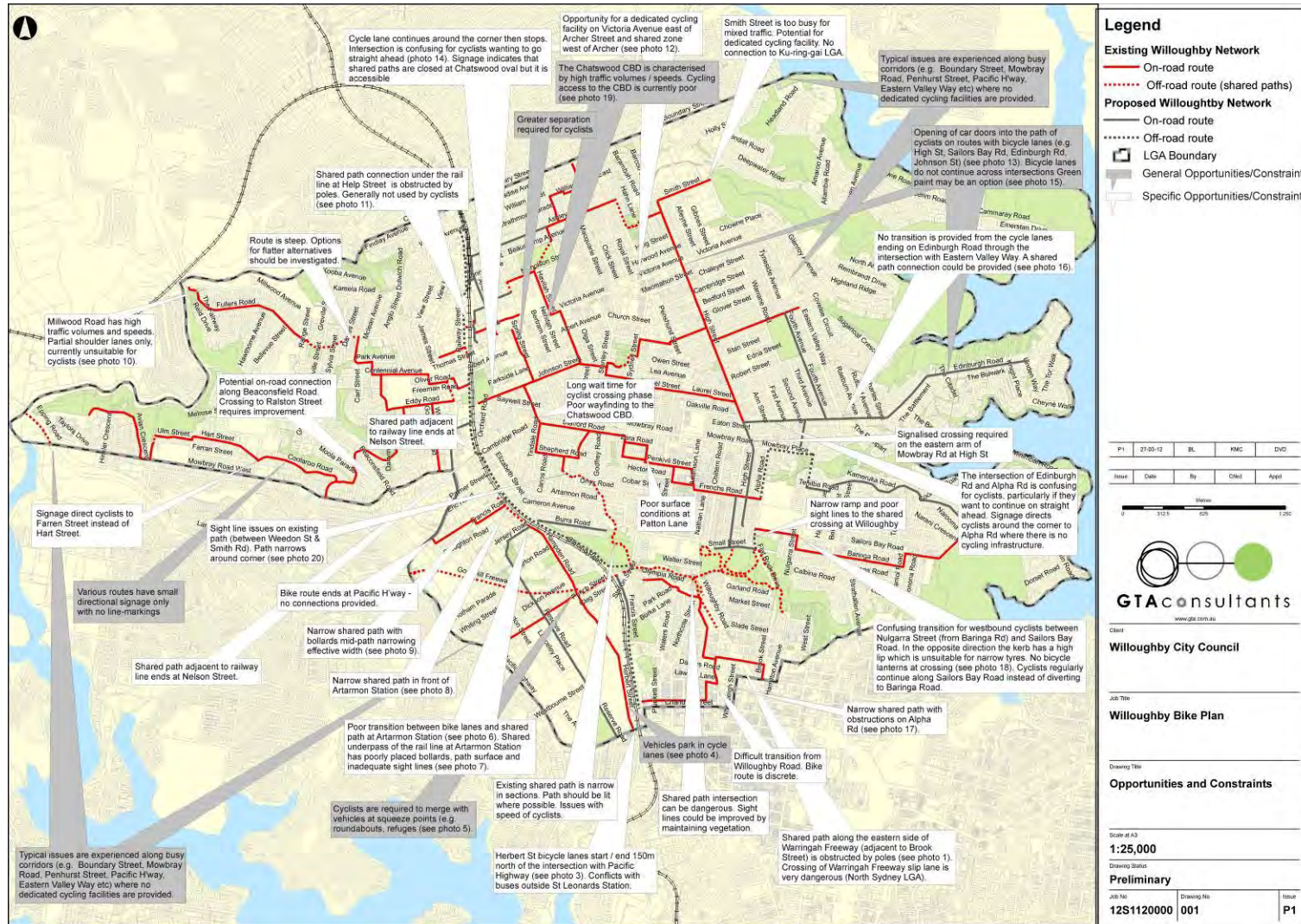
The information obtained through the background review and consultation has been used to identify opportunities and constraints which impact on the existing, proposed and potential cycle routes, including the following items:

- Separation from vehicles and pedestrians
- Treatments at the connection to and termination of the cycleway
- Conflict points, such as intersections where cyclists mix with pedestrians, major roads and transport corridors
- Identifying linkages between adjacent LGAs
- Gradients
- Crossing points
- Topography / Natural Constraints
- Cyclist safety
- Separation
- Linkages to any new attractor/generators.

The opportunities and constraints identified are shown in Figure 6.1, with supporting figures in Appendix C.

## Opportunities and Constraints

Figure 6.1: Opportunities and Constraints



## 7. Proposed Bicycle Strategy

### 7.1 Engineering Route Strategy

The proposed cycle network consists of three key elements as detailed below:

- High level routes which traverse the Willoughby LGA in an east/west and north/south direction and connect to the neighbouring Council cycle routes, including those routes that form part of the wider RTA bicycle network.
- Connecting routes branching off from the high level routes to link the adjoining district centres and key residential suburbs.
- Links from the higher level network to key places of interest such as local centres, schools and sporting field.

The cycle network for the Willoughby LGA has been based on best-practice cycle planning principles. Specifically, that it connects the main trip attractors throughout the LGA and provides a strategic network of east/west and north/south routes and provides connections to the neighbouring Councils.

A number of factors were considered to determine the most effective routes, these included:

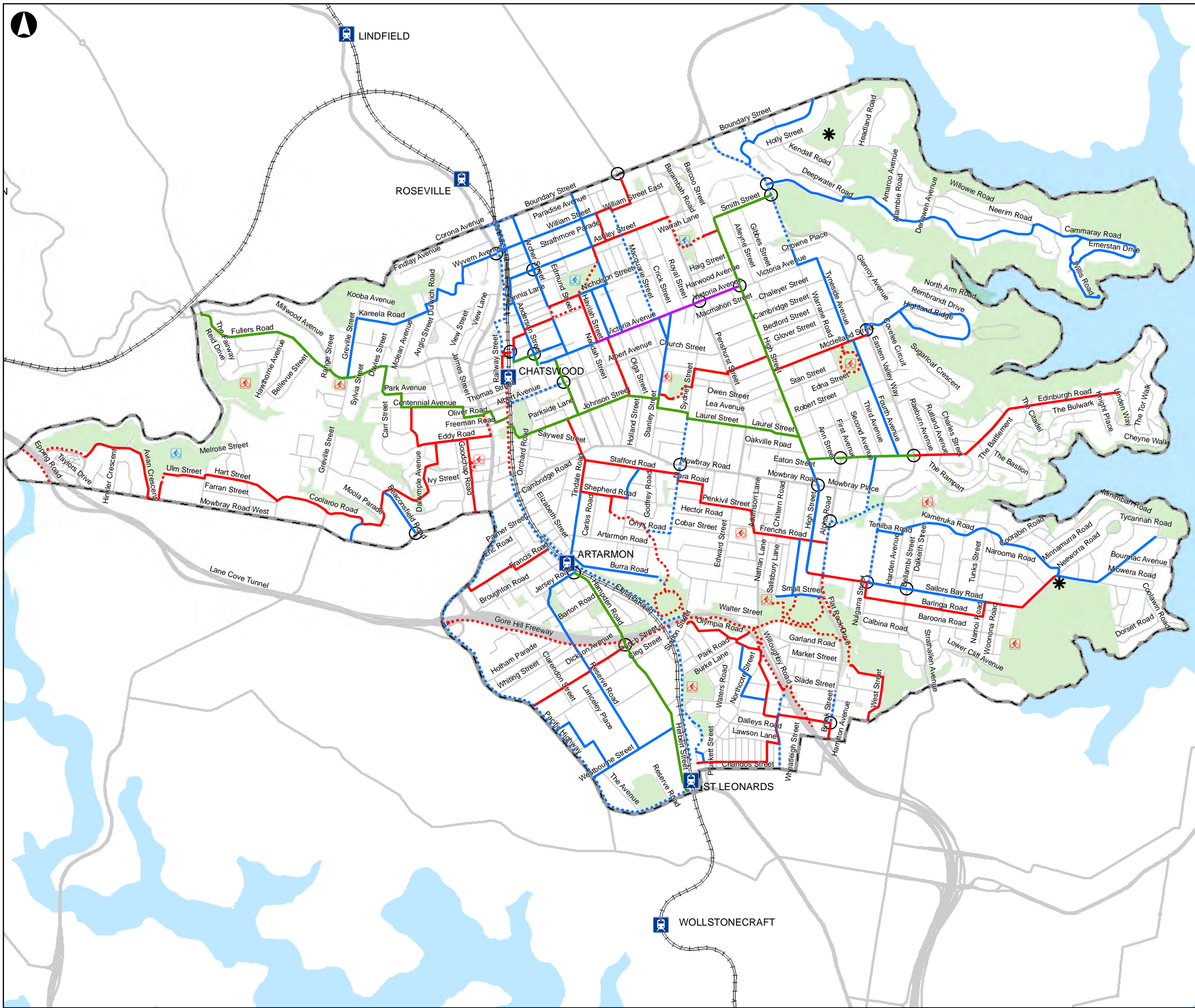
- Connect routes into pre-determined connection points with adjoining LGAs.
- Consider connections to State designed and funded cycling projects.
- Connect local attractors to the strategic network.
- Avoid, or provide alternatives to, heavily trafficked and high speed roads, which may be unsafe for cyclists.
- Provide for the most direct and/or logical route where possible.
- Make use of existing facilities implemented as part of the 2006 Bicycle Plan.
- Consider those routes which were proposed in the 2006 Bicycle Plan but have not yet been implemented.

It should be noted that the proposed cycle network does not imply that all other roads which are not included within the cycle network are not cycle friendly or should not be given attention should a cycle issue arise. Essentially, every street is a cycling street and therefore should be maintained or restructured to be "bicycle friendly" where possible in accordance with current standards.

Though bicycle routes are an essential component of a network, route intersections with busy roads need to be given particular attention. Intersections requiring upgrade have been identified in the proposed network. Where a major bicycle route traverses a quiet residential street, there will usually be very little mid-block engineering treatment applied, apart from some local area traffic management (LATM) to ensure that vehicle speeds and volumes remain low.

The focus for developing the proposed cycle network is not to simply add additional routes, but rather to make recommendations to improve the existing routes which create a safer and more legible cycling network. Separation from vehicles is a key element to achieving this and as such opportunities for separated facilities were identified. However, due to the constrained nature of many of the roads within the LGA, combined with the high cost of this type of facility a high profile route was selected. In addition, treatments that could be implemented on a network wide basis have also been identified. The proposed cycle network is shown in Figure 7.1.





Legend

- LGA Boundary
- Existing Willoughby Network**
  - On-road route
  - Off-road route (shared paths)
- Willoughby Bike Plan Proposals**
  - On-road route
  - Off-road route
  - Separated cycleway
  - Routes requiring upgrade
  - New/Upgraded Crossing Facilities
  - Existing childrens facility
  - Proposed childrens facility
  - Existing recreational facility/pump track

P1	06-07-12	BL	KMC	DVD
Issue	Date	By	Chkd	Appd

Metres

0

312.5

625

1,250

GTA

consultants

[www.gta.com.au](http://www.gta.com.au)

Client

Willoughby City Council

Job Title

Willoughby Bike Plan

Drawing Title

Proposed Bike Network

Scale at A3

1:25,000

Drawing Status

Preliminary

Job No	Drawing No	Issue
12S1120000	001	P2

## 7.2 Route Details

### 7.2.1 Strategic Routes

A series of Strategic Routes which create the east/ west and north/south spines of the Willoughby bicycle network are the 'main roads' of the bicycle network and build on the major cycleway routes identified previously. The Strategic Routes include both on-road and off-road cycleways, offering the highest level of facility and catering for cross-town trips and the widest range of trip purposes. The focus on establishing these routes is to provide and maintain a high standard of cycle facility so that all levels of cyclists can be accommodated safely.

#### North/ South Routes

##### NS1 – Railway Corridor

Route NS1 follows the railway line across the entire length of the LGA. There are some facilities currently available along this route however these are generally limited to shared paths, namely to a short section of shared path to the south of Chatswood train station. The proposed route consists of an off-road path with intersection upgrades which would require the installation of cycle lanterns at signalised intersections.

This route is part of the regional North Shore Cycleway project, with the Chatswood to Artarmon link identified as a priority metropolitan link in the 2010 New South Wales Bike Plan. Implementation of the majority of this route would therefore be State Government responsibility. It should be noted that the original proposal for this route was within the rail corridor beside Artarmon Reserve and Council would have concerns if there were any impacts on the remnant vegetation in the adjacent Artarmon Reserve bushland corridor.

##### NS2 – High Street and Smith Street (Sailors Bay Road to Eastern Valley Way)

Route NS2 provides a north-south link for the eastern part of the LGA. There are some facilities currently available along this route however these are generally limited to mid-block on-road shoulder lanes, with a lack of continuity or cycle treatments at intersections. The upgrade of this route includes green pavement marking through and on the approach to intersections and short sections of shared path and cycle lanterns at the intersection of Victoria Avenue. This route also requires adjustments to remove a number of pinch points at traffic calming measures. An upgrade to kerbside running lanes (or a separated bidirectional cycleway as proposed in the Inner Sydney Regional Bike Plan) could also be considered for this route.

Along Smith Street, a 40km/h speed limit is recommended, as well as additional line marking at the intersection with Gibbes Street.

##### NS3 – Brook Street to Victoria Avenue

Route NS3 provides another north/south travel route through the LGA. This route includes the existing off-road routes in the southern section of the route, and the on-road routes north of Weedon Road. The main changes to this route include the provision of a shared zone on Spring Street (subsequent to the road closure at Victoria Avenue) and improved facilities at the intersection of Albert Avenue and Spring Street.



## NS4 – Herbert Street / Hampden Road

Route NS4 provides north/south route through the southern part of the LGA. This route seeks to include those sections which have already been treated in some form and consolidate the route to make it a more cyclist-friendly environment. Whilst on-road facilities (shoulder lanes) exist, a number of improvements are required, including intersection treatments, linemarking and improved access to the shared path along the Gore Hill Freeway. An upgrade to kerbside running lanes could also be considered for this route. The northern part of this route requires improved access at Jersey Road/ Burra Road.

## East/West Routes

### EW1 – Victoria Avenue / Chatswood CBD

Route EW1 consists of a bi-directional separated cycleway which commences at Havilah Street and runs to High Street. This provides a key link into the Chatswood CBD. A separated facility is proposed as it appeals to a wide range of current and potential cyclists. To the west of Havilah Street on-road facilities (mixed traffic) are proposed, including the upgrade of the intersections of Victoria Avenue/ Anderson Street and Help Street/ Orchard Road. A contra flow lane is proposed along Endeavour Street. It should be noted that the separated facility on Victoria Avenue will require further community consultation in conjunction with additional design and feasibility assessment prior to implementation.

### EW2 – Chatswood Park to High Street

Route EW2 consists of existing on-road facilities along Johnson Street, Stanley Street, Fry Street and Laurel Street, as well as a shared path through Chatswood Park. The key change to this route is the provision of kerbside running bicycle lanes on this route. It recommended implementing kerbside running bicycle lanes on a trial basis for six months. Depending on the outcome of the trial, this type of facility could be implemented on a widespread basis throughout the LGA. This route also requires improvements to the shared path through Chatswood Park, including widening of the path and improved signage. This would need to take place in conjunction with a broader master plan for Chatswood Park.

### EW3 – Fullers Road to Ellis Street

Route EW3 provides east/west route through the western path of the LGA. This route seeks to include those sections which have already been treated in some form and consolidate the route to make it a more cyclist-friendly environment. The route starts at Fullers Road at the LGA boundary and includes Park Avenue, Reginald Street, Centennial Avenue, Whitton Road, Oliver Road, Albert Avenue, Albert Lane and Ellis Street. Whilst some on-road facilities exist, a number of improvements are required, including directional signage and linemarking.

## Other Routes

### O1 – Pacific Highway Shared Path

Due to the high traffic volumes and speeds, an off-road facility is required. The shared path would connect the shared path along the Gore Hill Freeway to St Leonards train station. This route forms part of the wider RMS bicycle network.

## 7.2.2 Main Feeder Routes

In network terms, the Main Feeder Routes supplement the Strategic Routes to complete the 'main roads' network of the bicycle network. These routes comprise east/west and north/south routes that branch off from the Strategic routes to link the adjoining district centres and key residential suburbs. Some of these routes also provide other links into the adjacent LGAs. This route consists of shoulder lanes, bus lanes, mixed traffic, shared path facilities and potentially kerbside running lanes.

- i Epping Road, Mowbray Road, Avian Crescent, Willandra Street, Ulm Street, Hart Street, Coolaroo Road, Dalrymple Avenue and One Pine Avenue
- ii Pacific Highway, Eddy Road, De Villiers Avenue and Dardanelles Road
- iii Gore Hill Freeway (shared path)
- iv Tindale Road, Elizabeth Street, Burra Road, Jersey Road and Reserve Road
- v Sydney Street and Onyx Road
- vi Stanley Street, Macquarie Street, William Street and King Edward Street
- vii Archer Street (bus lane)
- viii Sailors Bay Road and Nulgarra Street/ Baringa Road/ Naomi Road
- ix Edinburgh Road
- x Fourth Avenue, Tyneside Avenue, Victoria Avenue, Warrane Road and the Eastern Valley Way
- xi Ashley Street, Penshurst Street and Orara Street.

Appendix D details the proposed facilities on the Main Feeder Routes included in the bicycle network.

## 7.2.3 Local Access Connections

Local Access Connections link from the higher level 'main road' network to key places of interest such as local centres, schools and sporting fields. They are normal streets and roads which have had minor engineering improvements made to them to enable bicycle riders to get to trip destinations more easily and with less stress than on the existing road network. Local routes connect local streets to regional routes and extend the network 'web' further out into the municipality. A bicycle route passing through a local street is beneficial to residents because of the humanising influence and greater level of citizen supervision from people on bicycles as opposed to noisy polluting motor vehicle through traffic. Bicycle and pedestrian links between cul-de-sacs provide a competitive advantage and encourage travel on foot and by bike.

It is further noted that the aim is to make all streets cycle streets and therefore the existing road networks should be upgraded during programmed maintenance or restructured/ reconstructed to be "bicycle friendly" where possible in accordance with current standards.

- i Greville Street, Kareela Road, Blue Gum Avenue, West Parade, Hillside Street, Dulwich Road, Peckham Avenue and Wyvern Avenue
- ii Dalrymple Avenue (south of Coolaroo Road)
- iii Beaconsfield Road
- iv Whitton Road and Bowen Street
- v Kitchener Road and Francis Road
- vi Carlotta Street and Taylor Lane
- vii Westbourne Street, Campbell Street and Clarendon Street

- viii Henry Lane, Martin Street, Lawson Lane, Willoughby Road, Merrenburn Avenue, Glenmore Street, Ruth Street, Park Road, Olympia Road and Grandview Street
- ix Brook Street, West Street, Dawson Street, Flat Rock Drive, Small Street, Marlborough Road and off road paths in Bicentennial Oval and Hallstrom Reserve
- x Kameruka Road, Tenilba Road and Eastern Valley Way
- xi Eastern Valley Way, Windsor Road and Willoughby Paddock off-road path and Alpha Road
- xii Frenchs Road, Julian Street, Edward Street, Penkivil Street, Paton Lane, Zara Road, Stafford Road and Smith Road
- xiii McClelland Street, Horsley Avenue, William Street, Sydney Street, Ranelagh Crescent
- xiv Hercules Street, Havilah Street, Beauchamp Park off-road path and Ferncourt Avenue
- xv Malvern Avenue, Nicholson Street, Wattle Lane, Anderson Street, McIntosh Street, Cambridge Lane, Orchard Road and Endeavour Street
- xvi Harbour Lane, Rembrandt Drive, Cawarra Road and Eastern Valley Way
- xvii Cammaray Road, Deep Water Road, Castle Cove Drive, Eastern Valley Way, Deepwater Road, Warrane Place and Rosebridge Avenue.
- xviii Albert Avenue shared path
- xix Blakesley Street, Baldry Street, Nicholson Street and Darling Street

Appendix D details the proposed facilities on the Local Access Routes included in the bicycle network.

#### 7.2.4 Recreational Routes

There are a number of existing off-road recreational routes which provide a safe and family-friendly environment in the vicinity of parks and reserves to enjoy recreational cycling. The proposals for additional urban recreational routes look to expand on the existing routes and provide additional routes within other parks and reserves.

The existing and proposed locations are detailed below.

##### Existing Facilities

- Sutherland Park – children’s cycle loop
- Sanders Park – children’s cycle loop
- Hallstrom Park – children’s cycle track
- Warners Park – children’s cycle loop
- John Roche Park – children’s cycle loop
- Northbridge Park – pump track
- Willoughby Park – children’s cycle loop and circuit path
- Castle Cove Park – pump track
- Bales Park – children’s cycle loop
- Lowanna Park – children’s cycle loop
- Artarmon Reserve – circuit path around oval
- Naremburn Park – children’s cycle loop and circuit path around oval
- OH Reid Reserve – children’s cycle loop.

##### Future Facilities

- Kingsford Smith Park – children’s cycle loop

- Lowanna Park – expanded children’s cycle loop
- Muston Park – children’s cycle track.

## 7.3 End of Trip Facilities

### 7.3.1 Bicycle Parking

Bicycle parking (or lack thereof) remains one of the main barriers to cycling even though, in most cases, this is a relatively easy facility to design, fund and implement. The key characteristics to consider for bicycle parking are to ensure that:

- As a minimum, the number of spaces provided meets the current demand
- It is located where people want to go
- It is easily accessible
- It is secure (whether passive or active)
- It is practical in terms of being able to secure both wheels and frame.

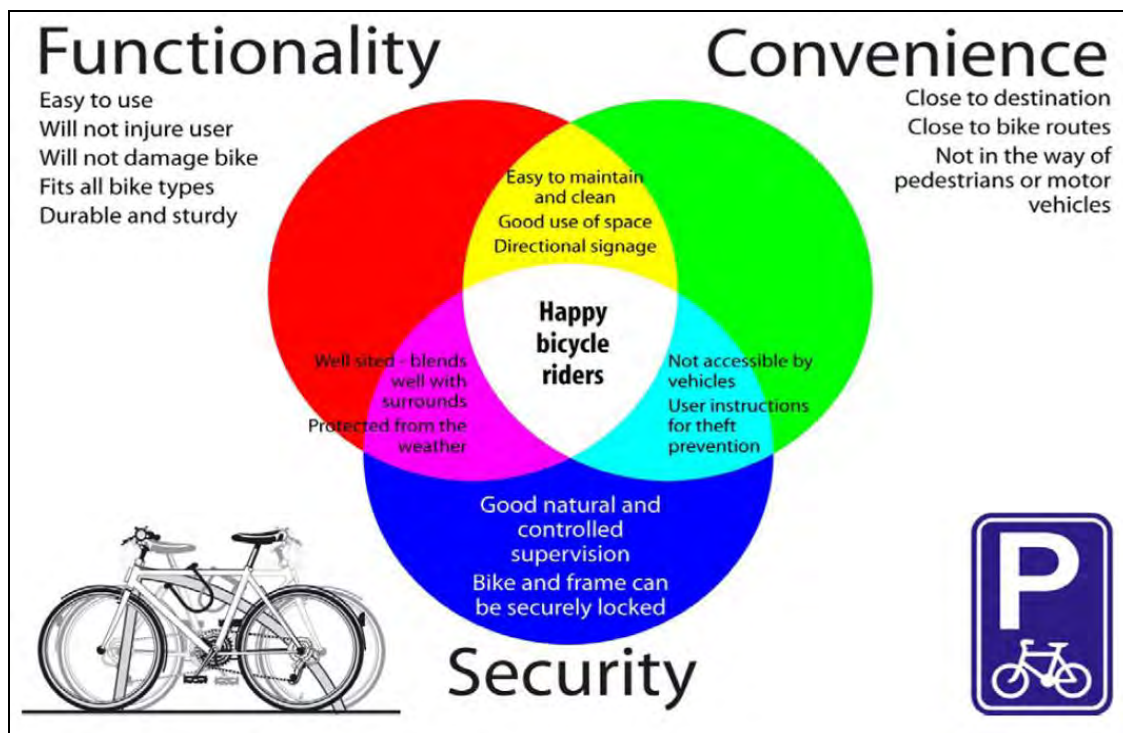
It is also important that a consistent approach be taken to bicycle parking to ensure that the types of racks used are practical and suitable for the location where they are to be installed.

The general issues relating to the provision and location of bicycle are listed below.

- The bicycle facilities are easy to find and are well signed and marked.
- Bicycle facilities relate to the travel needs of the user.
- Bicycle users can access the storage facility easily and quickly with a minimum walking distance from the end of the roadway or cycleway.
- Bicycle storage areas are located in places that feel safe and non-threatening (sense of social safety).
- Bicycle storage areas are well lit and ventilated.
- Bicycle storage areas are designed to be easily maintained and are cleaned along with surrounding areas on a regular basis.
- Storage areas are open and attractive and in an easily supervised area to deter acts of vandalism and theft (away from roadways and dead-ends).
- Bike storage areas do not obstruct traffic flows from either pedestrians or motor vehicles.
- Cycle storage areas are located under cover and out of the weather.
- During the initial ‘ramp-up’ operational period the use of bicycle parking facilities should be monitored and additional demand met quickly if this is within predicted future capacity.
- Regular monitoring, cleaning and maintenance of bicycle facilities should be undertaken as part of the normal security and upkeep operations.



Figure 7.2: Bicycle Parking Criteria



Source: DoP, 2004, p49

In order to conform to Australian Standards (AS2890.3-1993 Part 3: Bicycle Parking Facilities) parking rails must allow the wheels and frame of a bike to be locked to it securely and also provide sufficient support to prevent the bike from falling over. The three classes of bicycle parking are:

- i Class 1 facilities provide a high level of security such as enclosed individual lockers.
- ii Class 2 facilities provide a medium level of security such as locked compounds with internal bike rails.
- iii Class 3 facilities provide a low level of security such as external bicycle rails and racks.

When determining the type of facility required the following principles apply:

- Class 1 and 2 facilities should generally be provided for medium to long term parking (i.e. railway stations, workplaces)
- Class 3 facilities are suitable for short term parking (cafes, shops, parks, etc).

As far as GTA Consultants are aware there is no standard method for calculating the volume of bicycle parking supply on an area basis for both on-street and off-street bicycle parking. However, some indication of the parking requirements can be established based on population and mode share levels.

This method is based on meeting existing and future demand for cycling on the basis of population and trips made by bicycle. The total number of all trips made by bicycle on an average weekday is approximately 0.6%<sup>11</sup>. On this basis there would be a requirement to provide the following amount of bicycle parking:

<sup>11</sup> Journey to Work data 2005

- Existing Population (Approximate) = 70,000
- Existing number of trips made by bicycle (Sydney Average) = 0.6%
- Total bicycle parking required = **420 spaces**

It is important to note that this estimate does not take into account that not all bicycle trips would be undertaken simultaneously and that there is likely to be sharing of parking facilities by cyclists. As such this figure should be regarded as an upper limit when it comes to meeting existing demand. This does not take into consideration future growth in both the population and cycle as a mode, which is assessed below.

- Future Population (5 years based on population forecasts<sup>12</sup>) = 74,000
- Future number of trips made by bicycle (10 years) = 1.2% (Doubled)
- Total number of parking required by 2020 = **890 spaces**

It is recommended that bicycle parking be provided at all main trip attractors within the Willoughby LGA on the basis of a provision of **approximately 900 spaces or 450 inverted U-rails** being a realistic target over the proposed bicycle networks. Good quality bicycle parking in prominent locations will raise the profile of cycling and encourage more people to cycle.

There is currently cycle parking available at many locations within the LGA. The recommended locations for bicycle parking include the following. The demand for cycle parking at locations where is currently provided should be monitored and additional bicycle parking provided where there is insufficient supply.

- |  |                    |
|--|--------------------|
| • Chatswood train station                                | • Chatswood Park   |
| • Artarmon train station                                 | • Artarmon Reserve |
| • St Leonards train station                              | • Gore Hill Park   |
| • Hampden Road Way (near Broughton Road), Artarmon       | • Sutherland Park  |
| • Deepwater Road (near Holly Street), Castle Cove        | • Sanders Park     |
| • Edinburgh Road (near Raeburn Avenue), Castlecrag       | • Hallstrom Park   |
| • Eastern Valley Way (near Robert Street), Middle Cove   | • Warners Park     |
| • Willoughby Road (near Rohan Street), Naremburn         | • John Roche Park  |
| • High Street (near Horsley Avenue), North Willoughby    | • Northbridge Park |
| • Sailors Bay Road (near Eastern Valley Way) Northbridge | • Willoughby Park  |
| • Pacific Highway (near Lithgow Street), St Leonards     | • Castle Cove Park |
| • Willoughby Road (near Frenchs Road), Willoughby        | • Bales Park       |
| • Victoria Avenue Mall, Chatswood                        | • Lowanna Park     |

In addition, the local community should be able to request new bicycle parking facility through the Council website.

<sup>12</sup> Bureau of Transport Statistics

## 7.4 Signing Strategy

Directional and wayfinding signage is an important element of any transport system, in as much as these signs help users find their way around the network, easily and efficiently utilising the existing network. A well thought out, coherent and functional signage plan, coupled with improved bicycle infrastructure, will help cyclists navigate, locate relevant cyclist facilities (bicycle parking etc) and in turn encourage cycling as a mode of transport. Such a signage plan would provide guidance which enables safe and efficient travel by bicycle for a diverse range of trips within the study area.

Based on *A Guide to Signing Cycle Networks* (Queensland Government, 2009), there are four fundamental signing principles to consider when planning a signage and wayfinding strategy:

- **Conspicuity** – clear and unambiguous in its message.
- **Legibility** – clarity and brevity of sign messages, appropriate typeface, size, sign and lettering colours and sign layout.
- **Coherence** – well-signed network of routes, use of different sign types to indicate the function of routes.
- **Function** – work safely and efficiently in their environment carefully and consistently installed at or near all decision points.

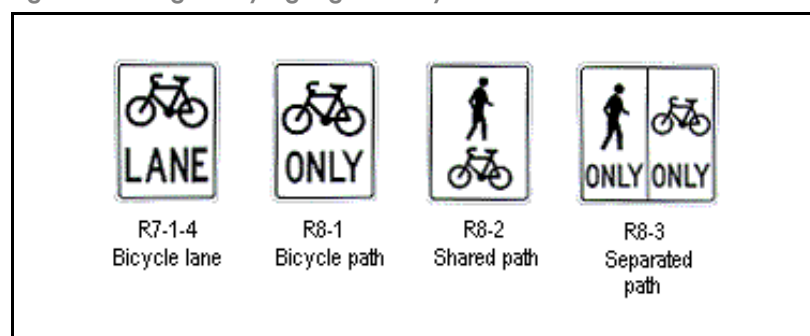
Bicycle directional signage has been identified at appropriate locations along the existing and proposed routes. The directional signs recommended for use are local cycle route intersection fingerboards that can be mounted on the same pole beneath street name blades. These should be provided along the route to indicate the route to the main trip generators and destinations.

There are three categories of cycle signage used in NSW – regulatory, warning and directional. A particular emphasis is placed on the directional component of the signing requirements as this is regarded as one of the more important components of the signing plan.

### 7.4.1 Regulatory Signage

Regulatory signs, with the use of linemarking, will generally define the type of bicycle facility provided. The NSW Bicycle Guidelines show the regulatory signs used for bicycle facilities, as well as optional supplementary plates. The four principal signs used are shown in Figure 7.3.

Figure 7.3: Regulatory Signage for Bicycle Facilities



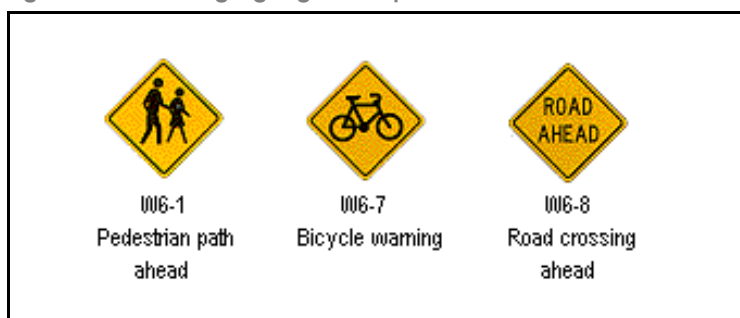
Regulatory signage is always used to define the start of a facility. Defining the end of a facility is generally not necessary, unless the facility is terminated mid-block, or at somewhere other than an intersection.

## 7.4.2 Warning Signage

Warning signs are diamond-shaped yellow signs and are used to warn cyclists of changed or particularly hazardous conditions. They are also used to warn other road users of bicycle movements. The NSW Bicycle Guidelines offer advice on the use of warning signs, as well as guidance signage and advisory signage.

Some of the most commonly used warning signs for the bicycle network, which may also be used on the general network, are shown in Figure 7.4.

Figure 7.4: Warning Signage Examples



The location for warning signage will be different depending on the site, and should be placed to suit the overall design of the facility. Australian Standard AS1742.9 – Manual of Uniform Traffic Control Devices, Part 9 Bicycles Facilities and Part 2, Traffic Control Devices for General Use provide advice on recommended signage locations.

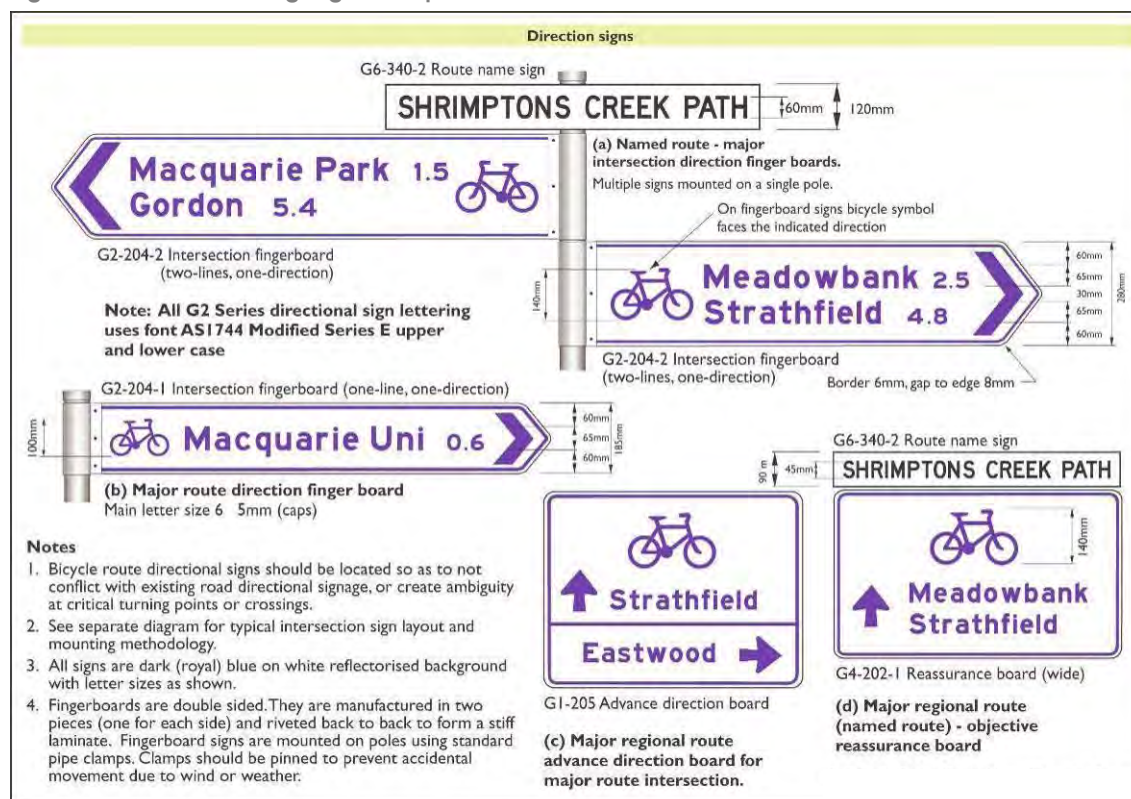
## 7.4.3 Directional Signage

A key element of the Signing Plan is the development of the directional signage component. It is important that directional signage is consistent throughout the network, and at all relevant intersections, to direct cyclists. Care should be taken during signage placement to avoid becoming lost in the clutter of other signs, or confusing motorised traffic, particularly for on-road routes.

Examples of typical directional signage are shown in Figure 7.5.



Figure 7.5: Directional Signage Example



## 7.5 Wayfinding Strategy

Signed messages should be concise, especially with respect to cyclists who are likely to be travelling past a sign at speed, the number of signs at any one point should be minimised while still providing as much information as required by the likely users of the sign. At critical locations, signs should be placed to identify the route as well as key destinations.

It is recommended that the principal form of wayfinding signage take the form of intersection fingerboards, which installed at critical turning points along the cycle routes.

Moreover, it is noted that signs should have a high degree of conspicuousness as well as legibility. It is important to note that making signs conspicuous and legible does not stop at the point of installation, signs need to be maintained to mitigate against a variety of causes (i.e. shrubbery overgrowth, graffiti, changes to the surrounding infrastructure/destinations) to ensure that these aims are achieved.

### 7.5.1 Destinations List/Map

As part of the wayfinding strategy, it is important to identify and categorise key destinations within Willoughby. It is proposed to categorise destinations as being either strategic or local, which is generally consistent with international best practice.

It is crucial that destinations are broken into different categories so that they can not only be signed accordingly but also so that the need to provide signage (based on the distance from the sign to the location) can be determined. A suggested list of locations is nominated below:

### **Strategic Destinations**

- Key Activity Centres
  - Chatswood CBD
  - Artarmon Town Centre
  - The Forum, St Leonards
- Railway stations
  - Chatswood Station
  - Artarmon Station
  - St Leonards Station

### **Local Destinations**

- Local shopping areas
  - Willoughby
  - North Willoughby
  - Castlecrag
  - Northbridge
  - Home HQ
- Universities
  - UTS Ku-ring-gai

Signage to destinations is based around the destinations classification as being either strategic or local. As such signs to strategic destinations are proposed to be provided on the route when they are within 5km of key activity centres and railway stations. Having regard to signage of key destinations this should be done with a common sense approach and based around identifying routes which link to key destinations and at intersections. Signage of local destinations is proposed to be provided when they are within 3km of the route.

Following the identification of destinations a focal point map has been established, which shows the destinations which will appear on directional signage for the network. A key aim of a bicycle network focal point map is to achieve consistency in the use of named locations so that a coherent system of signage is implemented. Only those locations appearing on the focal point map should be used as part of the wayfinding signage.

A focal point map showing the key destinations within the LGA that should be included on the directional signage, as well as critical decision making locations where directional signage is required, is shown in Figure 7.6.

As new developments occur, the focal point map should be updated to ensure all key destinations are signposted.

Consideration should also be given to destinations outside the LGA, as these can be major attractors for cyclists. The regional focal points that should also be signposted are shown in Figure 7.7. Liaison with the adjacent Councils is required to ensure that consistent signing across LGA boundaries occurs.

## 7.5.2 Sign Details

An indicative wayfinding sign is proposed for the Willoughby, which includes the sign dimensions, is shown in Figure 7.8. Each sign should include up to two destinations, based on the focal point map, and the distance to each destination rounded to the nearest 100m.

## 7.5.3 Sign Location

The placement of signage should be in accordance with the principles included in Australian Standard AS1742.5 Street Name and Community Facility Name Signs. A minimum clearance of 0.5m should be provided between the sign support and the cycle path, as well as a vertical height clearance of 2.5m, to ensure there is not conflict with the cyclist operating space.

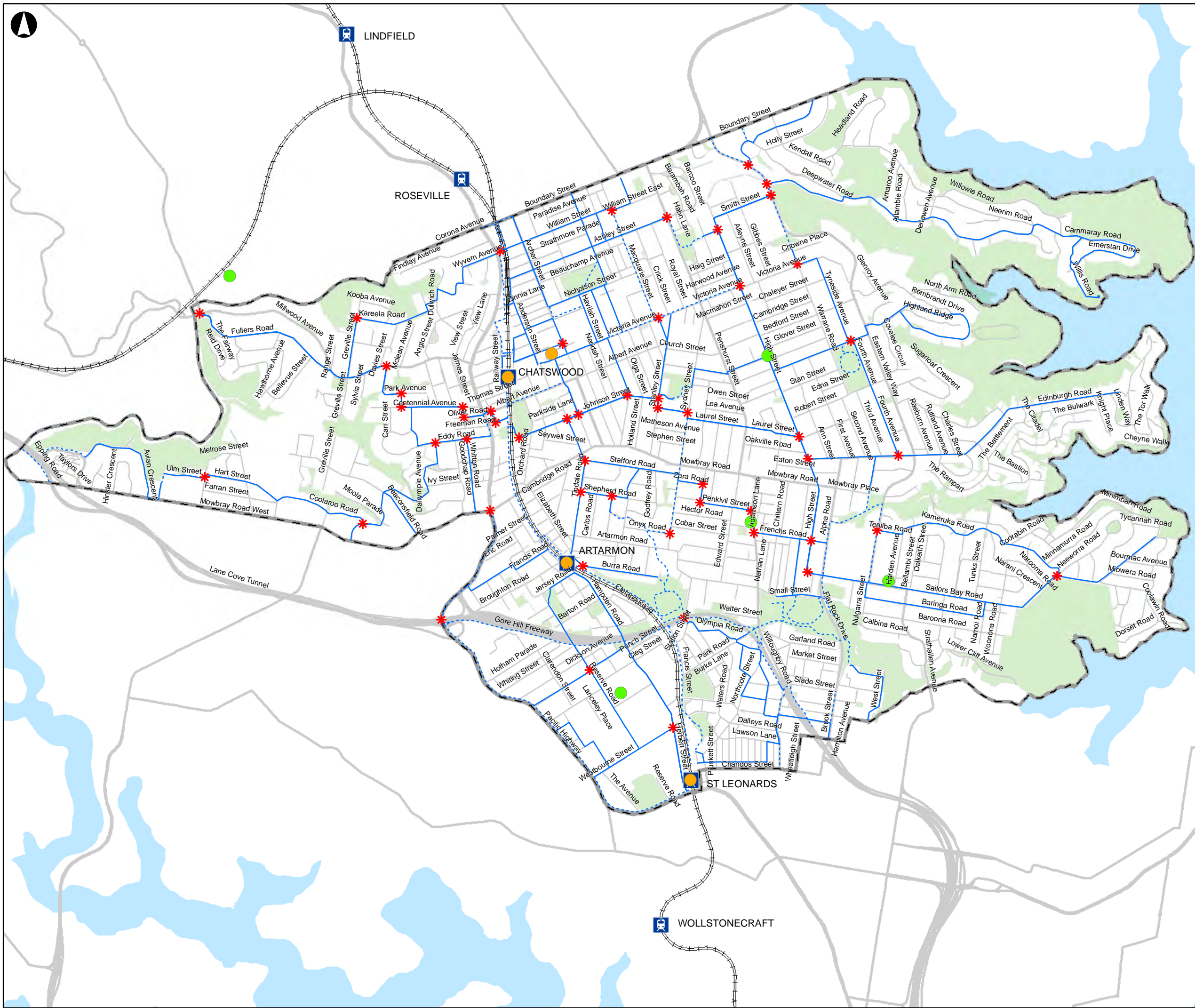
## 7.5.4 Wayfinding Signage Example

In order to show how the wayfinding principles are applied, the signage that would be required for EW3 - Fullers Road to Ellis Street is shown in Table 7.1.

**Table 7.1: Route EW3 Signage**

Location	Direction	Signage
Millwood Avenue/ Fullers Road	Facing north	UTS Ku-ring-gai 2.0km
	Facing south	Chatswood Station 3.0m Chatswood CBD 3.5m
Fullers Road/ Park Avenue	Facing south	Chatswood Station 1.5km Chatswood CBD 2.0km
Reginald Street/ Park Avenue	Facing south	Chatswood Station 1.2km Chatswood CBD 1.7km
Reginald Street/ Centennial Avenue	Facing east	Chatswood Station 1.1km Chatswood CBD 1.6km
Centennial Avenue/ Whitton Road	Facing south	Chatswood Station 700m Chatswood CBD 1.2km
Whitton Road/ Freeman Road	Facing east	Chatswood Station 600m Chatswood CBD 1.1km
Albert Avenue/ Albert Lane	Facing south	Chatswood Station 400m Chatswood CBD 900m
Albert Lane/ Ellis Street	Facing east	Chatswood Station 300m Chatswood CBD 800m

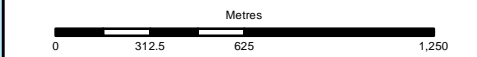




## Legend

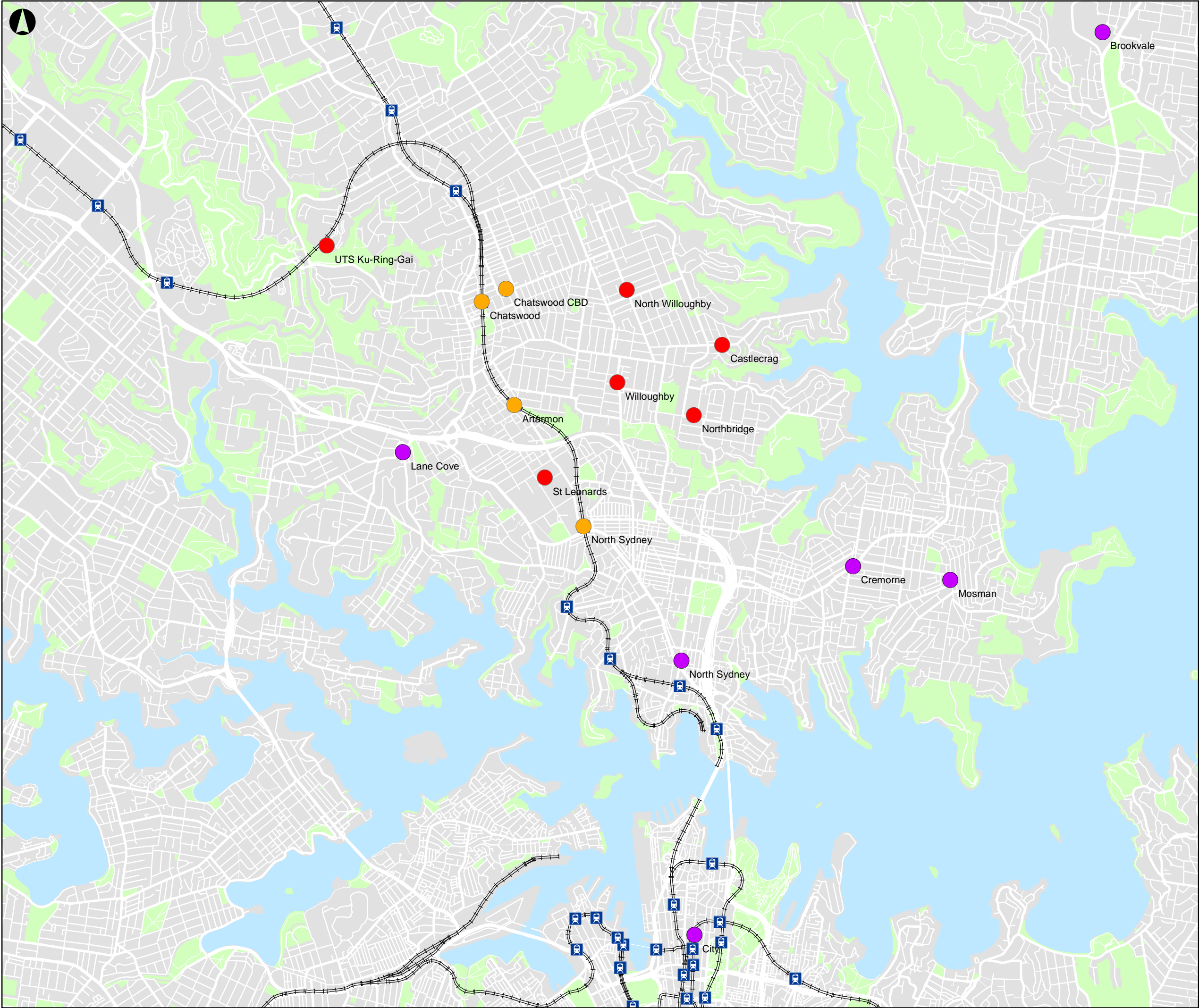
- LGA Boundary
- Strategic Focal Points
- Local Focal Points
- Decision Points
- On-road route
- Off-road route (shared paths)

P1	10-07-12	BL	KMC	DVD
Issue	Date	By	Chkd	Appd



Client	Willoughby City Council		
Job Title	Willoughby Bike Plan		
Drawing Title	Focal Point Plan		
Scale at A3	1:25,000		
Drawing Status	Preliminary		
Job No	Drawing No	Issue	
12S1120000	001	P2	





### Legend

- Regional Focal Points
- Strategic Focal Points
- Local Focal Points

P1	10-07-12	BL	KMC	DVD
----	----------	----	-----	-----

Issue	Date	By	Chkd	Appd
-------	------	----	------	------

Metres  
0 550 1,100 2,200

**GTA** consultants  
www.gta.com.au

Client  
**Willoughby City Council**

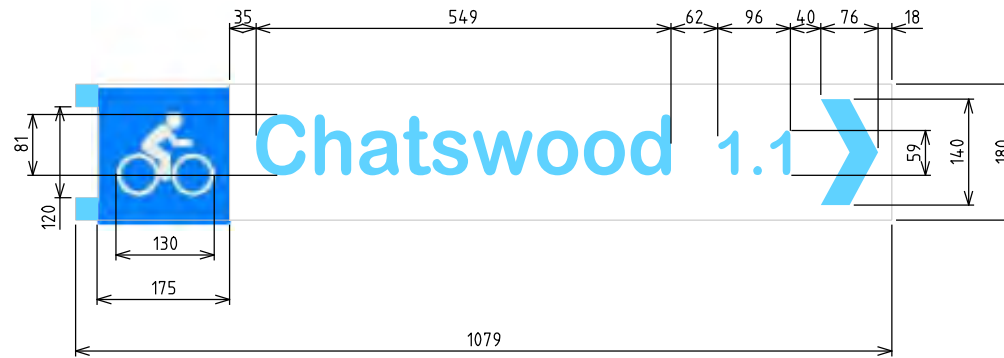
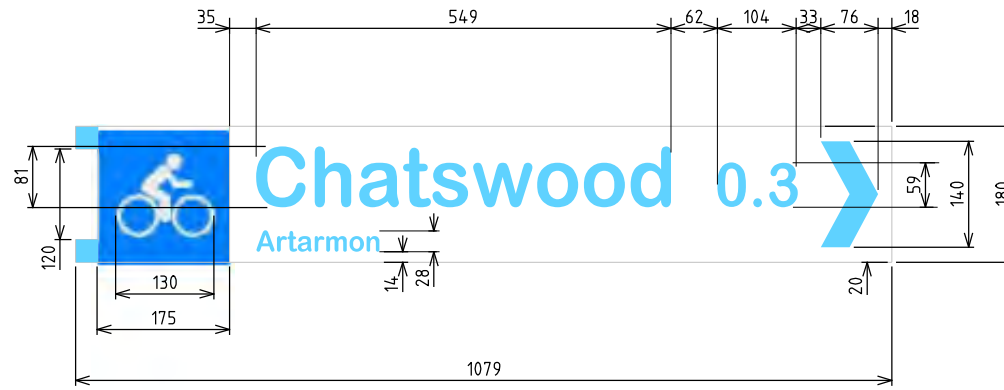
Job Title  
**Willoughby Bike Plan**

Drawing Title  
**Regional Focal Point Plan**

Scale at A3  
**1:45,000**

Drawing Status  
**Preliminary**

Job No <b>12S1120000</b>	Drawing No <b>001</b>	Issue <b>P2</b>
-----------------------------	--------------------------	--------------------



## 8. Implementation Strategy

### 8.1 Implementation Staging and Priorities

In the current political environment, there is increasing pressure on the application of limited funding across a wide range of transport-related projects. Therefore it is important to establish a consistent project assessment framework across all transport projects such that the relative merits of (for example) a small cycling project can be compared to a major construction project.

One common tool used for road projects is cost-benefit analysis. Such analysis seeks to derive a benefit-cost ratio (BCR) through valuing in current terms:

- capital project cost
- maintenance and other ongoing costs
- vehicle operating cost (VOC) savings
- time cost savings per vehicle hour
- accident cost savings
- environmental externalities (costs or benefits).

Such analysis can relatively easily be applied to cycling projects with additional economic parameters included such as health benefits. Such analysis is dependent on the availability of suitable data which can be difficult, particularly for smaller projects. Due to the wide-ranging benefits, quantification can be difficult where these involve other government sectors and indirect links, such as health benefits.

To provide a simple yet effective method of prioritising projects where consistent quantitative data is not available, GTA Consultants has devised an innovative priority evaluation matrix shown in Table 8.1.

**Table 8.1: Priority Evaluation Matrix**

Cost Estimate	Potential Benefits		
	High	Medium	Low
Low	Priority 1	Priority 1	Priority 2
Medium	Priority 1	Priority 2	Priority 3
High	Priority 2	Priority 3	Priority 3

Assessment of the potential benefits would include consideration of the following characteristics:

- Range of trip purposes serviced – trips to link with public transport, local and long distance trips by local residents, recreation, etc (i.e. the greater the number of trip purposes, the higher the potential benefits).
- The percentage of the population that can access the route (i.e. greater benefits where routes service higher density population areas).
- The type of facility and the ability for it to service the expected users (i.e. high speed/high volume facilities, such as on-road lanes, on routes for commuters and longer journeys, low speed/low volume facilities, such as shared paths, on routes for short local trips).

Once the relative priorities have been established, it is valuable to consider the overall feasibility of the projects or initiatives being considered. This includes engineering feasibility, political feasibility, community consultation and opinion, as well as conflicting priorities and needs. This “degree of

difficulty” for implementation should avoid overlap with cost considerations where possible. Table 8.2 shows how the priorities from Table 8.1 can be translated to short, medium and long term actions through consideration of project feasibility.

**Table 8.2: Action Evaluation Matrix**

Priority	Project Feasibility		
	High	Medium	Low
Priority 1	Short Term	Short Term	Medium Term
Priority 2	Short Term	Medium Term	Long Term
Priority 3	Medium Term	Long Term	Long Term



## 8.2 Recommended Priorities

**Table 8.3: Prioritisation of Routes**

No	Description	Cost	Potential Benefits	Priority	Project Feasibility	Action
NS1	Railway Corridor	High	High	Priority 1	Low	Medium term
NS2	High Street and Smith Street	High	Medium	Priority 1	High	Short term
NS3	Brook Street to Victoria Avenue	Medium	Medium	Priority 2	High	Short term
NS4	Herbert Street/ Hampden Road	Medium	Medium	Priority 2	High	Short term
EW1	Victoria Avenue/Chatswood CBD	High	High	Priority 1	High	Short term
EW2	Chatswood Park to High Street	Medium	Medium	Priority 2	High	Short term
EW3	Fullers Road to Ellis Street	Low	Medium	Priority 1	High	Short term
O1	Pacific Highway Shared Path	High	High	Priority 1	Low	Medium term
M1	Epping Road, Mowbray Road, Avian Crescent, Willandra Street, Ulm Street, Hart Street, Coolaroo Road, Dalrymple Avenue and One Pine Avenue.	Existing				
M2	Pacific Highway, Eddy Road, De Villiers Avenue and Dardanelles Road.	Existing				
M3	Gore Hill Freeway (shared path).	Existing				
M4	Tindale Road, Elizabeth Street, Burra Road, Jersey Road and Reserve Road	Medium	Medium	Priority 2	Low	Medium term
M5	Sydney Street and Onyx Road	Low	Medium	Priority 1	Medium	Short term
M6	Stanley Street, Macquarie Street, William Street and King Edward Street	Low	High	Priority 1	Medium	Short term
M7	Archer Street (bus lane)	Medium	High	Priority 2	Low	Long term
M8	Sailors Bay Road and Nulgarra Street/ Baringa Road/ Naomi Road	Low	Medium	Priority 1	Medium	Short term
M8	Edinburgh Road	Existing				
M10	Fourth Avenue, Tyneside Avenue, Victoria Avenue, Warrane Road and the Eastern Valley Way.	Medium	Medium	Priority 3	Low	Long term
M11	Ashley Street, Penshurst Street and Orara Street	Low	Medium	Priority 1	Medium	Short term

The local routes are recommend to be implemented in the long term or when funding becomes available.

In order to assist in the prioritisation of the short, medium and long term routes, the following implementation is proposed:

**Table 8.4: Implementation Schedule**

Action	No	Description	Implementation Order
Short term	NS2	High Street and Smith Street	2
	NS3	Brook Street to Victoria Avenue	3
	NS4	Herbert Street/ Hampden Road	6
	EW1	Victoria Avenue/Chatswood CBD	1
	EW2	Chatswood Park to High Street	4
	EW3	Fullers Road to Ellis Street	5
	M11	Ashley Street, Penshurst Street and Orara Street	10
	M5	Sydney Street and Onyx Road	8
	M6	Stanley Street, Macquarie Street, William Street and King Edward Street	7
Medium term	M8	Sailors Bay Road and Nulgarra Street/ Baringa Road/ Naomi Road	9
	O1	Pacific Highway Shared Path	11
	M4	Tindale Road, Elizabeth Street, Burra Road, Jersey Road and Reserve Road	13
	NS1	Railway Corridor	12
Long term	M10	Fourth Avenue, Tyneside Avenue, Victoria Avenue, Warrane Road and the Eastern Valley Way.	15
	M7	Archer Street (bus lane)	14

## 8.3 Policy

### 8.3.1 Overview

The provision of bicycle facilities as part of new development approvals can be regulated by a number of Council planning instruments, including:

- Local Environmental Plan
- Various Development Control Plan
- "Standard" consent conditions
- Social Plan.

In addition to the above Council planning instruments, the Planning department within Council should ensure that future developments make allowance for through ways at the end of cul-de-sacs and easement allowances for tracks.

The NSW Planning Guidelines for Walking and Cycling (DoP 2004) provides useful information to assist in this process. For bicycle parking, it advocates a methodology based on the number of people using buildings - employees, customers, guests, students etc. There are strong planning guidelines for pedestrian and cycling catchment mapping, which help determine urban densities and thus the viability of businesses and community facilities within walking and cycling range (Figure 8.1).

**Figure 8.1: Planning NSW Pedestrian Catchment Mapping**



### 8.3.2 Policy Recommendations

Key objectives of the Bike Plan are:

- Achieve an increase in the bike rider mode split.
- Improve accessibility within and through the LGA, with a focus on active transport modes.
- Create a legible, direct and safe cycling environment to encourage cycling for local trips.

In this regard, the following on-site bicycle parking controls are recommended:

- set minimum acceptable levels of on-site bicycle parking supply
- prescribe acceptable types of bicycle parking and storage.

Based on this, the recommended bicycle parking rates are shown in Table 8.5.

**Table 8.5: Recommended controls for bicycle parking provision**

	<b>Class 1 (locker) or 2 (compound or cage)</b>	<b>Class 3 (racks/rails)</b>	<b>General Storage</b>
Residential	Class 2 facilities with storage capacity for 1 bike per dwelling, with a maximum of 12 bikes per cage/compound.	Storage capacity for 1 bike per 3 dwellings	Minimum of 5m <sup>3</sup> per dwelling (Minimum dimensions of 1m width, 2.5 m depth, and height of 2m)
Boarding house/student accommodation	Class 2 facilities with capacity for 1 bike per 4 rooms		
Commercial	Class 1 or 2 facilities with storage capacity for 2 bikes per 600m <sup>2</sup> GFA	Storage capacity for 1 bike per 2500m <sup>2</sup> GFA	
Restaurant		Storage capacity for 1 bike per 150m <sup>2</sup> GFA	
Industrial	Class 1 or 2 storage capacity for 2 bikes per 1500m <sup>2</sup> site area	Storage capacity for 1 bike per 2500m <sup>2</sup> site area	

Further details on the recommended bicycle parking facilities are provided in the following sections. All installation should be in accordance with the Australian Standards.

### Residential/shop top Housing

A caged area or bicycle compound of limited size and a maximum number of bikes in the basement car park is to be provided (Class 2 Australian standards bicycle storage). The limited size will ensure that access is limited to a number of units. In a large residential flat building and shop top housing developments, a number of cages may be required.

*Rate: For 12 or less dwellings, 1 bike compound with racks / rails inside, with storage capacity for 1 bike per dwelling.*

For example, a development with 12 units would require a compound with 6 bike rails inside, as long as the rails are adequately located to provide access to both sides of the rail and hence parking for 2 bikes per rail.

*Rate: For more than 12 dwellings, 1 bike compound per 12 dwellings, with racks / rails inside with storage capacity for 1 bike per dwelling.*

For example, a development with 20 units would require 2 compounds with a maximum of 6 bike rails in one of them and another 4 in the other, as long as the rails are adequately located to provide access to both sides of the rail and hence parking for 2 bikes per rail.

b) Racks/rails should be provided in addition to compounds (Class 3 Australian Standards). Racks could be provided both at ground level and next to basement cage. Some of these racks/rails may be available in car parking areas, however some should be located in areas accessible to visitors.

*Rate: Storage capacity for 1 bike per 3 dwellings*

c) Minimum of 5m<sup>3</sup> per unit should be provided in car parks or easily accessible areas for general storage (which would include bikes). The minimum 5m<sup>3</sup> is to be individually secured and at floor level with a minimum width of 1m, minimum depth of 2.5 metres, and minimum height of 2m.

### Boarding Houses/Student accommodation

*Rate: 1 bike compound with roof over and racks inside to be provided with storage capacity for 1 bicycle per 4 rooms (Class 2 Australian standards).*

### Commercial

*Rate: 1 locker or bike compound with roof over and racks inside with storage capacity for 2 bikes per 600m<sup>2</sup> of GFA (Class 1 - lockers or Class 2 - cages or bicycle compound) plus 1 bike rack per 2500m<sup>2</sup> of GFA.*

### Restaurant

*Rate: 1 bike rack per 150m<sup>2</sup> of GFA.*

### Industrial

*Rate: 1 locker or bike compounds with roof over and racks inside with storage capacity for 2 bikes per 1500m<sup>2</sup> of site area (Class 1 - lockers or Class 2 - cages or bicycle compound) plus 1 bike rack per 2500m<sup>2</sup> of site area.*

In regards to bicycle parking and end of trip facilities the following are recommended:



- Within retail areas the bicycle parking facility should be situated in or right on the edge of the core shopping area. A good “visual relationship” with the core shopping area and the pedestrian route to the bicycle parking should be provided.
- Within other land uses the bicycle parking should be located in close proximity to the car park entry/ exit and key pedestrian access points into the development.
- For non-residential uses, the following facilities for bike parking are to be provided at the following rates:
  - 1 personal locker per 2 bike parking spaces if more than 5 bike parking spaces are provided.
  - 1 shower/change cubicle for between 3 and 10 bike parking spaces provided
  - 2 shower/change cubicles for 11 to 20 bike parking spaces provided
  - 2 additional shower/change cubicles for each additional 20 bike parking spaces or part thereof.

## 8.4 Funding Opportunities and Sources

The bicycle network recommended in this plan proposes high quality infrastructure in line with contemporary community aspirations for bicycle use. A proportion of this network is comprised of separated bicycle facilities - the cost of implementation is relatively high, especially when compared to mixed traffic networks.

Together with Council’s own resources, there are a number of funding programs which can potentially provide additional financial support. This will be necessary for implementation of both the physical infrastructure and any related encouragement or educational programs required to meet current and future community needs.

Three websites that provide further detail:

<http://www.cyclingresourcecentre.org.au/section/category/funding>

<http://www.cyclingpromotion.com.au/funding-opportunities.html>

[http://www.bicycleinfo.nsw.gov.au/tools\\_and\\_resources/funding\\_for\\_cycling\\_projects.html](http://www.bicycleinfo.nsw.gov.au/tools_and_resources/funding_for_cycling_projects.html)

A summary of potential funding sources is provided below.

### 8.4.1 Local Government

#### Council

- Annual budget allocations for walking and cycling infrastructure
- Developer contributions (to a limited extent).

### 8.4.2 State Government

#### Roads and Maritime Services

The RMS’s Bicycle Program allocates \$5 million annually to bicycle projects in NSW council areas. This 50/50 funding program is designed to assist councils with the development and implementation of their local bicycle networks. Full details are available in the Memorandum of Understanding available on the

RMS website: [http://www.rta.nsw.gov.au/trafficinformation/downloads/mou\\_0609.pdf](http://www.rta.nsw.gov.au/trafficinformation/downloads/mou_0609.pdf). Programs for potential funding include:

- Regional Roads REPAIR Program (22602) – the objective of this program is to provide additional assistance to councils to undertake larger works of rehabilitation, and development on Regional Roads to minimise the long-term maintenance costs of these roads commensurate with their function and usage. Walking and cycling infrastructure could potentially be included within this cost.
- Accident Blackspot Treatments (26301) – the objective of this program is to reduce the occurrence and severity of crashes at known crash locations by installing cost effective treatments, ensuring a road safety return.
- Cycleways (27304) – this program is aimed specifically at designing and constructing new on-road and off-road cycleways that increase the level of network availability in NSW. Funding arrangements fall into two broad categories:
  - State bicycle routes identified in the BikePlan 2010 – generally 100% funded by the RMS but under the care and control of the Council following completion.
  - Local bicycle routes identified in a Council's Bike Plan – generally 50/50 funded and to be maintained by Council following completion.
- Bicycle Facilities (27305) – this program is aimed at improving the operation of existing cycleways. Typical projects include upgrades of existing cycleways, retrofitting at existing traffic control signals, installation of kerb ramps and replacement of unsafe drainage grates.
- Bicycle User Support (27306) – this program aims to support cycling through research, training and promotion. Typical projects include bicycle promotion, bicycle use surveys, development and production of cycleway maps and cycling related guidelines.
- Local Government Pedestrian Facilities (27401) – this program helps to provide facilities on local and regional roads to improve pedestrian safety, mobility and access. Shared zones are eligible for funding under this program.

### **Bike Week Funding**

NSW Bike Week is a state-wide NSW Government initiative that seeks to raise the profile of cycling. Funding is available to promote local community NSW Bike Week events, which should be designed to encourage cycling in the local community. Details are available via the [Bicycle Info website](#).

### **Department of Planning and Infrastructure**

The Department of Planning and Infrastructure (DPI) offers a number of funding programs for community-based projects. The programs are aimed at implementing planning priorities. Details of all programs are available on the [DPI website](#), including the Metropolitan Greenspace Program (MGP) which is detailed below.

### **The Metropolitan Greenspace Program**

The MGP has provided over \$30m to councils across the metropolitan area since 1990. All metropolitan councils are eligible to apply, with approximately \$2.5 million available annually on a matched funding dollar basis. The key objective of the program is to assist local government in the development and planning of regionally significant open space and to enable more effective use of these areas by the public. The program aims to promote partnerships between State and Local Government. Successful

projects in the last round of funding included the Withers Road Cycleway (Hills Shire Council), a feasibility study into the extension of the Cooks River Cycleway (Rockdale City Council) and planning and design of an off-road mountain bike facility (Ku-ring-gai Council).

### NSW Environment Trust

The Department of Environment and Heritage (DEH) manages a number of grant programs under the banner of NSW Environment Trust. Each grant program funds projects which rehabilitate or regenerate the environment, or promote environmental education and sustainability. Cycling infrastructure can be incorporated into projects as a way to reduce greenhouse gas emissions by reducing car dependency and increasing cycling. Details of past and present programs are provided on the [DEH website](#).

### Office of Communities, Sport and Recreation

The NSW Office of Communities, Sport and Recreation (OCSR) has a number of funding programs available to local governments. Further details on all grant programs are available on the [OCSR website](#), including:

#### **Sport and Recreation Facility Grant Program**

This program provides funding to build and upgrade sporting and recreation facilities with the aim of increasing the availability, standard and quality of facilities in NSW. This could include cycling tracks and training facilities. Levels of funding available range from \$500 - \$200,000, with the amount requested being 50% or less of the total project cost.

#### **Sport and Recreation Participation Program**

This program provides funding for projects designed to increase regular and on-going participation in sport, recreation or structure physical activity. Objectives include increasing participation, addressing barriers to participation and providing training programs. The funding could be appropriate for a cycling encouragement program.

### ClubGRANTS

Clubs that earn over \$1 million annually in gaming machine revenue provide funding for community projects and services, and in turn receive dollar-for-dollar gaming tax deductions. The new ClubGRANTS scheme, announced in 2012 by the State Government, will provide a minimum of \$264 million of funding over the next four years, including approximately \$10 per year for large scale sport, health and community infrastructure projects. This funding can also be used to implement cycling encouragement initiatives like cycling programs, workshops and distributing maps. Further details are available on the [ClubsNSW website](#).

## 8.4.3 Federal Government

### Department of Infrastructure and Transport

The Department of Infrastructure and Transport (DIT) offers a range of funding opportunities under the banner of the Nation Building Program. Details of all programs are provided via the [DIT website](#), including the following:

### **Roads to Recovery Program**

In November 2000, this program was introduced as a single intervention by the Commonwealth to address the specific problem of local roads reaching the end of their economic life, and their replacement being beyond the capacity of local government. Over four years from 1 July 2009, the Australian Government, will provide additional funding of \$1.75 billion. This is in addition to its untied Financial Assistance Grants to councils for roads and other purposes. This program has been used by many councils throughout Australia to fund bicycle infrastructure development and upgrades.

### **Black Spot Program**

The Black Spot program began in 1996-97 and is part of the government's commitment to reduce crashes on all roads in Australia – it currently has approval to run to 2013-14. The program, which provides \$59.5 million per annum, targets road locations where crashes are occurring. Typical projects include upgrading traffic signals and improving roundabouts at dangerous locations. This program has been used by many councils throughout Australia to fund bicycle infrastructure development and upgrades.

### **Liveable Cities Program**

The Liveable Cities Program, new in 2011, will provide \$20 million over two years. The program was developed to support state, territory and local governments in meeting the challenges of improving the quality of life in capital and major regional cities. The programs sought to encourage government partnerships and foster innovative solutions to promote high quality urban design, improve the quality of open space, and address high levels of car dependency and traffic congestion, among other things. Applications for the program are currently closed - 2012 application dates have not yet been announced.

## **8.4.4 Other Funding Opportunities**

### **Advertising**

Revenue from business and clubs in the local area can provide funding for advertising within the LGA. These advertisements could be cycling related by providing cycle maps and information as well as encouragement advertisements.

### **Developers**

Developers can choose to fund local cycling infrastructure in the local area. If a major development is occurring (such as a Shopping Centre), bicycle parking facilities and safe bicycle routes around the centre can be integrated into the plans to increase cycling and encourage cycling for short trips.

### **Cycling Promotion Fund**

In the past the Cycling Promotion Fund (CPF) has funded a number of innovative projects that promote and encourage cycling to assist in developing the evidence base that such projects are effective. Although the grants program is currently inactive, the CPF assists by listing potential funding sources and programs, and continues to offer advice and guidance on the development of effective cycling programs and initiatives.



## 8.5 Monitoring and Review

A program to monitor implementation of the Bike Plan is recommended. Such a program will feed back into the ongoing development of the Bike Plan and ideally will permit improvements and cost savings. Bike Plan monitoring programs would be valuable and provide feedback for Council and the community. Good monitoring programs require the involvement and commitment from the Council and the cycling community.

A comprehensive scheme which will report on a range of issues covered by the Bike Plan is recommended. The issues to address include:

- engineering works and development programmes
- bicycle use
- bicycle theft
- modal share
- bicycle crashes
- user satisfaction levels
- condition of bicycle facilities
- network implementation.

### 8.5.1 Monitoring Transport Opinions and Behaviour

An annual transport survey is a useful and increasingly common method for Councils to develop a better understanding of transport issues in their area.

The travel survey can act as an excellent method to gauge the views and behaviours of those cycling in the LGA. It should be noted that it may be useful to view this exercise as a *transport* survey, rather than a strictly *bicycle* investigation. This will enable a full picture of travel patterns and attitudes, thereby providing a full picture of the opportunities to increase active transport options. Questions relating to the follow topics are recommended:

- Modal share/choice
- What mode if not your current mode?
- Reason for choosing the mode of transport chosen?
- Factors influencing decision not to ride?
- Travel costs estimate.

Quantitative accounts of bicycle facilities provide a gauge as to the progress in meeting its goals for a more bicycle friendly LGA. The following questions have been used in internationally and could be adapted for the Willoughby context:

- Rate cyclists sense of safety.
- Rate the quality of the bicycle network – paths and on road bicycle lanes.
- Rate the quality of cycling/public transport integration for travel within the LGA.
- Rate the quality of bicycle parking.
- What makes people feel unsafe cycling?
  - Lack of bicycle paths and lanes
  - Driver behaviour

- Other cyclists
- Pedestrians
- Other.
- What would make people feel safer when cycling?
  - Improved on road cycling facilities
  - Improved off road/shared path facilities
  - More separated cycle facilities
  - Other.

The results to the above questions could be calculated to give a 0 – 10 rating to allow accurate comparison over several years.

Automatic bicycle counters are now increasingly relied upon to measure bicycle traffic at key points in the transport system. The installation of piezoelectric counters at strategic locations offers an efficient method of collecting data on the number and time of cyclists. Automatic bicycle counters can be hired relatively cheaply on a weekly basis (in the order of \$500 per week for a standard unit).

### 8.5.2 Target setting

Targets are a valuable method of measuring progress towards a bicycle friendly LGA and the abovementioned survey questions and bicycle count data can be used as key indicators of that progress. Developing baseline data and setting ambitious but achievable targets for future years will provide quantifiable measures of progress towards developing Willoughby into a bicycle friendly LGA.

The journey to work data is reliable source of information that could be monitored on an annual basis. It is therefore recommended a target of 1.2% mode share for cycling by 2017 is recommended.

## 9. Education, Encouragement and Promotion

The 2006 Bike Plan included a behavioural strategy, which aimed to encourage non-cyclists and promote cycling as a means of travel to work, school and local shops through education, enforcement, and encouragement strategies. This section builds on these initiatives so that they remain relevant to current cycling conditions and reflect Council's current cycling goals.

Programs and tools that aim to educate, encourage and promote cyclists and cycling typically complement each other. For example, educational programs not only seek to inform but also aim to promote cycling as a viable mode of transport and thus encourage people to take up cycling or cycle more often.

Effective education, encouragement and promotion (EE & P) of cycling includes the following target areas:

- Bicycle facilities and infrastructure (including route infrastructure and end-of-trip facilities)
- Increasing awareness
- Communicating planning principles and improving existing guidelines
- Establishing a consistent project assessment framework across transport projects.

These activities are in line with the goals outlined in Section 4 of Council's *City Strategy 2010-2025 (Transport, Mobility and Infrastructure)*, namely:

- To provide leadership in the promotion of active transport
- To provide regional and local bike paths, safe bicycle parking and storage facilities
- To promote sustainable transport and conduct education programs
- To provide new pedestrian and cyclist focused precincts within local centres
- To identify improvements for a city-wide network of accessible, local walking trails linking activity areas and public transport services
- To design best practice cycling and pedestrian pathways.

### 9.1 Current Education, Encouragement and Promotion Programs

Several EE & P activities are currently undertaken by Willoughby Council, including:

- Free cycling skill and bike maintenance workshops
- Ride to School Day
- Ride to Work Day
- NSW Bike Week
- Free bicycle maps/ brochures of *Northern Sydney Cycling Map* (electronic and hard copy)
- Educational information provided to Schools.

These activities are promoted through the cycling page on the Willoughby Council website which also contains information on safety tips, road rules and rights for cyclists, links to bicycle user groups, cycling network maps and details on cycling numbers. There is also a link to an event diary, which contains dates for cycling skills and maintenance workshops.

Once safe, dedicated infrastructure is provided, this network provides a platform for bicycle encouragement programs or health promotion activities to entice non-riders on to bicycles and to inspire current riders to ride more often. Shifting short car trips to bicycle, could reduce traffic congestion and parking pressure in busy Sydney activity centres, including Chatswood.

Planning controls in Willoughby Council's DCP aim to increase the provision of bicycle parking facilities by setting numerical controls for development types. The DCP also states that Council can require new developments to develop a Green Travel Plan (GTP). GTP's aim to reduce car based travel and encourage cycling, walking and public transport use.

## 9.2 Recommended Education, Encouragement and Promotion Programs

Bicycle programs should be brought under a single action plan and be part of a regular series of programs to increase cycling, promote safe cycling and raise driver awareness. This plan – an Education, Encouragement and Promotion Strategy – should incorporate the existing programs detailed in Section 9.1, as well as new programs, detailed below. A delivery program should be developed to stage the roll out of strategies, many of which may be rolled out in association with each other to maximise impact.

### Branding of Encouragement Programs

Develop branding and mapping for the "how to get here" page for Chatswood Westfield or Willoughby Council's website to help deliver "ride to work" or "bike to the shops" encouragement programs. To widen the audience for the cycling message, host and market a Chatswood Interchange bike day or website launch event with the support of Transport NSW, Railcorp, Bike North and bike shops.

### Expand 'Ride to Work' Initiative

Council is currently an active supporter and participates in the annual 'ride to work' event. This initiative could be expanded to encourage more Willoughby residents and employees to ride to work more often, utilising the branding and bike parking promotion materials detailed above.

[Challenge for Change](#) is an example of a program that aims to inspire workplaces to increase the number of employees cycling to work through stimulating competition between workplaces. Such a program could be initiated by Council and either run by Council or outsourced to an independent organisation.

### Extend the City of Sydney's 'Coexistence Campaign'

A large proportion of Willoughby cyclists ride to and from the Sydney CBD. The City of Sydney has a coexistence campaign that aims to ensure shared path users (pedestrians and cyclists) and road users (drivers and cyclists) are aware of each other, are considerate of each other and can coexist in a harmonious manner. It is an awareness campaign which uses *"memorable slogans and light, humorous, attention-getting measures such as performance artists, bell give-aways, aural gimmicks, posters, pavement art, giveaways of fluoro vests and helmet covers and humorous temporary stencils"*

This program could be extended through Willoughby, aiming to increase considerate and safe behaviours, whilst simultaneously promoting cycling as a safe, attractive and viable transport mode.



### 'Willoughby by Wheels' Program

The aim of this program would be to increase cycling confidence and route knowledge in Willoughby and to connecting LGA's by organising group rides for Willoughby residents and employees. A program of events would be developed over a specified period and may include the following:

- CBD to CBD – Chatswood to Sydney
- Sydney's Northern CBD's – Chatswood to North Sydney
- Discover Chatswood – focus on cycling around and exploring the local Chatswood area
- Chatswood to St Leonards.

A purpose built website or page on Council's website could be developed to promote the program and provide a source for ride maps, a booking system, gaining feedback from ride participants and gauging interest for new ride destinations. The program could be run by Council or outsourced to an independent organisation.

### Launch activities for new facilities

Council should organise launch days for new facilities and programs to complement the infrastructure and network plan, the delivery of new bicycle infrastructure or bicycle parking. This informs existing cyclists about the new infrastructure, celebrates new investment and encourages non-riders to ask about the facilities. For examples, a bike ride using the new infrastructure and ending at new bike parking at a major destination, could launch the infrastructure.

### Artistic competitions

The aim of this program would be to stimulate interest in cycling by making elements of it more visually attractive. For example, in the City of Sydney an artistic bike racks competition sought to locate quirky bike racks at prominent locations as a way of increasing cycling exposure. Council could carry out a similar program or, on a smaller scale, host a competition for artistic cycling posters, bells or helmets.

### Develop Themed Rides

A series of themed rides could be developed, which focus on a particular interest and combines cycling with other recreational activities. An example of this is as a 'foodie ride' which identifies a number of cafes, restaurants or delis along a route or a child friendly route that links to off-road children's recreational facilities. This could also be combined with collaborations with local businesses, which offer water refills or discounts to cyclists that visit their business. Maps that show the themed rides should be produced and made available in with the Northern Sydney Cycling Map.

### Other Education Activities

Short term education programs are relatively low cost and quick to implement, since the materials for the campaign already exist. Using existing bicycle safety campaigns, like the Amy Gillett Foundation's, or the City of Sydney's recent posters, driver awareness, cyclists responsibilities and other issues could be targeted. This is a scalable activity, which could be used in pilot areas or expanded to busy roads or shared path environments.

Chatswood is a destination for employment, shopping and recreation activities. This wide audience of potential cyclists presents an opportunity to trial consistent cycling messages and education programs. If successful, the branding initiative would be positioned to be shared with smaller centres and destinations in the wider Willoughby area.

## 10. Conclusions and Recommendations

The Bike Plan seeks to provide a comprehensive review of existing cycling behaviour, infrastructure and perceptions of cycling, along with establishing targets, recognising barriers to cycling and developing strategies to encourage and promote cycling as a viable transport mode.

The Bike Plan has sought to provide a clear and uniform approach in developing the future direction and integration of cycling. The existing cycling encouragement initiatives can be built upon through a coordinated approach that considers:

- Implementing bicycle route facilities based on the identified short, medium and long term actions.
- Lobbying RMS to improve safe bicycle access within Willoughby.
- Improving and complementing the existing bicycle parking facilities.
- Developing a signage and wayfinding strategy to guide pedestrians and cyclists.
- Fostering a safe walking and cycling environment, through separation, integration and behavioural education as appropriate.
- Formulating a comprehensive cycling education, awareness and promotion program to get more people cycling, more often.
- Identifying a formal program to monitor and evaluate the implementation of the Bicycle Strategy.

To remain effective and relevant, the Bike Plan should be reviewed periodically, with consideration of key Council policy and planning objectives.

## Appendix A

### Online Survey

## Willoughby Cycling Questionnaire

*What do you think about cycling in Willoughby?*

Willoughby City Council is updating the 2006 Bike Plan. We want to make Willoughby a place where people cycle more often. We need your input into the study to make sure that the Bike Plan responds to the local people and their needs.

i What do you feel are the main benefits of bicycle riding on a regular basis (tick all that apply)?

- |  |  |
|--|--|
| <input type="checkbox"/> Health/fitness                            | <input type="checkbox"/> Good for the environment  |
| <input type="checkbox"/> Save money on petrol/car/transport fees   | <input type="checkbox"/> Saves time/faster/quicker |
| <input type="checkbox"/> Less congestion on the roads/less traffic | <input type="checkbox"/> Convenient/easy           |
| <input type="checkbox"/> Relaxing/reduces stress levels            | <input type="checkbox"/> Ease of parking           |
| <input type="checkbox"/> No benefit                                | <input type="checkbox"/> Don't know                |

ii Which of the following statements best describes you?

- ☐ I don't own a bicycle and I'm not interested in cycling. Go to (vii)
- ☐ I am interested in bike riding but do not own a bike. Go to (vii)
- ☐ I own a bike, but I use it less than once a month. Go to (iv)
- ☐ I own a bike and use it at least once a month.

iii On average, how many trips would you make on your bicycle in a month? \_\_\_\_\_

iv What type of trips do you make (tick all that apply)?

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Visiting local shops     | <input type="checkbox"/> Visiting friends          | <input type="checkbox"/> Leisure/recreation |
| <input type="checkbox"/> To/from public transport | <input type="checkbox"/> Physical fitness/training | <input type="checkbox"/> Other _____        |
| <input type="checkbox"/> To/from work             | <input type="checkbox"/> School/University/TAFE    |   |

v Please tick the times and the days of the week you typically cycle.

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Morning							
Lunchtime							
Afternoon							
Evening							

vi Do you use Willoughby's cycle paths, cycle lanes and/or bike routes as part of your cycling journeys? (Tick all that apply)

- |  |  |
|--|--|
| <input type="checkbox"/> Yes – on road lanes               | <input type="checkbox"/> Yes – on road signposted routes |
| <input type="checkbox"/> Yes – off road paths/shared paths | <input type="checkbox"/> No – none of the above          |

vii Which of the following reasons prevent you from riding a bike/riding more often?

- ☐ There is too much traffic
- ☐ Traffic speeds are too fast
- ☐ I don't feel comfortable in the shoulder near parked cars



- ☐ I don't want to be sweaty when I get to my destination
- ☐ I only feel comfortable/safe riding on off-road pathways
- ☐ I am not fit enough
- ☐ My workplace does not have facilities such as showers, parking and lockers
- ☐ Not confident of riding ability
- ☐ The distance to work/shops/school is too far
- ☐ Too many hills
- ☐ I don't know where the bike routes are
- ☐ I don't own a bike/my bike is not in working order
- ☐ Other (please specify) \_\_\_\_\_
- viii Are there any roads or locations where you would like to see on-road cycle lanes, off road cycle paths or shared paths? (please specify) \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- ix Are there any locations which you consider particularly dangerous for cyclists ?(please be as specific as possible)\_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- x Please indicate whether the following would make you more likely to cycle more often.
- ☐ Increased knowledge of bike routes and bicycle maintenance
- ☐ Increased knowledge of the road rules and road safety for cyclists
- ☐ Availability of shower facilities at destination
- ☐ Availability of bicycle parking or bicycle lockers
- ☐ Having more bicycle riders on the road
- ☐ Increased driver awareness of bicycle safety and road sharing
- ☐ Availability of bicycle dedicated lanes on roads and streets
- ☐ Availability of physically separated bicycle paths
- ☐ Opportunities to attend cycling workshops
- ☐ Nothing would make me ride a bike
- xi Are you male or female? ☐ Male ☐ Female
- xii Which age group do you fall into?
- ☐ Under 12 years ☐ 25 – 34 years ☐ 50 – 64 years
- ☐ 12 – 17 years ☐ 35 – 49 years ☐ 65 years and over
- ☐ 18 – 24 years
- xiii What is your home postcode? \_\_\_\_\_

If you would like to be sent updates regarding the Bike Plan please supply your details.

Name \_\_\_\_\_

Telephone \_\_\_\_\_ Email \_\_\_\_\_

Please place in completed surveys box or mail to:

Willoughby Bike Plan, GTA Consultants, PO Box 5254, WEST CHATSWOOD 1515

ONLINE SURVEY RESULTS

Responded on	Question i	Question ii	Question iii	Question iv	Question iv (other)	Question v	Question vi	Question vii	Question vii (other)	Question viii	Question ix	Question x	Question xi	Question xii	Question xiii
Friday, 10 February 2012 2:37:18 PM	Health/Fitness Less congestion on the roads/less traffic Good for the environment	I own a bike, but I use it less than once a month. Go to (iv)	N/A	Visiting local shops Visiting friends Physical fitness/training Leisure/recreation Leisure/recreation	N/A	Morning,Saturday + Morning,Sunday + Y	Yes - off road paths/shared paths	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Female	50-64 years	2041
Saturday, 11 February 2012 8:00:31 AM	Health/Fitness Less congestion on the roads/less traffic Relaxing/reduces stress levels	I own a bike and use it at least once a month.	Three	Physical fitness/training Leisure/recreation Leisure/recreation	N/A	Morning,Sunday + Y Afternoon,Saturday + Y	Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I only feel comfortable/safe riding on off-road pathways	N/A	Council to support proposals to build a cycle route through North Sydney to connect to Harbour Bridge.	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of bicycle dedicated lanes on roads and streets	Male	50-64 years	2005
Monday, 13 February 2012 12:41:39 PM	Save money on petrol/car/transport fees Saves time/faster/quicker Convenient/easy	I own a bike and use it at least once a month.		30 To/from public transport To/from work	N/A		Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars Too many hills	N/A	Pacific Hwy / Murrumbidgee Road is a tricky location for cyclists, especially on the approach to Chateauwood from the excellent bicycle path along the Warrumbidgee Freeway. I cycle this way each day from Balmoral and am lucky I don't get cleaned up by a heavy truck or a speeding or distracted car.		Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	25-34 years	2041
Monday, 13 February 2012 1:01:59 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		40 To/from work Visiting friends Physical fitness/training Leisure/recreation	N/A	Morning,Mondays + Y Morning,Tuesdays + Y Morning,Wednesdays + Y Morning,Thursdays + Y Morning,Fridays + Y Morning,Saturdays + Y Morning,Sundays + Y Lunchtimes,Mondays + Y Lunchtimes,Tuesdays + Y Lunchtimes,Wednesdays + Y Lunchtimes,Thursdays + Y Lunchtimes,Fridays + Y Lunchtimes,Saturdays + Y Lunchtimes,Sundays + Y Afternoons,Mondays + Y Afternoons,Tuesdays + Y Afternoons,Wednesdays + Y Afternoons,Thursdays + Y Afternoons,Fridays + Y Afternoons,Saturdays + Y Afternoons,Sundays + Y Evenings,Mondays + Y Evenings,Tuesdays + Y Evenings,Wednesdays + Y Evenings,Thursdays + Y Evenings,Fridays + Y Evenings,Saturdays + Y Evenings,Sundays + Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars My workplace does not have facilities such as showers, parking and lockers	N/A		N/A	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	35-49 years	2041
Monday, 13 February 2012 1:07:18 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy	I own a bike and use it at least once a month.		50 Visiting local shops To/from public transport To/from work Visiting friends	N/A	Morning,Mondays + Y Morning,Tuesdays + Y Morning,Wednesdays + Y Morning,Thursdays + Y Morning,Fridays + Y Morning,Saturdays + Y Morning,Sundays + Y Lunchtimes,Mondays + Y Lunchtimes,Tuesdays + Y Lunchtimes,Wednesdays + Y Lunchtimes,Thursdays + Y Lunchtimes,Fridays + Y Lunchtimes,Saturdays + Y Lunchtimes,Sundays + Y Afternoons,Mondays + Y Afternoons,Tuesdays + Y Afternoons,Wednesdays + Y Afternoons,Thursdays + Y Afternoons,Fridays + Y Afternoons,Saturdays + Y Afternoons,Sundays + Y Evenings,Mondays + Y Evenings,Tuesdays + Y Evenings,Wednesdays + Y Evenings,Thursdays + Y Evenings,Fridays + Y Evenings,Saturdays + Y Evenings,Sundays + Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars	N/A		N/A	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2120
Monday, 13 February 2012 1:12:10 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy	I own a bike and use it at least once a month.	About 5-10 times a month	Visiting local shops Physical fitness/training Leisure/recreation	N/A	Morning,Saturday + Morning,Sunday + Y	Yes - on road lanes Yes - off road paths/shared paths	Other	time	pacific highway	N/A	Increased knowledge of bike routes and bicycle maintenance Having more bicycle riders on the road Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	25-34 years	2122
Monday, 13 February 2012 1:13:21 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		30 To/from work	N/A	Morning,Mondays + Y Morning,Tuesdays + Y Morning,Thursdays + Y Morning,Fridays + Y Afternoon,Saturday + Y Afternoon,Sunday + Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I don't want to be sweaty when I get to my destination	N/A		N/A	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Female	35-49 years	2062
Monday, 13 February 2012 1:18:34 PM	Health/Fitness Save money on petrol/car/transport fees Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		4 Physical fitness/training Leisure/recreation Other	mountain biking, trail riding	Morning,Saturday + Morning,Sunday + Y	No - none of the above	I don't feel comfortable in the shoulder near parked cars I don't feel comfortable/safe riding on off-road pathways My workplace does not have facilities such as showers, parking and lockers Other	sideway roads are too narrow to even accommodate a dedicated bike lane, there should be changed allowing cyclists to ride on the foot path at a reasonably safe speed, driver behaviour	Off road Chateauwood to Marquarie Park	N/A	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	35-49 years	2067
Monday, 13 February 2012 1:18:59 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy	I own a bike and use it at least once a month.		12 Visiting local shops To/from work Physical fitness/training	N/A		Yes - off road paths/shared paths	There is too much traffic I don't feel comfortable in the shoulder near parked cars I don't know where the bike routes are	N/A	Through North Sydney CBD	N/A	Increased knowledge of bike routes and bicycle maintenance Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	25-34 years	2065
Monday, 13 February 2012 1:20:12 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		24 Visiting local shops Other	cycling to city and back, to library, to pool	Morning,Mondays + Y Morning,Tuesdays + Y Morning,Wednesdays + Y Morning,Thursdays + Y Morning,Fridays + Y Morning,Saturdays + Y Morning,Sundays + Y	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic I don't feel comfortable in the shoulder near parked cars Other	not enough cycle paths, cars too aggressive towards cyclists - need proper lanes	cycle path from North Sydney in Chateauwood	Yes, as per above	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	35-49 years	2060
Monday, 13 February 2012 1:26:24 PM	Health/Fitness Save money on petrol/car/transport fees Good for the environment Convenient/easy Ease of parking	I own a bike and use it at least once a month.	5-20 trips a month	Visiting local shops To/from public transport Visiting friends Other	Introducing others to cycling	Morning,Saturday + Morning,Sunday + Y Lunchtimes,Mondays + Y Lunchtimes,Tuesdays + Y Lunchtimes,Wednesdays + Y Lunchtimes,Thursdays + Y Lunchtimes,Fridays + Y Lunchtimes,Saturdays + Y Lunchtimes,Sundays + Y Afternoons,Mondays + Y Afternoons,Tuesdays + Y Afternoons,Wednesdays + Y Afternoons,Thursdays + Y Afternoons,Fridays + Y Afternoons,Saturdays + Y Afternoons,Sundays + Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A		N/A	The section after the Naremburn Cycleway, between Naremburn and Crown Nest, although I am not sure if this is Wiloughby Council or North Sydney Victoria Avenue in Chateauwood is narrow and dangerous - I have had several near misses from cars trying to overtake, only to find they were stopped in traffic 50 metres later. It is also an area of high pedestrian activity. I think the speed limit along Victoria St should be reduced to 30km per hour in the busy Chateauwood rail area (between the Westfield and Chateauwood shops).	Female	35-49 years	2065
Monday, 13 February 2012 2:19:32 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		70 Visiting local shops To/from work Physical fitness/training Leisure/recreation	N/A	Morning,Mondays + Y Morning,Tuesdays + Y Morning,Wednesdays + Y Morning,Thursdays + Y Morning,Fridays + Y Morning,Saturdays + Y Morning,Sundays + Y Lunchtimes,Mondays + Y Lunchtimes,Tuesdays + Y Lunchtimes,Wednesdays + Y Lunchtimes,Thursdays + Y Lunchtimes,Fridays + Y Lunchtimes,Saturdays + Y Lunchtimes,Sundays + Y Afternoons,Mondays + Y Afternoons,Tuesdays + Y Afternoons,Wednesdays + Y Afternoons,Thursdays + Y Afternoons,Fridays + Y Afternoons,Saturdays + Y Afternoons,Sundays + Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	Herbert Street - bi-directional cycleway would be better than the traffic near parked cars I only feel comfortable/safe riding on off-road pathways		Increased knowledge of bike routes and bicycle maintenance Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	35-49 years	2089
Monday, 13 February 2012 3:03:21 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker	I own a bike and use it at least once a month.		4 Physical fitness/training Leisure/recreation	N/A	Afternoon,Saturday + Y Afternoon,Sunday + Y Evening,Tuesday + Y Evening,Saturday + Y Evening,Sunday + Y	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic I don't feel comfortable in the shoulder near parked cars My workplace does not have facilities such as showers, parking and lockers Other	Worried about theft of bike	More dedicated bike routes in the Wiloughby council area generally	Victoria Avenue, Penrhurst St, Wiloughby Road, Pacific Highway, within the Chateauwood CBD area.	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	25-34 years	2067
Monday, 13 February 2012 3:03:32 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker	I own a bike and use it at least once a month.		4 Physical fitness/training Leisure/recreation	N/A	Afternoon,Saturday + Y Afternoon,Sunday + Y Evening,Tuesday + Y Evening,Saturday + Y Evening,Sunday + Y	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic I don't feel comfortable in the shoulder near parked cars My workplace does not have facilities such as showers, parking and lockers Other	Worried about theft of bike	More dedicated bike routes in the Wiloughby council area generally	Victoria Avenue, Penrhurst St, Wiloughby Road, Pacific Highway, within the Chateauwood CBD area.	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	25-34 years	2067
Monday, 13 February 2012 3:13:27 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		24 Visiting local shops To/from work Physical fitness/training Leisure/recreation	N/A	Morning,Mondays + Y Morning,Tuesdays + Y Morning,Wednesdays + Y Morning,Thursdays + Y Morning,Fridays + Y Morning,Saturdays + Y Morning,Sundays + Y Lunchtimes,Mondays + Y Lunchtimes,Tuesdays + Y Lunchtimes,Wednesdays + Y Lunchtimes,Thursdays + Y Lunchtimes,Fridays + Y Lunchtimes,Saturdays + Y Lunchtimes,Sundays + Y Afternoons,Mondays + Y Afternoons,Tuesdays + Y Afternoons,Wednesdays + Y Afternoons,Thursdays + Y Afternoons,Fridays + Y Afternoons,Saturdays + Y Afternoons,Sundays + Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Other	No where to safely store/lock a bike at destination	N/A	N/A	Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	50-64 years	2065
Monday, 13 February 2012 3:18:13 PM	Health/Fitness Save money on petrol/car/transport fees Saves time/faster/quicker	I own a bike and use it at least once a month.		60 Visiting local shops To/from work Physical fitness/training Leisure/recreation	N/A		Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic I don't want to be sweaty when I get to my destination	N/A		N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing	Female	35-49 years	2065
Monday, 13 February 2012 3:26:36 PM	Health/Fitness Less congestion on the roads/less traffic Relaxing/reduces stress levels	I own a bike and use it at least once a month.		15 To/from work Physical fitness/training Leisure/recreation	N/A	Morning,Mondays + Y Morning,Tuesdays + Y Morning,Wednesdays + Y Morning,Thursdays + Y Morning,Fridays + Y Morning,Saturday + Y Morning,Sunday + Y Afternoon,Mondays + Y Afternoon,Tuesday + Y Afternoon,Wednesday + Y Afternoon,Thursday + Y Afternoon,Friday + Y Afternoon,Saturday + Y Afternoon,Sunday + Y	Yes - on road lanes Yes - off road paths/shared paths	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I don't want to be sweaty when I get to my destination Other	Safe link from the Wiloughby bike system to Kirribilli and the Harbour Bridge.		N/A	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2037
Monday, 13 February 2012 3:27:20 PM	Health/Fitness Save money on petrol/car/transport fees Good for the environment Convenient/easy Ease of parking	I own a bike and use it at least once a month.	ten	Visiting local shops Physical fitness/training Leisure/recreation	N/A	Morning,Sunday + Y Afternoon,Saturday + Y Evening,Saturday + Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't want to be sweaty when I get to my destination	N/A	N/A	N/A	Availability of shower facilities at destination	Female	50-64 years	2068
Monday, 13 February 2012 3:29:20 PM	Health/Fitness Save money on petrol/car/transport fees Good for the environment	I own a bike and use it at least once a month.		12 Visiting local shops To/from work Visiting friends Physical fitness/training Leisure/recreation	N/A	Morning,Friday + Y Morning,Saturday + Y Morning,Sunday + Y Lunchtimes,Saturday + Y Lunchtimes,Sunday + Y Afternoon,Friday + Y Afternoon,Saturday + Y Afternoon,Sunday + Y Evening,Saturday + Y Evening,Sunday + Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Traffic speeds are too fast I don't want to be sweaty when I get to my destination The distance to work/bicycle/school is too far	N/A	N/A	N/A	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	35-49 years	2022
Monday, 13 February 2012 3:38:44 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		25 Visiting local shops To/from work Visiting friends Physical fitness/training Leisure/recreation	N/A	N/A	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	More separated cycle lanes in general would be good as there are a lot of on-road cycle lanes that are in car driver zones, which means you can get "doored".	N/A	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	18-24 years	2064
Monday, 13 February 2012 3:53:06 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		12 Visiting local shops To/from work Visiting friends Physical fitness/training Leisure/recreation	N/A		Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	Pacific Highway and other major thoroughfares		Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	50-64 years	2005
Monday, 13 February 2012 4:11:18 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		6 Visiting local shops To/from public transport Visiting friends	N/A	Morning,Tuesday + Y Morning,Friday + Y Morning,Saturday + Y Morning,Sunday + Y	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I don't want to be sweaty when I get to my destination Other	I feel unsafe waiting to turn right across traffic at intersections as I am nervous that I will be hit from behind by a car who doesn't notice me	Pacific Hwy or alternative routes going north Herbert St Across the Busville Bridge	Pacific Hwy	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	50-64 years	2089
Monday, 13 February 2012 4:57:36 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		20 Physical fitness/training Leisure/recreation Other	Cycling with Bike North and Marmos Groups	Morning,Mondays + Y Morning,Tuesdays + Y Morning,Wednesdays + Y Morning,Thursdays + Y Morning,Fridays + Y Morning,Saturday + Y Morning,Sunday + Y Lunchtimes,Mondays + Y Lunchtimes,Tuesdays + Y Lunchtimes,Wednesdays + Y Lunchtimes,Thursdays + Y Lunchtimes,Fridays + Y Lunchtimes,Saturdays + Y Lunchtimes,Sundays + Y Afternoons,Mondays + Y Afternoons,Tuesdays + Y Afternoons,Wednesdays + Y Afternoons,Thursdays + Y Afternoons,Fridays + Y Afternoons,Saturdays + Y Afternoons,Sundays + Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic	N/A		N/A	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	65 years and over	2065
Monday, 13 February 2012 5:37:50 PM	Save money on petrol/car/transport fees Less congestion on the roads/less traffic Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.	50+	Visiting local shops To/from work Visiting friends Physical fitness/training Leisure/recreation	N/A		Yes - on road lanes Yes - on road signposted routes	Other	nothing holds me back	There needs to be linkage to the Epping rd bike path from the North direction, i.e. from Chateauwood centre to epping RPL/Link express way	N/A	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	25-34 years	2067
Monday, 13 February 2012 7:17:03 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		20 Visiting local shops To/from public transport To/from work Visiting friends Physical fitness/training Leisure/recreation	N/A	Morning,Mondays + Y Morning,Tuesdays + Y Morning,Wednesdays + Y Morning,Thursdays + Y Morning,Fridays + Y Morning,Saturday + Y Morning,Sunday + Y Lunchtimes,Mondays + Y Lunchtimes,Tuesdays + Y Lunchtimes,Wednesdays + Y Lunchtimes,Thursdays + Y Lunchtimes,Fridays + Y Lunchtimes,Saturdays + Y Lunchtimes,Sundays + Y Afternoons,Mondays + Y Afternoons,Tuesdays + Y Afternoons,Wednesdays + Y Afternoons,Thursdays + Y Afternoons,Fridays + Y Afternoons,Saturdays + Y Afternoons,Sundays + Y Evenings,Mondays + Y Evenings,Tuesdays + Y Evenings,Wednesdays + Y Evenings,Thursdays + Y Evenings,Fridays + Y Evenings,Saturdays + Y Evenings,Sundays + Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	35-49 years	2066

Responded on	Question i	Question ii	Question iii	Question iv	Question iv (other)	Question v	Question vi	Question vii	Question vii (other)	Question viii	Question ix	Question x	Question xi	Question xii	Question xiii
Monday, 13 February 2012 7:37:34 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relieving/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/Easy Ease of parking	own a bike and use it at least once a month.		15 Visiting local shops To/From work	N/A	Morning,Monday = Y Morning,Wednesday = Y Morning,Friday = Y Lunchtime,Saturday = Y Evening,Monday = Y Evening,Wednesday = Y Evening,Friday = Y Evening,Saturday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars I am not fit enough Too many hills	N/A	Pacific Highway (if possible)	Cars when cars are parked close to or on the footpath e.g West Street. I am always careful of opening doors.	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	25-34 years	2065
Monday, 13 February 2012 7:43:51 PM	Health/Fitness/Relieving/reduces stress levels Convenient/easy	own a bike and use it at least once a month.	40+	Visiting local shops To/From work Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Afternoon,Saturday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't know where the bike routes are	N/A	better sign posted routes throughout Willoughby heading towards the city.	N/A	Increased knowledge of bike routes and bicycle maintenance Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	35-49 years	2068
Tuesday, 14 February 2012 7:30:12 AM	Health/Fitness Less congestion on the roads/less traffic Good for the environment	own a bike, but I use it less than once a month. Go to (iv)	N/A	Leisure/recreation	N/A	Morning,Saturday = Y Morning,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off road pathways I don't know where the bike routes are	N/A	I would love dedicated/shared paths on the main roads to facilitate greater use of bikes.	All the main roads are dangerous out of the time except very early in the morning. Edinburgh Rd, Eastern Valley Way, High St, Penrhurst, Victoria etc.	Availability of bicycle parking or bicycle lockers Availability of physically separated bicycle paths	Female	50-64 years	2068
Tuesday, 14 February 2012 8:13:17 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relieving/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/Easy Ease of parking	own a bike and use it at least once a month.		20 fitness/training Leisure/recreation	N/A	Morning,Tuesday = Y Morning,Thursday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off road pathways I don't know where the bike routes are	N/A			Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	35-49 years	2066
Tuesday, 14 February 2012 8:22:48 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relieving/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/Easy Ease of parking	own a bike and use it at least once a month.		Visiting local shops To/From work Visiting Friends Physical fitness/training Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Other		Not Willoughby, but there needs to be a bigger link to the Harbour Bridge from Willoughby's generally good cycle facilities	Anywhere there are on-road cycle lanes in the door zone. Seriously, these are dangerous! Cyclists should not ride in the door zone, but from a legal perspective and the "expectation of drivers you can be forced to yield to you are able confident	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2096
Tuesday, 14 February 2012 8:58:42 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relieving/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.		20 Leisure/recreation	N/A	Morning,Tuesday = Y Morning,Thursday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Afternoon,Thursday = Y Afternoon,Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Other	Lack of time	N/A	N/A	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing	Male	35-49 years	2121
Tuesday, 14 February 2012 9:16:09 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relieving/reduces stress levels Good for the environment Convenient/Easy Ease of parking	own a bike and use it at least once a month.	4 to 8 I ride regularly when I can.	Visiting local shops Visiting friends Physical fitness/training Leisure/recreation	N/A	Morning,Friday = Y Morning,Sunday = Y	Yes - off road paths/shared paths	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I don't know where the bike routes are	N/A	I would like to see Council continue to do it's good work on building bike infrastructure. Any left hand turn across a cycle lane. Any central road stand on road with cycle lane. This pushes cars to the left and motorists will not wait to bicycle to pass.	getting from St Leonards office to the Arterial Road at Boundary St. Need to link more with other council regions.	Increased knowledge of bike routes and bicycle maintenance Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing	Male	50-64 years	2076
Tuesday, 14 February 2012 10:07:50 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relieving/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/Easy Ease of parking	own a bike and use it at least once a month.	44 (22 days)	Visiting local shops To/From work	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars Other	Motorised road users are not educated to share roads with bicycles.	Artarmon road Willoughby road, Naremburn	Any on road cycle path in car door opening range. Any left hand turn across a cycle lane	Increased knowledge of bike routes and bicycle maintenance Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing	Male	35-49 years	2064
Tuesday, 14 February 2012 11:36:53 AM	Relaxing/reduces stress levels	own a bike and use it at least once a month.		40 Visiting local shops To/From public transport To/From work Visiting Friends Physical fitness/training Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Traffic speeds are too fast	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Opportunities to attend cycling workshops	Female	50-64 years	2088
Tuesday, 14 February 2012 1:36:10 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Good for the environment Saves time/faster/quicker Ease of parking	own a bike and use it at least once a month.		40 To/From work Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Afternoon,Monday = Y Afternoon,Thursday = Y Afternoon,Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths	I don't feel comfortable in the shoulder near parked cars	N/A	N/A	Incidents where the cyclist disappears suddenly because the road narrows around a corner (eg Hampden Rd, Artarmon just past Jersey Rd)	Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2064
Tuesday, 14 February 2012 1:39:28 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relieving/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/Easy Ease of parking	own a bike and use it at least once a month.		10 To/From work Physical fitness/training	N/A	N/A	Yes - off road paths/shared paths	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars My workplace does not have facilities such as showers, parking and lockers I don't know where the bike routes are	N/A	Turning right from Boundary Rd into Eastern Valley Way is very difficult for cyclists and we either ride the footpath from penrhursts and boundary intersection - which is dangerous and/or turning right into Chastwood industrial area or when we are climbing the hills either towards Boundary or heading towards Northridge I am an EXPERIENCED RIDER AND HIT THE FOOTPATH REG	Eastern Valley Way is a tough road for cyclists who may be turning right from Boundary Rd into Chastwood industrial area or when we are climbing the hills either towards Boundary or heading towards Northridge I am an EXPERIENCED RIDER AND HIT THE FOOTPATH REG	Availability of shower facilities at destination Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing	Male	35-49 years	2154
Tuesday, 14 February 2012 4:40:53 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relieving/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/Easy Ease of parking	own a bike and use it at least once a month.	80-90	Visiting local shops To/From work Physical fitness/training Leisure/recreation Other	Take daughter to Long Day care centre	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars I don't want to be sweaty when I get to my destination My workplace does not have facilities such as showers, parking and lockers	N/A	Pacific Hwy Mosley Rd Willoughby Rd Penrhurst St Eastern valley Way	High Traffic Zones as above Junction St cyclway, Stafford Rd	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of shower facilities at destination Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	50-64 years	2068
Tuesday, 14 February 2012 5:38:58 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Good for the environment Ease of parking	own a bike and use it at least once a month.		20 Visiting local shops To/From work Physical fitness/training	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Afternoon,Monday = Y Afternoon,Thursday = Y Afternoon,Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	Penrhurst rd is also in need of an off road cycle path as the road is very busy and there is no space for cyclists.	Penrhurst rd is very dangerous. The section between boundary rd and Victoria it has most cars travelling well over the speed limit and with no space for cyclists.	Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	25-34 years	2067
Tuesday, 14 February 2012 6:00:16 PM	Relaxing/reduces stress levels Saves time/faster/quicker Convenient/Easy Ease of parking	own a bike and use it at least once a month.		50 Visiting local shops To/From work Visiting Friends Other	taking kids to activities	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Afternoon,Monday = Y Afternoon,Thursday = Y Afternoon,Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	However, I would like to see all 'shoulder' bike lanes which are shared with parking removed; they are very dangerous, and have been implicated in at least one cyclist death where a cyclist collided with an opening car door. These facilities force cyclists to ride in the 'door zone', and actually seem to increase the conflict between cyclists and motorists.	helmet laws	Everywhere!	Riding a bike is not a dangerous activity, although in general riding on busier roads is of course less comfortable. The Pac Highway is a problem, for example, especially when the LH lane has to merge right after junctions, and where there are parked cars (with the car parked and just the bike in it) I find the cycling / ped footbridge over the freeway at Naremburn Plaza very tricky to negotiate: the curves are for too tight and it's nasty for everyone, including pedestrians. And of course the crossing of Amhurst St at the conclusion of the Esping Rd bike path is very tricky: cyclists have to cross three lanes of fast moving traffic.	Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	35-49 years	2046
Tuesday, 14 February 2012 6:08:54 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relieving/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/Easy Ease of parking	own a bike and use it at least once a month.		2 Visiting local shops To/From work Physical fitness/training	N/A	Morning,Saturday = Y Morning,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off road pathways I don't know where the bike routes are	N/A			Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Opportunities to attend cycling workshops	Male	25-34 years	2064
Tuesday, 14 February 2012 6:41:29 PM	Health/Fitness Less congestion on the roads/less traffic/Relaxing/reduces stress levels Saves time/faster/quicker Ease of parking	own a bike and use it at least once a month.		60 Visiting local shops To/From work Leisure/recreation	N/A	N/A	Yes - on road lanes	Other	went to ride anyway	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of physically separated bicycle paths	Male	35-49 years	2093
Tuesday, 14 February 2012 7:10:44 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relieving/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/Easy Ease of parking	own a bike and use it at least once a month.		15 Visiting local shops To/From work Visiting Friends Physical fitness/training Leisure/recreation	N/A	Morning,Friday = Y Morning,Sunday = Y Lunchtime,Monday = Y Lunchtime,Thursday = Y Afternoon,Wednesday = Y Afternoon,Friday = Y Evening,Monday = Y Evening,Wednesday = Y Evening,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars My workplace does not have facilities such as showers, parking and lockers I don't know where the bike routes are	N/A	I would like it if the cycle paths were contiguous. Harbour bridge to naremburn.	Pacific hwy from esping road north. Delhi road around one cove road.	Availability of shower facilities at destination Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	35-49 years	2065
Tuesday, 14 February 2012 11:02:20 PM	Health/Fitness Less congestion on the roads/less traffic Good for the environment	own a bike, but I use it less than once a month. Go to (iv)	N/A	Visiting local shops To/From work Physical fitness/training Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Afternoon,Monday = Y Afternoon,Thursday = Y Afternoon,Thursday = Y	Yes - off road paths/shared paths	I don't feel comfortable in the shoulder near parked cars I don't want to be sweaty when I get to my destination Too many hills	N/A	For the Willoughby network to work well there needs to be a proper link to North Sydney and the Harbour Bridge	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	35-49 years	2068
Tuesday, 14 February 2012 11:13:09 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Good for the environment Saves time/faster/quicker Convenient/Easy Ease of parking	own a bike and use it at least once a month.		50 Visiting local shops To/From work Visiting Friends	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Afternoon,Monday = Y Afternoon,Thursday = Y Afternoon,Thursday = Y	Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable riding with my 5 month old son yet. Once get him on my bike we'll ride more as a family. I would prefer to do this on an engaged footpath.	N/A	N/A	N/A	Having more bicycle riders on the road Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	25-34 years	2043
Wednesday, 15 February 2012 7:26:35 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Saves time/faster/quicker Convenient/Easy Ease of parking	own a bike and use it at least once a month.		60 To/From work Visiting Friends Physical fitness/training	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Afternoon,Monday = Y Afternoon,Thursday = Y Afternoon,Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Nothing prevents me from riding		No	No	Increased knowledge of the road rules and road safety for cyclists Increased driver awareness of bicycle safety and road sharing	Male	35-49 years	2088
Wednesday, 15 February 2012 7:35:03 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relieving/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/Easy Ease of parking	own a bike and use it at least once a month.		20 Visiting local shops To/From work Physical fitness/training Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars I don't know where the bike routes are	N/A	Direct routes linking chastwood with Turramurra that will entice riders to move off the pacific highway during their weekend morning rides.	Stop along gore hill freeway between Naremburn and amhurst St. Gore hill freeway crossing to amhurst St. Pacific highway	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	35-49 years	2064
Wednesday, 15 February 2012 9:16:18 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relieving/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/Easy Ease of parking	own a bike and use it at least once a month.		40 Visiting local shops To/From work	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Afternoon,Monday = Y Afternoon,Thursday = Y Afternoon,Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	Shared paths willoughby road	at the end of the gore hill cycle path crossing brooks road. Not in willoughby but it does affect safety of the gore hill cycle path.	Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing	Male	35-49 years	2112
Wednesday, 15 February 2012 9:40:36 AM	Health/Fitness Saves time/faster/quicker	own a bike and use it at least once a month.		15 Visiting local shops To/From work Physical fitness/training	N/A	Morning,Sunday = Y Evening,Tuesday = Y Evening,Wednesday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I only feel comfortable/safe riding on off road pathways I am not fit enough.	N/A	N/A	esping road path going down toward lone cove river where the cars see from the service station/motorists without looking. I don't think that is within willoughby area though.	Increased knowledge of bike routes and bicycle maintenance Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing	Male	25-34 years	2065
Wednesday, 15 February 2012 10:53:35 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relieving/reduces stress levels Saves time/faster/quicker Convenient/Easy Ease of parking	own a bike and use it at least once a month.		10 Visiting local shops To/From work Physical fitness/training Leisure/recreation	N/A	Morning,Tuesday = Y Morning,Thursday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Saturday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	No link between cycle path and harbour bridge - impacts desirability of commuting	off road cycle paths to link the Gore Hill paths to the Sydney Harbour Bridge	Crossing freeway entry ramp at Cammeray, North Sydney in general.	Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	25-34 years	2112
Wednesday, 15 February 2012 11:26:57 AM	Health/Fitness Less congestion on the roads/less traffic/Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker	own a bike and use it at least once a month.		15 Visiting local shops To/From work Visiting Friends	N/A	Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Lunchtime,Sunday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - on road lanes	Other	I've often late after dropping kids to daycare (Mon / Tues) and ride my motorbike. Also I often run, rather than ride as I get more of a fitness benefit from that.	Some way to go through North Sydney to the bridge would be good. Traffic gets pretty dense along Miller St in the mornings.	Pacific Hwy. Turning right onto Miller St (heading North) for example, means crossing three lanes of traffic, it's a bit of a pain.	Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	25-34 years	2068



Responded on	Question i	Question ii	Question iii	Question iv	Question iv (other)	Question v	Question vi	Question vii	Question vii (other)	Question viii	Question ix	Question x	Question xi	Question xii	Question xiii	
Wednesday, 15 February 2012 11:44:12 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Convenient/easy Ease of parking	I own a bike and use it at least once a month.		40 Visiting local shops To/from work Physical fitness/training Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Wednesday = Y Afternoon, Thursday = Y Afternoon, Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	don't want to be sweaty when I get to my destination	N/A	Marked lane on Victoria Ave, although there is a parallel route on Johnson Victoria is flatter and used by many cyclists. Safe bike routes to and from Willoughby Park, which is excellent for kids cycling, but has no marked routes leading to it. Marked crossings at the corner of MacCallister and Waverley would make it safer for kids to access the park. Marked lanes along MacCallister would make it safer to share the road. It's too wide cars speed along, and buses don't always give cyclists space. Safe bike routes to Willoughby Public/Willoughby Girls from around the area to encourage kids to cycle, which would include pedestrian islands/markers crossings at road intersections. Crossing roads joining to high street can be dangerous as cars turn off quite fast. Islands are being installed at some locations which is great. The lanes on High St are great but not suitable for kids. Consider dividing bike lanes from the road where space allows it to avoid car door issues, and make the bike lane suitable for less confident riders. Painted bike lanes and CDF for experienced riders but you're still in the traffic. The bike paths in and around Bicentennial Reserve, Artarmon Reserve, and Flat Rock Gully Reserve are excellent, thanks! The bike parking at High Street shops is very useful.	N/A	Availability of shower facilities at destination Availability of physically separated bicycle paths	Male	35-49 years	2068	
Wednesday, 15 February 2012 12:37:57 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		20 To/from work Leisure/recreation	N/A	Morning, Monday = Y Evening, Monday = Y Evening, Wednesday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Other	Hiding the same route to work every day of the week is boring	Sydney Harbour Bridge to Gore Hill Bike Path	Crossing Mowbray Rd from Beaconsfield Rd to Repton St, and v.v.	Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	50-64 years	2067	
Wednesday, 15 February 2012 2:12:02 PM	Health/Fitness Saves time/faster/quicker Ease of parking	I own a bike and use it at least once a month.		10 Visiting local shops To/from work Physical fitness/training/Other	Exercise the dog	Morning, Tuesday = Y Morning, Wednesday = Y Afternoon, Saturday = Y Evening, Wednesday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Traffic speeds are too fast I don't want to be sweaty when I get to my destination My workplace does not have facilities such as showers, parking and lockers	N/A	Laurel St, Fry St, Johnston St - kerbside lanes for bikes	cycle way intersection - off road cycle way, Willoughby Rd underpass	Increased knowledge of bike routes and bicycle maintenance Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Wednesday, 15 February 2012 2:21:24 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Convenient/easy Ease of parking	I own a bike and use it at least once a month.		20 To/from work Physical fitness/training Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Wednesday = Y Afternoon, Thursday = Y Afternoon, Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Other	Family commitments	N/A	N/A	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2099	
Thursday, 16 February 2012 7:52:01 AM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	I own a bike and use it at least once a month.		20 Visiting local shops To/from work Physical fitness/training Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Afternoon, Monday = Y Afternoon, Wednesday = Y Afternoon, Thursday = Y Afternoon, Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A		Pacific Hwy, Military road.	Continuation of the Epping road cycleway to the Harbour bridge. Better cycleway links between this cycleway and others.	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2121
Thursday, 16 February 2012 8:07:38 AM	Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy	I own a bike and use it at least once a month.	approx 4 days a week, approx 16 days a month	To/from work Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Evening, Wednesday = Y Evening, Thursday = Y Evening, Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars Too many hills	I would ride more with my family if there were more cycle paths and less hills	1. Roseville East bridge - off road cycle path on northern feeder road on the west side where it is just built at the moment	see above	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2067	
Thursday, 16 February 2012 8:55:41 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Saves time/faster/quicker Ease of parking	I own a bike and use it at least once a month.		15 To/from work Physical fitness/training Leisure/recreation	N/A	Morning, Tuesday = Y Morning, Thursday = Y Morning, Sunday = Y Afternoon, Wednesday = Y Afternoon, Saturday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	don't want to be sweaty when I get to my destination	If part of the journey must be on roads with traffic at over 60km/h I drive instead.	2. Waverley Ave between Linfield and Gordon - on road cycle lanes needed		Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	50-64 years	2068	
Thursday, 16 February 2012 9:18:38 AM	Health/Fitness Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Ease of parking	I own a bike and use it at least once a month.		45 Visiting local shops To/from public transport To/from work Physical fitness/training	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Sunday = Y Evening, Monday = Y Evening, Tuesday = Y Evening, Wednesday = Y Evening, Thursday = Y Evening, Friday = Y	Yes - off road paths/shared paths Yes - on road signposted routes	Traffic speeds are too fast	N/A	N/A	N/A	1. Pacific Hwy near Railway St where the right hand lane heading eastbound becomes 2. Right turn cars and vehicles swerve into the two left lanes. 3. Archer St due to parked cars and speed differential on uphill sections. 4. Park Ave/Highland St due to speed differential on steep hills and also narrow road sections. 5. Pacific Hwy near Palmer St due to need to change into middle lane to continue straight along Pacific Hwy. 6. Boundary St around Hill St & Archer St, esp in mornings when sunblinds in north bound drivers vision. Also getting out of Hill St into Boundary to turn right into Archer can be tricky.	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	50-64 years	2256
Thursday, 16 February 2012 11:54:19 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		10 To/from work Leisure/recreation	N/A	Morning, Wednesday = Y Morning, Sunday = Y Afternoon, Wednesday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	The distance to work/shops/school is too far Other	Rainy weather - or too hot sometimes	West Street	Pacific Highway	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	50-64 years	2119	
Thursday, 16 February 2012 12:15:07 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		20 Visiting local shops To/from public transport To/from work Visiting friends Physical fitness/training Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y Evening, Monday = Y Evening, Tuesday = Y Evening, Wednesday = Y Evening, Thursday = Y Evening, Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic / only feel comfortable/safe riding on off road pathways My workplace does not have facilities such as showers, parking and lockers	N/A	crowns nest, roseville	N/A	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Availability of physically separated bicycle paths Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	35-49 years	2068	
Thursday, 16 February 2012 1:18:23 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker	I own a bike and use it at least once a month.		10 Visiting local shops Physical fitness/training Leisure/recreation	N/A	Morning, Saturday = Y Morning, Sunday = Y	No - none of the above	There is too much traffic Traffic speeds are too fast I don't want to be sweaty when I get to my destination / only feel comfortable/safe riding on off road pathways My workplace does not have facilities such as showers, parking and lockers	N/A	N/A	N/A	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	55 years and over	2037	
Thursday, 16 February 2012 1:18:25 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker	I own a bike and use it at least once a month.		10 Visiting local shops Physical fitness/training Leisure/recreation	N/A	Morning, Saturday = Y Morning, Sunday = Y	No - none of the above	There is too much traffic Traffic speeds are too fast I don't want to be sweaty when I get to my destination / only feel comfortable/safe riding on off road pathways My workplace does not have facilities such as showers, parking and lockers	N/A	N/A	N/A	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	55 years and over	2037	
Thursday, 16 February 2012 3:28:25 PM	Health/Fitness Relating/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		10 Visiting local shops To/from work Physical fitness/training	N/A	Morning, Tuesday = Y Morning, Thursday = Y Morning, Saturday = Y Evening, Tuesday = Y Evening, Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	N/A	Car Door opening zones near High St Shops Willoughby	Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2069	
Thursday, 16 February 2012 8:26:26 PM	Health/Fitness Relating/reduces stress levels Convenient/easy Ease of parking	I own a bike and use it at least once a month.		8 Visiting local shops To/from work Visiting friends Physical fitness/training Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Wednesday = Y Afternoon, Thursday = Y Afternoon, Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	Better off road paths between St Leonards and Gordon	Through North Sydney following the cycle route when getting to the Harbour Bridge from the Gore Hill cycleway	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	50-64 years	2066	
Thursday, 16 February 2012 9:42:59 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		24 Visiting local shops To/from work Physical fitness/training	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y Lunchtime, Sunday = Y	Yes - off road paths/shared paths	I ride 6 days a week - nothing prevents me apart from serious rain	Other	N/A	N/A	On the shared cycle/pedestrian route under the freeway between Artarmon and Naremburn. Cyclists go very fast and don't always stay in lane. Under the freeway where the Artarmon road path joins the Epping Road bike route it is dark and hard to see cyclists coming from Epping direction. The vertical railings don't help visibility either, especially when turning right to Artarmon going west.	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Female	50-64 years	2068
Thursday, 16 February 2012 10:08:19 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.	Everyday	Visiting local shops To/from public transport To/from work Visiting friends Physical fitness/training To/from school/university/TA/FE Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Lunchtime, Saturday = Y Lunchtime, Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars	N/A	Archer street Victoria Ave Mowbray Road Penrhyn Street	N/A	Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	18-24 years	2067	
Friday, 17 February 2012 7:04:33 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		20 Visiting local shops To/from work Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Wednesday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Other	There are good tracks to cycle to from Chatswood, not too easy to go north off busy streets.	It would be good to see a good route north from Chatswood		Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	50-64 years	2067	
Friday, 17 February 2012 9:54:45 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.	About 30. Usually cycle daily, at least 1 trip.	Visiting local shops To/from public transport Visiting friends Physical fitness/training Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I don't want to be sweaty when I get to my destination	N/A	Anywhere "bike lanes" disappear before intersection/roundabouts. All bike paths with steep sections and sharp bends (and not too many) e.g. GfW near Flat Rock Bridge	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	50-64 years	2064		
Friday, 17 February 2012 1:50:45 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy	I own a bike and use it at least once a month.		5 Physical fitness/training Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	The North Shore rail corridor (as proposed in Bike Plan 2020) from Selkirk to Hornsby, to link with the old Pacific Highway to Brookley/Hawesbury River). This would separate cyclists and motorists and make use of degraded lands on the rail corridor.	The Pacific Highway which is a death trap. Building the North Shore rail corridor cycle path which parallels the Pac Hwy would allow cyclists to avoid using this deadly route.	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2065	
Friday, 17 February 2012 6:34:51 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		30 Visiting local shops To/from work Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Lunchtime, Saturday = Y Lunchtime, Sunday = Y Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Thursday = Y Afternoon, Friday = Y Afternoon, Saturday = Y Afternoon, Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	don't feel comfortable in the shoulder near parked cars Too many hills	Rain	Mowbray Rd between Pacific Hwy and Alpha Rd, Penrhyn St, Rouse Bay from Victoria Ave to Boundary St, Alpha Rd Selkirk Bay Rd Northbridge outside Woolies Penrhyn St between Patrick and Harwood Ave	Intersection of Mowbray and Pacific Hwy Around the Albert Ave multi-storey carpark Around Rouse Bay from Anderson to High St, Selkirk Bay Rd Northbridge outside Woolies Penrhyn St between Patrick and Harwood Ave	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2064	
Saturday, 18 February 2012 8:15:51 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Ease of parking	I own a bike, but I use it less than once a month. Go to (ix)	N/A	To/from work Physical fitness/training Leisure/recreation	N/A	N/A	Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off road pathways I am not fit enough Too many hills	N/A	I'm interested in riding my scooter as an option also. To commute to work and also to ride with my family.	Pacific Hwy & Fulkers Rd	Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2067	
Saturday, 18 February 2012 11:17:06 AM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		10 To/from work Physical fitness/training To/from school/university/TA/FE	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Sunday = Y Afternoon, Saturday = Y Afternoon, Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off road pathways Too many hills	N/A	N/A	N/A	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Female	18-24 years	2065	
Saturday, 18 February 2012 12:53:23 PM	Health/Fitness Less congestion on the roads/less traffic Relating/reduces stress levels	I own a bike and use it at least once a month.		4 Leisure/recreation Other	Taking my daughter to swimming classes	Morning, Saturday = Y Morning, Sunday = Y Afternoon, Monday = Y Evening, Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Too many hills Other	There are not enough paths to use.	Along the storm water easement between Edgar St and Park Rd. This is a well used commuter path that needs upgrading.		Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2067	
Saturday, 18 February 2012 2:53:16 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		60 Visiting local shops To/from public transport To/from work Visiting friends To/from school/university/TA/FE	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Afternoon, Sunday = Y Evening, Monday = Y Evening, Tuesday = Y Evening, Wednesday = Y Evening, Thursday = Y Evening, Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off road pathways	N/A	from Fulkers road to Chatswood CDB need cycle paths.	Fulkers road to Chatswood CDB, more traffic and fast speed.	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	50-64 years	2067	



Responded on	Question i	Question ii	Question iii	Question iv	Question iv (other)	Question v	Question vi	Question vii	Question vii (other)	Question viii	Question ix	Question x	Question xi	Question xii	Question xiii
Saturday, 18 February 2012 2:18:18 PM	Health/Fitness Relaxing/reduces stress levels Good for the environment Ease of parking	I own a bike and use it at least once a month.		3 Visiting local shops Leisure/recreation	N/A	Morning,Saturday = Y Morning,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	I would like to see more separated bike lanes, like in the City and Sunny Hills. Riding the current on-road bike paths such as we have in Willoughby looks very unsafe, since they are used as parking areas for cars, and the distance left between a parked car and the road is not enough to ensure safety for bikers. This is especially the case around the Chatswood shopping area due to very high levels of traffic. If I was to nominate one area where separated bike paths would make a real difference, it's around the Chatswood shopping centres and rail station. I would like to ride to Chatswood on weekends, but it gets quite frightening on a bike when you're around the congested streets there.	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Female	35-49 years	2068	
Saturday, 18 February 2012 4:33:02 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		16 To/from work Physical fitness/training Leisure/recreation	N/A	Morning,Wednesday = Y Morning,Thursday = Y Morning,Saturday = Y Morning,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars Other	Driver attitude, attention and lack of knowledge of road rules	alpha road & willoughby road	bike lanes have too many hazards - bumps pot holes	Increased driver awareness of bicycle safety and road sharing	Female	35-49 years	2069
Saturday, 18 February 2012 5:57:28 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		15 Visiting local shops To/from work Leisure/recreation	N/A	Morning,Tuesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Sunday = Y Afternoon,Tuesday = Y Afternoon,Thursday = Y Afternoon,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't want to be sweaty when I get to my destination	N/A	Main north south corridor along pacific highway.	Lady Game Drive	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2070
Saturday, 18 February 2012 7:02:00 PM	Health/Fitness Less congestion on the roads/less traffic Ease of parking	I own a bike and use it at least once a month.		4 Physical fitness/training	N/A	N/A	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic I only feel comfortable/safe riding on off road pathways	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of bicycle parking or bicycle lockers Availability of bicycle dedicated lanes on roads and streets	Male	35-49 years	2068
Saturday, 18 February 2012 8:52:29 PM	Health/Fitness Save money on petrol/car/transport fees Relaxing/reduces stress levels Good for the environment Ease of parking	I own a bike and use it at least once a month.		4 Visiting local shops Physical fitness/training Leisure/recreation	N/A	Morning,Saturday = Y Morning,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't want to be sweaty when I get to my destination My workplace does not have facilities such as showers, parking and lockers. The distance to work/shops/school is too far	N/A	N/A	N/A	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	65 years and over	2067
Saturday, 18 February 2012 8:52:29 PM	Health/Fitness Save money on petrol/car/transport fees Relaxing/reduces stress levels Good for the environment Ease of parking	I own a bike and use it at least once a month.		4 Visiting local shops Physical fitness/training Leisure/recreation	N/A	Morning,Saturday = Y Morning,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't want to be sweaty when I get to my destination My workplace does not have facilities such as showers, parking and lockers. The distance to work/shops/school is too far	N/A	N/A	N/A	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	65 years and over	2067
Sunday, 19 February 2012 7:54:23 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Ease of parking	I own a bike and use it at least once a month.		3 Leisure/recreation	N/A	Lunchtime,Tuesday = Y Lunchtime,Thursday = Y	Yes - on road lanes	There is too much traffic I don't feel comfortable in the shoulder near parked cars	N/A	pacific hwy, military rd	On any major roads where there is competition for the lane.	Increased knowledge of bike routes and bicycle maintenance Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2066
Sunday, 19 February 2012 2:37:19 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		20 To/from work Physical fitness/training Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars	N/A	As improved (a more dedicated path) route to avoid High Street,Princes Street and Willoughby road, linking up with the great path at Naremburn.	Traffic calming chicanes and plantings on the road line in Darling Street are a danger to cyclists as they force us to switch direction across the paths of cars. I would like to see a dedicated lane through these obstacles for bikes.	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2070
Sunday, 19 February 2012 8:14:59 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Good for the environment Saves time/faster/quicker	I own a bike and use it at least once a month.		50 Visiting local shops To/from work	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - off road paths/shared paths Yes - on road signposted routes	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	will be great if all or most existing on road paths are dedicated for cycling and walking	N/A	Availability of shower facilities at destination Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2067
Monday, 20 February 2012 9:36:07 AM	Health/Fitness Less congestion on the roads/less traffic Ease of parking	I own a bike and use it at least once a month.		10 Visiting local shops To/from public transport To/from work Physical fitness/training Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Saturday = Y Evening,Sunday = Y	Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	Smith Street, Chatswood	Smith Street, Chatswood	Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	25-34 years	2069
Monday, 20 February 2012 10:56:02 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker	I own a bike and use it at least once a month.		8 Physical fitness/training	N/A	Morning,Saturday = Y Morning,Sunday = Y	No - none of the above	There is too much traffic I don't feel comfortable in the shoulder near parked cars I don't know where the bike routes are Other	During peak hour, Sydney drivers are & in a hurry to get to work, sharing a bus lane is too scary	I live in St Ives and work in Waverley, so safe bike paths between these two locations would be great.	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	25-34 years	2075	
Monday, 20 February 2012 11:05:46 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Saves time/faster/quicker Convenient/easy	I own a bike and use it at least once a month.		60 Visiting local shops To/from public transport To/from work Visiting friends Physical fitness/training Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - on road lanes	Other	none	N/A	Please improve the cycle way between willoughby road at Naremburn and West St. 3 key things: 1. move the light path off the bike path 2. put a barrier between the cars on the freeway and this bike path 3. allow cyclists to ride through the bus layover on the freeway	Availability of bicycle dedicated lanes on roads and streets	Male	35-49 years	2065
Monday, 20 February 2012 11:06:42 AM	Health/Fitness Save money on petrol/car/transport fees Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Ease of parking	I own a bike and use it at least once a month.	20-25	Physical fitness/training To/from school/university/TAFE	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y	No - none of the above	There is too much traffic I don't feel comfortable in the shoulder near parked cars	N/A	N/A	N/A	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	18-24 years	2074
Monday, 20 February 2012 11:24:57 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		15 Visiting local shops To/from public transport Visiting friends Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	25-34 years	2068
Monday, 20 February 2012 2:22:47 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Good for the environment Convenient/easy Ease of parking	I own a bike and use it at least once a month.		8 Out Leisure/recreation	N/A	Morning,Monday = Y Morning,Wednesday = Y Morning,Friday = Y Morning,Saturday = Y	Yes - on road lanes	The distance to work/shops/school is too far	N/A	Eastern Valley way from Northbridge to Middle Cove is so busy and I often get people glaring at me if I go on the foot path 9 which I do to save my life	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Female	50-64 years	2063	
Monday, 20 February 2012 3:47:53 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Ease of parking	I own a bike, but I use it less than once a month. Go to (vis)	N/A	Visiting local shops To/from work Visiting friends Physical fitness/training	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Monday = Y Lunchtime,Tuesday = Y Lunchtime,Wednesday = Y Lunchtime,Thursday = Y Lunchtime,Friday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	No - none of the above	I don't know where the bike routes are	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	35-49 years	2037
Monday, 20 February 2012 6:32:50 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		30 Visiting local shops To/from work Visiting friends Physical fitness/training To/from school/university/TAFE Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Afternoon,Monday = Y Afternoon,Tuesday = Y Afternoon,Wednesday = Y Afternoon,Thursday = Y Afternoon,Friday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic I don't feel comfortable in the shoulder near parked cars I don't know where the bike routes are	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	25-34 years	2068
Monday, 20 February 2012 5:27:41 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Good for the environment Convenient/easy Ease of parking	I own a bike and use it at least once a month.		60 Visiting local shops To/from work To/from school/university/TAFE	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	Herbert St, Pacific Hwy (near M20), the road and TAFE, along Mosley Rd (the way to Centennial Ave) to lead to the Epping Rd cycleway	Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2067	
Monday, 20 February 2012 8:24:06 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic	I own a bike and use it at least once a month.	10 Trips	Visiting local shops Visiting friends Physical fitness/training Leisure/recreation	N/A	Morning,Sunday = Y Afternoon,Saturday = Y Evening,Wednesday = Y	Yes - off road paths/shared paths	There is too much traffic I don't feel comfortable in the shoulder near parked cars	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of bicycle parking or bicycle lockers Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	50-64 years	2070
Tuesday, 21 February 2012 11:55:22 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic	I own a bike and use it at least once a month.		16 Visiting local shops Visiting friends Other	Taking my son to playgroup	Morning,Monday = Y Morning,Tuesday = Y Morning,Saturday = Y Afternoon,Wednesday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Other	Not enough places to park my bike safely.	Mosley Rd, Chatswood	Not that cycle.	Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	35-49 years	2069
Tuesday, 21 February 2012 4:31:18 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment	I own a bike and use it at least once a month.	10 TO 15	Physical fitness/training Leisure/recreation Other	GY RIDES	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Monday = Y Lunchtime,Tuesday = Y Lunchtime,Wednesday = Y Lunchtime,Thursday = Y Lunchtime,Friday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Monday = Y Afternoon,Tuesday = Y Afternoon,Wednesday = Y Afternoon,Thursday = Y Afternoon,Friday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	PALM BEACH TO MANLY WOULD BE FANTASTIC.	MONA VALE HILL ROAD IS DIBLOGLIC!!	Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	50-64 years	2069
Tuesday, 21 February 2012 7:36:15 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		6 Visiting local shops Visiting friends Physical fitness/training	N/A	Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars I don't want to be sweaty when I get to my destination My workplace does not have facilities such as showers, parking and lockers	N/A	In the CBD centre, especially Railway St around the station	N/A	Availability of shower facilities at destination Having more bicycle riders on the road Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	18-24 years	2067
Wednesday, 22 February 2012 3:47:32 PM	Health/Fitness Save money on petrol/car/transport fees Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker	I own a bike and use it at least once a month.		4 Physical fitness/training	N/A	Morning,Saturday = Y Morning,Sunday = Y	No - none of the above	There is too much traffic I don't feel comfortable in the shoulder near parked cars I don't want to be sweaty when I get to my destination My workplace does not have facilities such as showers, parking and lockers	N/A	N/A	N/A	Availability of bicycle dedicated lanes on roads and streets	Male	25-34 years	2069
Wednesday, 22 February 2012 6:51:26 PM	Health/Fitness Save money on petrol/car/transport fees Relaxing/reduces stress levels Ease of parking	I own a bike and use it at least once a month.		30 Physical fitness/training Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Monday = Y Lunchtime,Tuesday = Y Lunchtime,Wednesday = Y Lunchtime,Thursday = Y Lunchtime,Friday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Monday = Y Afternoon,Tuesday = Y Afternoon,Wednesday = Y Afternoon,Thursday = Y Afternoon,Friday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	Getting from Lane Cove Nat. Pk. is tough. A separated facility along the South side of Fellers Rd from Pacific Hwy to Milwood Ave would be excellent.	Getting from Roseville Station to Chatswood is tough (crossing Boundary St and mixing with high speed traffic)	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	35-49 years	2069
Wednesday, 22 February 2012 6:58:23 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker	I own a bike and use it at least once a month.		4 Jun Physical fitness/training Leisure/recreation	N/A	Morning,Saturday = Y Morning,Sunday = Y Evening,Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Traffic speeds are too fast My workplace does not have facilities such as showers, parking and lockers. The distance to work/shops/school is too far	N/A	N/A	N/A	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Female	50-64 years	2065
Wednesday, 22 February 2012 7:38:56 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Saves time/faster/quicker Convenient/easy	I own a bike and use it at least once a month.		20 Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Monday = Y Lunchtime,Tuesday = Y Lunchtime,Wednesday = Y Lunchtime,Thursday = Y Lunchtime,Friday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Monday = Y Afternoon,Tuesday = Y Afternoon,Wednesday = Y Afternoon,Thursday = Y Afternoon,Friday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars	N/A	Along Stanley St as it is such a wide road I could easily accommodate a lane either side. This would then join up to Johnson St and then connect to many other cycleways. The route 1 & 8 BkPac 2006 along Chatswood Golf Course is something that would be great for local residents. Currently the only way to access Chatswood Lane Cove National Park is up the steep Fellers Road or the busy and dangerous Belconnen Ave. This is a key link as people use Lane Cove National Park for commuter and recreational reasons but many are turned off by these two steep busy/dangerous roads	I think the route through West Chatswood could have some more cycle parking and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	18-24 years	2067
Wednesday, 22 February 2012 8:17:59 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Ease of parking	I own a bike and use it at least once a month.		10 Visiting local shops Physical fitness/training Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y	No - none of the above	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars The distance to work/shops/school is too far Too many hills	N/A	N/A	N/A	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	50-64 years	2067
Thursday, 23 February 2012 9:21:32 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Ease of parking	I own a bike, but I use it less than once a month. Go to (vis)	N/A	Visiting local shops To/from public transport	N/A	Morning,Monday = Y Lunchtime,Monday = Y Afternoon,Monday = Y Afternoon,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways Not confident of riding ability Other	Can't carry all my shopping back on bike	Albert Ave	Albert Ave, coming down from Pacific Highway towards shops and vice versa - under signage about where to ride (which lane of road, on shared path's, road very often full of traffic, narrow in bits	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	50-64 years	2067

Responded on	Question i	Question ii	Question iii	Question iv	Question iv (other)	Question v	Question vi	Question vii	Question vii (other)	Question viii	Question ix	Question x	Question xi	Question xii	Question xiii
Thursday, 23 February 2012 9:55:13 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Saves time/faster/quicker	I am interested in bike riding but do not own a bike. Go to (iv)	N/A	N/A	N/A	N/A	N/A	I don't own a bike/my bike is not in working order	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of shower facilities at destination Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	18-24 years	2067
Thursday, 23 February 2012 10:48:21 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Ease of parking	I own a bike and use it at least once a month.		25	To/from work Physical fitness/training Leisure/recreation	N/A	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't know where the bike routes are	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	25-34 years	2042
Thursday, 23 February 2012 10:50:02 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		15	Visiting local shops To/from work Visiting friends Physical fitness/training Leisure/recreation	N/A	N/A	I don't want to be sweaty when I get to my destination My workplace does not have facilities such as showers, parking and lockers	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	15-49 years	2167
Thursday, 23 February 2012 10:50:18 AM	Health/Fitness Relating/reduces stress levels	I own a bike and use it at least once a month.		12	To/from work To/from school/university/TAFE Leisure/recreation	N/A	Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways Other	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Female	15-49 years	2065
Thursday, 23 February 2012 10:51:24 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		9	Visiting local shops To/from public transport Physical fitness/training Leisure/recreation	N/A	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic, I don't feel comfortable in the shoulder near parked cars I don't know where the bike routes are	N/A	Miller Street, North Sydney High Street, North Sydney West Street, North Sydney	Miller Street, North Sydney High Street, North Sydney Car doors opening into bike lane.	Having more bicycle riders on the road Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	18-24 years	2069
Thursday, 23 February 2012 10:54:54 AM	Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker	I own a bike and use it at least once a month.		30	Visiting local shops To/from work Physical fitness/training	N/A	Yes - on road signposted routes	Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	15-49 years	2151
Thursday, 23 February 2012 11:05:04 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		5	Visiting local shops To/from public transport	N/A	Yes - off road paths/shared paths	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways Other	If there were dedicated paths I would cycle more to evening events. Visit the cinema at Chateauwood etc.	N/A	N/A	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	25-34 years	2065
Thursday, 23 February 2012 11:09:32 AM	Health/Fitness Less congestion on the roads/less traffic Relating/reduces stress levels Convenient/easy	I own a bike and use it at least once a month.		2	To/from work Physical fitness/training Leisure/recreation	N/A	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars I don't want to be sweaty when I get to my destination My workplace does not have facilities such as showers, parking and lockers I don't know where the bike routes are	N/A	Greater connection to the North Shore, and to harbour locations.	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	25-34 years	2068
Thursday, 23 February 2012 11:11:54 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Ease of parking	I own a bike and use it at least once a month.		50	Visiting local shops To/from work Visiting friends Leisure/recreation	N/A	Yes - on road lanes Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I don't want to be sweaty when I get to my destination Too many hills	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	25-34 years	2046
Thursday, 23 February 2012 11:21:25 AM	Health/Fitness Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy	I own a bike and use it at least once a month.		10	Visiting local shops To/from public transport	N/A	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I don't know where the bike routes are Other	The cycling networks are still very disconnected, often without safe roads for biking connecting them	All the way along Pacific Highway. It's a good flat route, but I currently find it unsafe to ride on the road and end up riding on the sidewalk (which I believe is not legal)	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	15-49 years	2065
Thursday, 23 February 2012 11:29:32 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Convenient/easy Ease of parking	I own a bike and use it at least once a month.		25	Visiting local shops To/from work Physical fitness/training Leisure/recreation	N/A	Yes - on road lanes Yes - off road paths/shared paths	I don't feel comfortable in the shoulder near parked cars	N/A	A viable & safe route from the S48 the Chateauwood needs to be found. While I understand that the Pacific Hwy cannot take a car traffic lane, some other route using roads, parks and dedicated bicycle paths would be great.	Pacific Hwy between Epping Rd and Boundary St Pacific Hwy at Crown West	Availability of shower facilities at destination Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	10-64 years	2283
Thursday, 23 February 2012 11:41:17 AM	Less congestion on the roads/less traffic Relating/reduces stress levels Ease of parking	I own a bike, but I use it less than once a month. Go to (iv)	about once/month		Visiting friends Leisure/recreation	N/A	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways Other	N/A	N/A	N/A	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	15-49 years	2062
Thursday, 23 February 2012 11:52:25 AM	Health/Fitness Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy	I own a bike and use it at least once a month.		16	To/from work Physical fitness/training	N/A	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	N/A	Pacific highway	Availability of shower facilities at destination Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	15-49 years	2065
Thursday, 23 February 2012 12:07:43 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy	I own a bike and use it at least once a month.		28	Visiting local shops To/from public transport To/from work Visiting friends Leisure/recreation	N/A	Yes - off road paths/shared paths	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars Other	Drivers speeding, driving aggressively and erratically especially residential streets or where residential streets join main roads. Also bad design of some cycle routes.	William street Chateauwood Shared path along Pacific Highway from Boundary street to Albert Ave. Shared path along Mowbray Rd	N/A	Increased knowledge of bike routes and bicycle maintenance Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	15-49 years	2069
Thursday, 23 February 2012 12:24:42 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy	I own a bike and use it at least once a month.		40	To/from public transport To/from work Physical fitness/training Leisure/recreation	N/A	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic	N/A	N/A	N/A	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	15-49 years	2063
Thursday, 23 February 2012 1:32:45 PM	Health/Fitness Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Ease of parking	I own a bike and use it at least once a month.		10	Visiting local shops To/from work Physical fitness/training Leisure/recreation	N/A	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Other	Bicycle routes are often the most narrow and hilly options. I end up using roads.	There needs to be a better link between Epping road and other lanes, like up to Chateauwood. On road cycle lanes on Pacific Highway would be great.	Pacific Highway. All the narrow back streets around the council area designated as cycle routes - too many parked cars, often have drivers using them as if car runs driving fast.	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	15-49 years	2066
Thursday, 23 February 2012 1:39:34 PM	Health/Fitness Save money on petrol/car/transport fees Good for the environment	I own a bike and use it at least once a month.		16	To/from work Physical fitness/training Leisure/recreation	N/A	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	My workplace does not have facilities such as showers, parking and lockers The distance to work/shop/school is too far	N/A	The cycle paths through Chateauwood are great. However, once you are past West St into North Sydney there is no way through without deslouring on a main road	Thankfully, part of the Pacific Hwy has recently been reopened but there are still long stretches that desperately need parking and cycle lanes or risk of slipping on a crack that has opened up. Otherwise, all of Military Rd.	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	25-34 years	2214
Thursday, 23 February 2012 2:10:10 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Ease of parking	I own a bike and use it at least once a month.		20	Visiting local shops To/from work	N/A	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Other	Cycling is still dangerous, however, I am brave enough to do anyway!	I cycle to work at Sydney Children's Hospital Randwick from Chateauwood almost every day I use an electric bike. Crossing Pacific Highway at Mowbray Rd West is time consuming. Use the foot path until Elizabeth Rd and then follow the cycle path. Off road paths desirable on Willoughby Rd, West St, and Miller St.	Turning from Mowbray Rd into Pacific Hwy, Corner Burlington St./West St, Corner McLaren St/Miller St, Junction Miller St Pacific Hwy, very dangerous. Macquarie St in the City (my year bike, I know). The surface condition especially on West St (and some small parts of Willoughby Rd) is bad.	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of shower facilities at destination Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	10-64 years	2067
Thursday, 23 February 2012 2:20:45 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		20	Visiting local shops To/from work Visiting friends Leisure/recreation	N/A	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars My workplace does not have facilities such as showers, parking and lockers	N/A	Between the end of the Cahill expressway near West St going through North Sydney is a bit dangerous with the kerbside bike lane & dodgy round a bout	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	25-34 years	2000
Thursday, 23 February 2012 4:29:40 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		55	Visiting local shops To/from work Visiting friends Physical fitness/training Leisure/recreation	N/A	Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars	N/A	N/A	N/A	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	25-34 years	2065
Thursday, 23 February 2012 5:59:02 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		16	To/from work Physical fitness/training Leisure/recreation	N/A	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic I don't feel comfortable in the shoulder near parked cars I don't want to be sweaty when I get to my destination My workplace does not have facilities such as showers, parking and lockers I don't know where the bike routes are	N/A	N/A	Straight down the Train Line Pacific Hwy	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of shower facilities at destination Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	15-49 years	2069
Thursday, 23 February 2012 6:29:53 PM	Health/Fitness Relating/reduces stress levels	I own a bike and use it at least once a month.		10	Visiting local shops To/from work Visiting friends Physical fitness/training Leisure/recreation	N/A	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	15-49 years	2000
Thursday, 23 February 2012 9:40:39 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels	I own a bike and use it at least once a month.		60	Visiting local shops To/from work Leisure/recreation	N/A	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars Other	There are not enough separated cycleways.	Down through north sydney	North Sydney pacific hwy after the harbor bridge to Miller St then at the way up Miller St to Falcon St	Increased knowledge of the road rules and road safety for cyclists Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	15-49 years	2060
Thursday, 23 February 2012 10:12:35 PM	Save money on petrol/car/transport fees Less congestion on the roads/less traffic Saves time/faster/quicker	I own a bike and use it at least once a month.	daily for work - 20 occasionally for fitness	To/from work Physical fitness/training	N/A	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	Yes, Nanumburn to the bridge.	Yes, Nanumburn to the bridge. Especially in North Sydney - really bad.	Having more bicycle riders on the road Availability of physically separated bicycle paths	Male	15-49 years	2065	
Friday, 24 February 2012 7:34:44 AM	Health/Fitness Save money on petrol/car/transport fees Good for the environment Convenient/easy Ease of parking	I own a bike, but I use it less than once a month. Go to (iv)	N/A	Other	Other	Yes - on road signposted routes	There is too much traffic I don't want to be sweaty when I get to my destination My workplace does not have facilities such as showers, parking and lockers	N/A	Perdurst Street	Sydney, ...	Availability of shower facilities at destination Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	18-24 years	2069	
Friday, 24 February 2012 9:07:24 AM	Health/Fitness Less congestion on the roads/less traffic Relating/reduces stress levels Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.	N/A		Visiting local shops To/from public transport To/from work Visiting friends Leisure/recreation	N/A	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Other	None of these apply to me	N/A	N/A	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing	Male	18-24 years	2065
Friday, 24 February 2012 9:29:49 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy	I own a bike and use it at least once a month.		80	Visiting local shops To/from work Visiting friends Physical fitness/training Leisure/recreation	N/A	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars	N/A	N/A	N/A	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	10-64 years	2087

Responded on	Question i	Question ii	Question iii	Question iv	Question iv (other)	Question v	Question vi	Question vii	Question vii (other)	Question viii	Question ix	Question x	Question xi	Question xii	Question xiii
Friday, 24 February 2012 12:10:51 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the road/less traffic Relating/reduces stress levels Convenient/easy	I own a bike, but I use it less than once a month. Go to (iv)	N/A	Physical fitness/training Leisure/recreation	N/A	Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Sunday = Y	No - none of the above	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	On the roads into the Chatswood shopping district and the avenue heading into royal north shore hospital.	The pacific highway, fullers rd, penrhurst rd. Pretty much the majority of roads in Sydney	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Female	25-34 years	2069
Friday, 24 February 2012 9:48:37 PM	Health/Fitness	I own a bike and use it at least once a month.		25 To/From work Visiting friends Physical fitness/training Leisure/recreation	N/A		Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Other	Rain	N/A	N/A	Increased driver awareness of bicycle safety and road sharing	Male	50-64 years	2041
Saturday, 25 February 2012 5:00:58 AM	Save money on petrol/car/transport fees Health/Fitness	I don't own a bicycle and I'm not interested in cycling. Go to (iv)	N/A	N/A	N/A	N/A	N/A	I only feel comfortable/safe riding on off-road pathways There is too much traffic	N/A	N/A	N/A	Normal roads. Registration for bikes so riders are covered by 3rd party insurance and are traceable particularly when using dual bike/pedestrian paths. Getting hit by a speeding bike can cause serious injury	Female	65 years and over	2065
Saturday, 25 February 2012 10:48:12 AM	Convenient/easy Less congestion on the road/less traffic Ease of parking Saves time/faster/quicker Relating/reduces stress levels Health/Fitness	I own a bike, but I use it less than once a month. Go to (iv)	N/A	Leisure/recreation Physical fitness/training	N/A	Morning,Saturday = Y Morning,Sunday = Y	Yes - off road paths/shared paths Yes - on road signposted routes	Traffic speeds are too fast I only feel comfortable/safe riding on off-road pathways	N/A	N/A	N/A	Having more bicycle riders on the road Availability of physically separated bicycle paths Increased driver awareness of bicycle safety and road sharing Increased knowledge of bike routes and bicycle maintenance Availability of bicycle parking or bicycle lockers	Male	35-49 years	2065
Saturday, 25 February 2012 3:28:25 PM	Convenient/easy Less congestion on the road/less traffic Good for the environment Ease of parking Saves time/faster/quicker	I am interested in bike riding but do not own a bike. Go to (vi)	N/A	N/A	N/A	N/A	N/A	Too many hills I don't own a bike/my bike is not in working order	N/A	N/A	N/A	I think Chatswood can consider bicycle only zones at specific times of the weekend and more crowded times of the day. Perhaps even automated rental bike stands like Europarc, Taiwan and other places in the world	Female	25-34 years	2067
Sunday, 26 February 2012 10:20:19 AM	Convenient/easy Less congestion on the road/less traffic Good for the environment Ease of parking Relating/reduces stress levels Health/Fitness	I own a bike and use it at least once a month.		12 Visiting local shops Leisure/recreation	N/A	Morning,Saturday = Y	Yes - off road paths/shared paths Yes - on road signposted routes Yes - on road lanes	I don't want to be sweaty when I get to my destination Too many hills The distance to work/shops/school is too far	N/A	rail corridors CBD un/underly re roadspace Pacific Highway - Mowbray Rd i.e. where gradients are favourable	Mowbray Rd & Pacific Highway	Having more bicycle riders on the road Availability of physically separated bicycle paths Increased driver awareness of bicycle safety and road sharing Availability of shower facilities at destination Availability of bicycle dedicated lanes on roads and streets	Female	50-64 years	2068
Sunday, 26 February 2012 3:22:01 PM	Less congestion on the road/less traffic Good for the environment Relating/reduces stress levels Health/Fitness	I own a bike and use it at least once a month.		6 Visiting local shops Leisure/recreation Physical fitness/training	N/A	Morning,Saturday = Y Morning,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - off road paths/shared paths Yes - on road signposted routes Yes - on road lanes	I don't want to be sweaty when I get to my destination Too many hills There is too much traffic	N/A	From Harbour Bridge to Willoughby/Artemus bike path at West St end. From top off fullers Rd to Devonshire St - really nasty for bikes to cross through Cwood to get on to bike path through Aramoon	Millwood: High at east side, Highway, Albert Ave at Fawcett exit - thoughtful placement of poles in middle of path	Having more bicycle riders on the road Availability of physically separated bicycle paths Opportunities to attend cycling workshops Availability of bicycle dedicated lanes on roads and streets	Male	50-64 years	2067
Monday, 27 February 2012 8:52:49 AM	Save money on petrol/car/transport fees Convenient/easy Less congestion on the road/less traffic Good for the environment Health/Fitness	I am interested in bike riding but do not own a bike. Go to (vi)	N/A	N/A	N/A	N/A	N/A	Other I don't know where the bike routes are I only feel comfortable/safe riding on off-road pathways I don't feel comfortable in the shoulder near parked cars	Not enough bike paths	N/A	N/A	Availability of physically separated bicycle paths Availability of bicycle dedicated lanes on roads and streets	Male	35-49 years	2067
Monday, 27 February 2012 1:24:04 PM	Convenient/easy Good for the environment Saves time/faster/quicker Health/Fitness	I own a bike and use it at least once a month.		10 Visiting local shops Leisure/recreation To/From work	N/A	Morning,Saturday = Y Evening,Monday = Y Evening,Tuesday = Y Afternoon,Sunday = Y	Yes - off road paths/shared paths Yes - on road signposted routes Yes - on road lanes	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	north from Harbour Bridge	approaches to/near Harbour Bridge	Having more bicycle riders on the road Availability of physically separated bicycle paths Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	65 years and over	2064
Monday, 27 February 2012 4:49:02 PM	Relating/reduces stress levels Health/Fitness	I own a bike and use it at least once a month.		6 Physical fitness/training To/From work	N/A	N/A	Yes - off road paths/shared paths Yes - on road lanes	Other	1. Organisation of after-work activities. 2. Other types of training	As a cyclist I take the most practical and safe route, given that none are perfect, and ride in an anticipatory manner to the conditions. Crossing the harbour bridge is a particular bottleneck and the approaches from the north could be much improved for cyclists.	In general I believe it is increasingly risky to be exposed to traffic, where the speed differential is likely to be increasing. For example, a cyclist at 30km/h in the break down lane of a motorway with a speed limit of 80-100km/h is probably exposed to	Having more bicycle riders on the road Availability of physically separated bicycle paths Availability of bicycle dedicated lanes on roads and streets	Male	50-64 years	2064
Monday, 27 February 2012 9:42:51 PM	Convenient/easy Less congestion on the road/less traffic Good for the environment Ease of parking Saves time/faster/quicker Relating/reduces stress levels Health/Fitness	I own a bike and use it at least once a month.		25 Visiting local shops Leisure/recreation Physical fitness/training To/From work	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Monday = Y Lunchtime,Tuesday = Y Lunchtime,Wednesday = Y Lunchtime,Thursday = Y Lunchtime,Friday = Y Afternoon,Monday = Y Afternoon,Tuesday = Y Afternoon,Wednesday = Y Afternoon,Thursday = Y Afternoon,Friday = Y	Yes - off road paths/shared paths Yes - on road signposted routes Yes - on road lanes	Other	none of the above "prevent" me from going for a ride	as many off road cycle paths as possible for safety and to encourage more cyclists. Shared paths are fine if they are wide enough to accommodate both walkers & cyclists. Parking lanes on the road is not adding much to the safety, added lanes on roads tend to be beside parked cars so doors being opened are a hazard. It also sends a signal to drivers that they need not pay attention to cyclists if they are in the lane. Most added lanes do not give space for cyclists to take evasive action if someone opens a car door as they approach. Adding cycle lanes to the eastern end of Sakers Bay Rd in particular near the golf course/school is dangerous. This lane is too narrow. It is beside parked cars, the parking space being about the width of a wheel drive vehicle, too much can encroach in the lane the bike lane is so narrow it is barely the width of a bus. Do away with this cycle lane as it sends the message that cyclist must keep within it, though there is the issue to do so. When vehicles overtake they usually have to cross the white line. Not all like to wait for oncoming traffic. It would be safer to paint bikes on the road to send the message that this road is used by cyclists, but they are not confined to an area that is too narrow for them. There is also mixed messages sent by Willoughby Council in relation to cycling on footpaths. This is directed to some areas where the footpath is narrow for particular approach along Sakers Bay to Alpha St. This need to be made much clearer and cyclists should only be encouraged onto footpaths where the paths are wide enough to accommodate walkers / prams & cyclist meeting.	Availability of physically separated bicycle paths Increased driver awareness of bicycle safety and road sharing Availability of bicycle parking or bicycle lockers Availability of bicycle dedicated lanes on roads and streets	Female	50-64 years	2063	
Tuesday, 28 February 2012 8:53:22 AM	Save money on petrol/car/transport fees Good for the environment Health/Fitness	I own a bike and use it at least once a month.		5 Visiting friends Leisure/recreation Physical fitness/training	N/A	Morning,Saturday = Y Morning,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - off road paths/shared paths Yes - on road signposted routes	I don't know where the bike routes are Traffic speeds are too fast I only feel comfortable/safe riding on off-road pathways	N/A	roadway road	N/A	Availability of physically separated bicycle paths Availability of bicycle parking or bicycle lockers Availability of bicycle dedicated lanes on roads and streets	Male	25-34 years	2066
Tuesday, 28 February 2012 1:03:44 AM	Save money on petrol/car/transport fees Less congestion on the road/less traffic Good for the environment Relating/reduces stress levels Health/Fitness	I own a bike and use it at least once a month.		50 Leisure/recreation Physical fitness/training To/From work	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y Evening,Saturday = Y Evening,Sunday = Y	Yes - off road paths/shared paths Yes - on road signposted routes Yes - on road lanes	I don't want to be sweaty when I get to my destination My workplace does not have facilities such as showers, parking and lockers I don't know where the bike routes are I only feel comfortable/safe riding on off-road pathways I don't feel comfortable in the shoulder near parked cars There is too much traffic	N/A	N/A	N/A	The shared road for cars, motorcycle and cyclist are the most dangerous. Cyclists on Pacific Highway endanger themselves as there is no protection for them	Male	35-49 years	2069
Tuesday, 28 February 2012 10:55:03 AM	Save money on petrol/car/transport fees Convenient/easy Less congestion on the road/less traffic Good for the environment Ease of parking Saves time/faster/quicker Relating/reduces stress levels Health/Fitness	I own a bike and use it at least once a month.	4+	Visiting friends Visiting local shops Leisure/recreation Physical fitness/training	N/A	Morning,Saturday = Y Morning,Sunday = Y Evening,Tuesday = Y Evening,Thursday = Y Lunchtime,Sunday = Y Lunchtime,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - off road paths/shared paths Yes - on road signposted routes Yes - on road lanes	Too many hills I don't feel comfortable in the shoulder near parked cars	N/A	N/A	N/A	Any roundabout There should be a sign at roundabouts "High bike traffic" That's where I almost get killed every week. I've taken to crossing the road by getting on the footpath and walking at the roundabout intersections.	Female	18-24 years	2068
Tuesday, 28 February 2012 1:05:33 PM	Save money on petrol/car/transport fees Convenient/easy Less congestion on the road/less traffic Good for the environment Ease of parking Relating/reduces stress levels Health/Fitness	I own a bike and use it at least once a month.		4 May Leisure/recreation Physical fitness/training	N/A	Morning,Saturday = Y Morning,Sunday = Y Afternoon,Tuesday = Y Afternoon,Thursday = Y Morning,Sunday = Y Evening,Sunday = Y Evening,Sunday = Y Lunchtime,Sunday = Y Afternoon,Sunday = Y	Yes - off road paths/shared paths	I only feel comfortable/safe riding on off-road pathways There is too much traffic	N/A	N/A	N/A	Availability of physically separated bicycle paths Availability of bicycle dedicated lanes on roads and streets	Male	65 years and over	2064
Tuesday, 28 February 2012 1:45:04 PM	No benefit	I own a bike, but I use it less than once a month. Go to (iv)	N/A	Visiting local shops Leisure/recreation Physical fitness/training	N/A	Morning,Saturday = Y Morning,Sunday = Y Evening,Tuesday = Y Evening,Thursday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes	I don't want to be sweaty when I get to my destination Too many hills	N/A	N/A	N/A	Nothing would make me ride a bike	Male	50-64 years	2067
Tuesday, 28 February 2012 4:47:11 PM	Save money on petrol/car/transport fees Convenient/easy Less congestion on the road/less traffic Good for the environment Ease of parking Saves time/faster/quicker Relating/reduces stress levels Health/Fitness	I own a bike and use it at least once a month.		10 Visiting friends Visiting local shops Leisure/recreation Physical fitness/training	N/A	Morning,Saturday = Y Morning,Sunday = Y Evening,Saturday = Y Evening,Sunday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - off road paths/shared paths Yes - on road signposted routes	Too many hills I only feel comfortable/safe riding on off-road pathways I don't feel comfortable in the shoulder near parked cars	N/A	Around Chatswood CBD, Mowbray Road	Roundabouts- esp at merge points where the bike path enters the road about high traffic areas: Mowbray Road, Orchard Road	Having more bicycle riders on the road Availability of physically separated bicycle paths Availability of bicycle parking or bicycle lockers Availability of bicycle dedicated lanes on roads and streets	Female	18-24 years	2067
Wednesday, 29 February 2012 8:58:56 AM	Save money on petrol/car/transport fees Convenient/easy Less congestion on the road/less traffic Good for the environment Ease of parking Saves time/faster/quicker Relating/reduces stress levels Health/Fitness	I own a bike and use it at least once a month.	at least 10 trips	Visiting local shops Leisure/recreation To/From public transport To/From work	N/A	Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Monday = Y Lunchtime,Tuesday = Y Lunchtime,Wednesday = Y Lunchtime,Thursday = Y Afternoon,Thursday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - off road paths/shared paths Yes - on road signposted routes	Too many hills There is too much traffic	N/A	N/A	N/A	Availability of physically separated bicycle paths	Male	50-64 years	2068
Thursday, 1 March 2012 9:52:09 AM	Save money on petrol/car/transport fees	I own a bike and use it at least once a month.		10 Visiting friends	N/A	Morning,Monday = Y	Yes - off road paths/shared paths	I don't want to be sweaty when I get to my destination	N/A	test	test	Increased knowledge of the road rules and road safety for cyclists	Female	35-49 years	2067
Thursday, 1 March 2012 10:02:52 AM	Save money on petrol/car/transport fees	I own a bike and use it at least once a month.	N/A	Visiting friends	TEST	Morning,Monday = Y	No - none of the above	I don't want to be sweaty when I get to my destination	TEST	TEST	TEST	Increased knowledge of the road rules and road safety for cyclists	Female	35-49 years	2067
Thursday, 1 March 2012 9:55:50 PM	Convenient/easy Good for the environment Relating/reduces stress levels Health/Fitness	I own a bike and use it at least once a month.		Oct-20 Leisure/recreation Physical fitness/training To/From work	N/A	Morning,Monday = Y Morning,Thursday = Y Morning,Saturday = Y Morning,Sunday = Y	Yes - off road paths/shared paths Yes - on road signposted routes	I don't know where the bike routes are Traffic speeds are too fast	N/A	N/A	N/A	Availability of physically separated bicycle paths Increased knowledge of bike routes and bicycle maintenance	Male	25-34 years	2068
Friday, 2 March 2012 1:13:40 PM	Good for the environment Relating/reduces stress levels Health/Fitness	I own a bike and use it at least once a month.		10 Visiting friends Visiting local shops Leisure/recreation Physical fitness/training To/From work	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y	Yes - off road paths/shared paths Yes - on road signposted routes Yes - on road lanes	There is too much traffic	N/A	better access to Boundary Rd bike lights from Ku-ring-gai formalised crossing of Victoria Ave to southern cycle routes	N/A	Having more bicycle riders on the road Availability of physically separated bicycle paths Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Female	50-64 years	2072
Friday, 2 March 2012 3:35:20 PM	Good for the environment Health/Fitness	I own a bike and use it at least once a month.		15 Leisure/recreation Physical fitness/training	N/A	Morning,Monday = Y Morning,Wednesday = Y	Yes - on road lanes	Other	Respect from cars	N/A	Willoughby to Roseville	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	35-49 years	2068
Friday, 2 March 2012 6:39:39 PM	Health/Fitness	I am interested in bike riding but do not own a bike. Go to (vi)	N/A	N/A	N/A	N/A	N/A	Not confident of riding ability I don't know where the bike routes are I only feel comfortable/safe riding on off-road pathways I don't own a bike/my bike is not in working order There is too much traffic	N/A	N/A	N/A	Having more bicycle riders on the road Availability of physically separated bicycle paths Increased knowledge of bike routes and bicycle maintenance Availability of bicycle dedicated lanes on roads and streets	Female	35-49 years	2067
Friday, 2 March 2012 7:09:28 PM	Save money on petrol/car/transport fees Convenient/easy Less congestion on the road/less traffic Good for the environment Ease of parking Relating/reduces stress levels Health/Fitness	I own a bike and use it at least once a month.		12 Visiting friends Visiting local shops Leisure/recreation Physical fitness/training	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Monday = Y Lunchtime,Tuesday = Y Lunchtime,Wednesday = Y Lunchtime,Thursday = Y Lunchtime,Friday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Monday = Y Afternoon,Tuesday = Y Afternoon,Wednesday = Y Afternoon,Thursday = Y Afternoon,Monday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - off road paths/shared paths Yes - on road signposted routes Yes - on road lanes	I don't want to be sweaty when I get to my destination My workplace does not have facilities such as showers, parking and lockers	N/A	Willoughby Rd	Willoughby Rd	Availability of physically separated bicycle paths Increased driver awareness of bicycle safety and road sharing Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Availability of bicycle dedicated lanes on roads and streets	Female	50-64 years	2060
Friday, 2 March 2012 8:58:35 PM	Save money on petrol/car/transport fees Convenient/easy Less congestion on the road/less traffic Good for the environment Ease of parking Saves time/faster/quicker Relating/reduces stress levels Health/Fitness	I own a bike and use it at least once a month.		15 Visiting friends Leisure/recreation Physical fitness/training To/From work	N/A	Morning,Tuesday = Y Morning,Thursday = Y Morning,Thursday = Y Evening,Thursday = Y Lunchtime,Sunday = Y	Yes - off road paths/shared paths Yes - on road signposted routes Yes - on road lanes	Other	My workload which exceeds 60 hr weeks sometimes, and the distance from home prevents me commuting more often.	Yes but I'm not an expert at deciding what and where. All I know is that when you separate the cycles from the traffic, it feels safer.	Flat Rock Drive D	Increased driver awareness of bicycle safety and road sharing	Female	50-64 years	2031
Friday, 2 March 2012 11:16:23 PM	Save money on petrol/car/transport fees Convenient/easy Saves time/faster/quicker Relating/reduces stress levels Health/Fitness	I own a bike and use it at least once a month.		45 Leisure/recreation To/From work	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - off road paths/shared paths Yes - on road signposted routes Yes - on road lanes	Other	lack of time!	N/A	N/A	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing	Male	35-49 years	2158
Saturday, 3 March 2012 7:26:53 AM	Health/Fitness Relating/reduces stress levels Good for the environment	I own a bike, but I use it less than once a month. Go to (iv)		1 Leisure/recreation	N/A	Morning,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast There	There needs to be a safe route through North Sydney to the Harbour Bridge & City	N/A	N/A	The shared cycle path under the Gore Hill Freeway is quite dangerous as commuter cyclists are very fast through that section. It is great for commuter cyclists, but not for pedestrians.	Male	35-49 years	2068
Saturday, 3 March 2012 2:09:25 PM	Health/Fitness Relating/reduces stress levels	I own a bike and use it at least once a month.		16 Physical fitness/training Leisure/recreation	N/A	Morning,Saturday = Y Afternoon,Monday = Y Afternoon,Wednesday = Y Afternoon,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic I only feel comfortable/safe riding on off-road pathways	N/A	N/A	N/A	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	50-64 years	2067



Responded on	Question i	Question ii	Question iii	Question iv	Question iv (other)	Question v	Question vi	Question vii	Question vii (other)	Question viii	Question ix	Question x	Question xi	Question xii	Question xiii
Saturday, 3 March 2012 7:44:35 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Convenient/easy Ease of parking	I own a bike and use it at least once a month.		10 Physical fitness/training	N/A	Morning,Saturday = Y Morning,Sunday = Y Afternoon,Wednesday = Y	Yes - on road lanes		N/A	As on-road bicycle lane along the Pacific Highway would make it much safer for cyclists.		Availability of shower facilities at destination Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	35-49 years	2063
Saturday, 3 March 2012 9:28:25 PM	Health/Fitness Save money on petrol/car/transport fees Good for the environment Convenient/easy Ease of parking	I own a bike and use it at least once a month.		10 Visiting local shops To/From public transport Physical fitness/training Leisure/recreation	N/A	Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	No - none of the above	Other	grr	N/A	N/A	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2069
Monday, 5 March 2012 1:34:33 AM	Health/Fitness Save money on petrol/car/transport fees Good for the environment	I am interested in bike riding but do not own a bike. Go to (iv)	N/A	N/A	N/A	N/A	N/A	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	motorists & cyclists have to share the same or adjacent spaces. This is too dangerous for me. We all know of cyclists who have been killed. There is no protection from motor vehicles	If we could have separated BIKELANES FOR PACIFIC highway & Mowbray & Boundary roads but these would make traffic even more chaotic.	N/A	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	55 years and over	2064
Monday, 5 March 2012 8:09:42 AM	Health/Fitness Relating/reduces stress levels	I own a bike, but I use it less than once a month. Go to (iv)	N/A	Leisure/recreation	N/A	Afternoon,Sunday = Y	Yes - off road paths/shared paths	There is too much traffic The distance to work/shops/school is too far	N/A	Join the Artarmon path all the way to Chatswood shops and provide bike parking	N/A	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Female	35-49 years	2068
Monday, 5 March 2012 9:31:44 AM	Health/Fitness Less congestion on the roads/less traffic Relating/reduces stress levels Saves time/Faster/quicker Convenient/easy	I own a bike and use it at least once a month.		20 To/From work Physical fitness/training	N/A	Morning,Monday = Y Morning,Wednesday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars I don't know where the bike routes are	Bike routes often don't make sense, bike lanes just end	extended the herbert st bike lane all the way into artarmon. It just ends after Barton Rd leaving you to merge into the heavy traffic and people leaning/entering or parks	Willoughby cycle path. Couple with pram, with dog on long leash while on mobile phone. It is a shared path, not an obstacle course.	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Female	25-34 years	2064
Monday, 5 March 2012 11:12:45 AM	Health/Fitness Save money on petrol/car/transport fees Good for the environment Ease of parking	I own a bike and use it at least once a month.		5 Visiting local shops Physical fitness/training Other	Ride on bike path from Artarmon to Lane Cove Pool and exercise class at Northridge	Morning,Wednesday = Y Evening,Thursday = Y	Yes - off road paths/shared paths	I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off road pathways	N/A	N/A	N/A	Corner of Herbert St and Pacific Hwy St Leonards	Female	35-49 years	2064
Monday, 5 March 2012 11:27:11 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		10 Visiting local shops To/From work Visiting friends Leisure/recreation	N/A	Morning,Wednesday = Y Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I am not fit enough The distance to work/shops/school is too far Too many hills		Would love to see separated cycle lanes throughout the Chateauwood CDS, connecting up to the shared paths where possible. We also need a better commuter connection through Chateauwood to both the Rosedale Bridge and the City.	Albert Ave - cars travel too fast to get across traffic into turning lanes. Boundary Street - too much West traffic. Mowbray Rd - very congested. Pacific Highway - Unfriendly and needs bus lanes too.	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	25-34 years	2103
Monday, 5 March 2012 12:42:07 PM	Health/Fitness	I own a bike, but I use it less than once a month. Go to (iv)	N/A	Leisure/recreation	N/A	Morning,Sunday = Y	No - none of the above	I only feel comfortable/safe riding on off-road pathways	N/A	N/A	N/A	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	55 years and over	2067
Monday, 5 March 2012 2:50:42 PM	Health/Fitness Relating/reduces stress levels	I own a bike and use it at least once a month.		10 Visiting local shops Physical fitness/training Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't want to be sweaty when I get to my destination	Other	Requirement to always wear a helmet. If this was not mandatory it would be better	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of bicycle parking or bicycle lockers Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	50-64 years	2065
Monday, 5 March 2012 3:09:24 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Convenient/easy	I own a bike and use it at least once a month.		10 Visiting local shops Physical fitness/training Leisure/recreation	N/A	Morning,Wednesday = Y Morning,Thursday = Y Morning,Sunday = Y Lunchtime,Tuesday = Y Lunchtime,Wednesday = Y Lunchtime,Sunday = Y Afternoon,Sunday = Y Evening,Monday = Y Evening,Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't want to be sweaty when I get to my destination	N/A	Penhurst st or alternative	N/A	Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Female	50-64 years	2065
Monday, 5 March 2012 3:55:56 PM	Save money on petrol/car/transport fees Less congestion on the roads/less traffic No benefit	I own a bike, but I use it less than once a month. Go to (iv)		5 To/From public transport Physical fitness/training	N/A	Morning,Thursday = Y Lunchtime,Wednesday = Y Lunchtime,Friday = Y Afternoon,Monday = Y Evening,Sunday = Y	No - none of the above	There is too much traffic Not confident of riding ability Too many hills	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing	Male	18-24 years	2745
Monday, 5 March 2012 4:50:39 PM	Health/Fitness Save money on petrol/car/transport fees Convenient/easy	I own a bike and use it at least once a month.	Many	Visiting local shops To/From public transport Leisure/recreation	N/A	N/A	N/A	There is too much traffic I don't feel comfortable in the shoulder near parked cars	Other	We need a lot of off road bike paths	N/A	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	Under 12 years	2067
Monday, 5 March 2012 7:51:09 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		20 Leisure/recreation	N/A	Morning,Tuesday = Y Morning,Thursday = Y Morning,Sunday = Y Afternoon,Tuesday = Y Afternoon,Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths	Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2067
Tuesday, 6 March 2012 8:46:42 AM	Health/Fitness Relating/reduces stress levels Good for the environment	I am interested in bike riding but do not own a bike. Go to (iv)		0 N/A	N/A	Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	No - none of the above	There is too much traffic Traffic speeds are too fast The distance to work/shops/school is too far Too many hills I don't own a bike/My bike is not working order	N/A	N/A	N/A	Having more bicycle riders on the road	Male	50-64 years	2068
Tuesday, 6 March 2012 10:02:13 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Convenient/easy	I own a bike and use it at least once a month.		15 Visiting local shops To/From public transport Visiting friends Physical fitness/training To/From school/university/AFE Leisure/recreation	N/A	Morning,Saturday = Y Morning,Sunday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Monday = Y Afternoon,Tuesday = Y Afternoon,Wednesday = Y Afternoon,Thursday = Y Afternoon,Friday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y Evening,Saturday = Y Evening,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Other	Free time	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	18-24 years	2121
Tuesday, 6 March 2012 12:54:03 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Good for the environment Saves time/Faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		40 To/From work	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y	No - none of the above	There is too much traffic In the shoulder near parked cars Too many hills	no bike lanes on Pyrmble	Pacific Highway	Pacific Highway	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	35-49 years	2073
Tuesday, 6 March 2012 8:40:50 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/Faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		4 Leisure/recreation	N/A	Morning,Wednesday = Y Morning,Sunday = Y Afternoon,Sunday = Y Evening,Wednesday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't want to be sweaty when I get to my destination My workplace does not have facilities such as showers, parking and lockers	N/A	Coming up Eastern Valley way from Smith street in order to enter Cattle Cove. Can't see feet here and there is not good vision. I ride on the footpath on the north western side and as I approach I bring people together and the bottom line is more frustration, good, bad and the ugly one.	There is a short section of Millwood avenue coming up from Cattle Cove road that is too narrow for a bicycle on the shoulder. A cyclist must take up the whole lane which is slow uphill to ride safely. The alternative route up Lullers road is steeper and it is difficult to get into Lullers road without dismounting.	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	35-49 years	2069
Tuesday, 6 March 2012 8:48:22 PM	Health/Fitness Save money on petrol/car/transport fees	I own a bike, but I use it less than once a month. Go to (iv)		2 Visiting local shops Visiting friends	N/A	Morning,Saturday = Y Morning,Sunday = Y Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	No - none of the above	There is too much traffic Too many hills	N/A	N/A	N/A	Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Female	35-49 years	2067
Tuesday, 6 March 2012 9:07:33 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		20 To/From work	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - off road paths/shared paths	I don't feel comfortable in the shoulder near parked cars	Other	Off road cycle ways provide a significantly greater feeling of safety.	The biggest issue is the missing link between Naremburn and the Harbour Bridge. Supporting the completion of the Harbour Link project will in turn increase the number of cyclists in Willoughby, which in turn will make more people likely to cycle	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	35-49 years	2065
Tuesday, 6 March 2012 11:04:44 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Good for the environment Saves time/Faster/quicker Convenient/easy	I own a bike and use it at least once a month.		50 To/From work Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y Evening,Saturday = Y Evening,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars	N/A	N/A	N/A	Availability of shower facilities at destination Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2067
Tuesday, 6 March 2012 11:14:16 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/Faster/quicker Convenient/easy Ease of parking	I don't own a bicycle and I'm not interested in cycling. Go to (iv)	N/A	5 On Leisure/recreation Other	Exercy	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Monday = Y Afternoon,Tuesday = Y Afternoon,Wednesday = Y Afternoon,Thursday = Y Afternoon,Friday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I don't know where the bike routes are	Willoughby does not have any bike paths.	Euclid avenue through willoughby would increase bicycle use and through it bring people together and the bottom line is more frustration, good, bad and the ugly one.	Perhaps Euclid avenue from Devonport to SOM/01	Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	25-34 years	44034
Wednesday, 7 March 2012 7:40:05 AM	Health/Fitness Save money on petrol/car/transport fees Good for the environment	I own a bike and use it at least once a month.	N/A	N/A	N/A	N/A	N/A	I only feel comfortable/safe riding on off-road pathways	On Inconducative to motorists to slow them down	we live on a high street and have a bike path for right past our house, it's a really good.	N/A	Availability of physically separated bicycle paths	Female	35-49 years	2068
Wednesday, 7 March 2012 9:32:58 PM	Health/Fitness Relating/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		10 Visiting local shops Visiting friends Leisure/recreation Other	mtb bike riding	Morning,Sunday = Y Evening,Monday = Y Evening,Wednesday = Y Evening,Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars My workplace does not have facilities such as showers, parking and lockers	N/A	N/A	N/A	Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	25-34 years	2077
Wednesday, 7 March 2012 9:40:50 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/Faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		12 Visiting local shops To/From public transport To/From work Physical fitness/training Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars	N/A	N/A	N/A	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2120
Wednesday, 7 March 2012 6:04:30 PM	Health/Fitness Relating/reduces stress levels	I own a bike and use it at least once a month.		2 Physical fitness/training Leisure/recreation	N/A	Morning,Sunday = Y Lunchtime,Sunday = Y	No - none of the above	I only feel comfortable/safe riding on off-road pathways The distance to work/shops/school is too far	N/A	N/A	N/A	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	25-34 years	2160
Wednesday, 7 March 2012 6:45:32 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Saves time/Faster/quicker Convenient/easy	I own a bike and use it at least once a month.		30 Visiting local shops Physical fitness/training	N/A	Morning,Sunday = Y Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't want to be sweaty when I get to my destination	N/A	N/A	N/A	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	50-64 years	2065
Wednesday, 7 March 2012 6:52:06 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/Faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		20 Visiting local shops To/From public transport To/From work Visiting friends Physical fitness/training To/From school/university/AFE Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Monday = Y Afternoon,Tuesday = Y Afternoon,Wednesday = Y Afternoon,Thursday = Y Afternoon,Friday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	25-34 years	2015
Wednesday, 7 March 2012 7:17:57 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		20 Visiting local shops Visiting friends Physical fitness/training Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars Too many hills	Shared pedestrian paths are hazardous especially during commuting hours.	N/A	N/A	Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	55 years and over	2065
Wednesday, 7 March 2012 8:01:41 PM	Health/Fitness Less congestion on the roads/less traffic Relating/reduces stress levels Saves time/Faster/quicker	I own a bike and use it at least once a month.		10 To/From public transport To/From work Physical fitness/training	N/A	Morning,Tuesday = Y Morning,Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars I don't know where the bike routes are	N/A	N/A	N/A	Availability of shower facilities at destination Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2750
Wednesday, 7 March 2012 9:07:40 PM	Health/Fitness Good for the environment	I own a bike and use it at least once a month.		20 To/From work Physical fitness/training	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Other	weather	N/A	N/A	Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2070
Wednesday, 7 March 2012 9:25:18 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/Faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		10 Visiting local shops Visiting friends Physical fitness/training Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Lunchtime,Saturday = Y Lunchtime,Sunday = Y Afternoon,Monday = Y Afternoon,Tuesday = Y Afternoon,Wednesday = Y Afternoon,Thursday = Y Afternoon,Friday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways I don't know where the bike routes are	N/A	Mowbray road	Mowbray road	Increased knowledge of bike routes and bicycle maintenance Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	55 years and over	2067
Thursday, 8 March 2012 8:13:32 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic	I own a bike and use it at least once a month.		15 To/From work Physical fitness/training	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths	I don't want to be sweaty when I get to my destination I only feel comfortable/safe riding on off-road pathways	N/A	Between Chateauwood and further up the North Shore line.	Unfitted to Warraneer	Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2067
Thursday, 8 March 2012 9:45:46 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment	I don't own a bicycle and I'm not interested in cycling. Go to (iv)	N/A	N/A	N/A	N/A	N/A	I don't own a bike/My bike is not working order	N/A	N/A	N/A	Nothing would make me ride a bike	Male	50-64 years	2067



Responded on	Question i	Question ii	Question iii	Question iv	Question iv (other)	Question v	Question vi	Question vii	Question vii (other)	Question viii	Question ix	Question x	Question xi	Question xii	Question xiii
Thursday, 8 March 2012 10:44:24 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Convenient/easy	I own a bike and use it at least once a month.		20 To/From work Physical fitness/Training	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Thursday = Y Afternoon, Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic	N/A	I would like more signs to indicate the best way to cycle from High St going South to the Leisure Centre and through to Mt. Sydney. I have seen cyclists take Alpha road because they have not been directed anywhere else.	going north along High St., soon after Laurel St. is built a pedestrian strip which protrudes along way onto the road. It is very dangerous for buses as they are forced to merge with the cars at that point. Please remove or make it safer for bikes.	Increased knowledge of bike routes and bicycle maintenance Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	50-64 years	2068
Thursday, 8 March 2012 1:09:26 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Saves time/faster/quicker	I own a bike and use it at least once a month.		32 To/From work	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Friday = Y Evening, Monday = Y Evening, Wednesday = Y Evening, Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	My workplace does not have facilities such as showers, parking and lockers I don't know where the bike routes are	N/A	north sydney	north sydney	Increased knowledge of bike routes and bicycle maintenance Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	25-34 years	2068
Thursday, 8 March 2012 4:04:58 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		20 To/From work Visiting friends Physical fitness/Training	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Wednesday = Y Afternoon, Thursday = Y Afternoon, Friday = Y	No - none of the above	The distance to work/shops/school is too far	N/A	N/A	N/A	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	25-34 years	2574
Thursday, 8 March 2012 6:05:04 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		Visiting local shops To/From work Visiting friends Physical fitness/Training Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y Lunchtime, Monday = Y Lunchtime, Tuesday = Y Lunchtime, Wednesday = Y Lunchtime, Thursday = Y Lunchtime, Friday = Y Lunchtime, Saturday = Y Lunchtime, Sunday = Y Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Wednesday = Y Afternoon, Thursday = Y Afternoon, Friday = Y Afternoon, Saturday = Y Afternoon, Sunday = Y Evening, Monday = Y Evening, Tuesday = Y Evening, Wednesday = Y Evening, Thursday = Y Evening, Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars I don't want to be sweaty when I get to my destination Other	currently recovering from ITBS injury	N/A	anywhere there are drivers talking on mobile phones, applying make-up, reading newspapers, or think they are kings of the road, particularly intersections/traffic lights.	Increased knowledge of the road rules and road safety for cyclists Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing	Male	35-49 years	2080
Thursday, 8 March 2012 6:09:19 PM	Health/Fitness Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy	I own a bike and use it at least once a month.		14 Visiting local shops To/From work Physical fitness/Training	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y Lunchtime, Saturday = Y Lunchtime, Sunday = Y Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Wednesday = Y Afternoon, Thursday = Y Afternoon, Friday = Y Afternoon, Saturday = Y Afternoon, Sunday = Y Evening, Monday = Y Evening, Tuesday = Y Evening, Wednesday = Y Evening, Thursday = Y Evening, Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Traffic speeds are too fast	N/A	N/A	N/A	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Availability of physically separated bicycle paths	Male	35-49 years	2113
Thursday, 8 March 2012 6:19:43 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Convenient/easy	I own a bike and use it at least once a month.		3 Leisure/recreation	N/A	Morning, Saturday = Y Morning, Sunday = Y Afternoon, Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I only feel comfortable/safe riding on off-road pathways My workplace does not have facilities such as showers, parking and lockers Too many hills	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	35-49 years	2067
Thursday, 8 March 2012 10:27:05 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		20 Visiting local shops To/From work Visiting friends Physical fitness/Training Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y Lunchtime, Saturday = Y Lunchtime, Sunday = Y Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Wednesday = Y Afternoon, Thursday = Y Afternoon, Friday = Y Afternoon, Saturday = Y Afternoon, Sunday = Y Evening, Monday = Y Evening, Tuesday = Y Evening, Wednesday = Y Evening, Thursday = Y Evening, Saturday = Y Evening, Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't want to be sweaty when I get to my destination The distance to work/shops/school is too far Too many hills I don't know where the bike routes are	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	25-34 years	2121
Friday, 9 March 2012 8:54:46 AM	Health/Fitness Save money on petrol/car/transport fees Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		20 To/From work Physical fitness/Training Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y Lunchtime, Saturday = Y Lunchtime, Sunday = Y Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Wednesday = Y Afternoon, Thursday = Y Afternoon, Friday = Y Afternoon, Saturday = Y Afternoon, Sunday = Y Evening, Monday = Y Evening, Tuesday = Y Evening, Wednesday = Y Evening, Thursday = Y Evening, Friday = Y	Yes - on road lanes Yes - off road paths/shared paths	I don't know where the bike routes are Other	Time	N/A	N/A	Increased driver awareness of bicycle safety and road sharing	Male	35-49 years	2065
Friday, 9 March 2012 10:29:30 AM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Convenient/easy Ease of parking	I am interested in bike riding but do not own a bike. Go to (vi)		0 Other	taking grandchildren to Willoughby Park to learn & ride	N/A	N/A	I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways I don't own a bike/my bike is not in working order	N/A	No more lanes, cyclists do not use lanes (e.g. High St) correctly, I have a house on High St. & have never seen a cyclist in the lane, always on the footpaths Also, in the shopping areas (eg Westfield), bikes ride on the footpath in any direction.	N/A	Nothing would make me ride a bike	Male	55 years and over	2068
Friday, 9 March 2012 11:53:59 AM	Health/Fitness Save money on petrol/car/transport fees Good for the environment Ease of parking	I am interested in bike riding but do not own a bike. Go to (vi)	N/A	N/A	I don't have a bike	N/A	N/A	There is too much traffic I only feel comfortable/safe riding on off-road pathways I don't own a bike/my bike is not in working order	N/A	N/A	Cycle lanes along Hampden Rd uninterrupted by cross roads	Increased knowledge of the road rules and road safety for cyclists Increased driver awareness of bicycle safety and road sharing	Female	55 years and over	2064
Friday, 9 March 2012 1:56:17 PM	Health/Fitness Relating/reduces stress levels Saves time/faster/quicker	I own a bike and use it at least once a month.		25 Physical fitness/Training Leisure/recreation	N/A	Morning, Tuesday = Y Morning, Thursday = Y Morning, Saturday = Y Morning, Sunday = Y	Yes - on road lanes	There is too much traffic I don't feel comfortable in the shoulder near parked cars I don't know where the bike routes are	N/A	Somehow getting through boundary road from the North to Chutwood	Crossing Boundary road	Increased knowledge of bike routes and bicycle maintenance Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	50-64 years	2074
Friday, 9 March 2012 3:01:53 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		60 To/From work Physical fitness/Training Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y Lunchtime, Monday = Y Lunchtime, Tuesday = Y Lunchtime, Wednesday = Y Lunchtime, Thursday = Y Lunchtime, Friday = Y Lunchtime, Saturday = Y Lunchtime, Sunday = Y Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Wednesday = Y Afternoon, Thursday = Y Afternoon, Friday = Y Afternoon, Saturday = Y Afternoon, Sunday = Y Evening, Monday = Y Evening, Tuesday = Y Evening, Wednesday = Y Evening, Thursday = Y Evening, Friday = Y	Yes - on road lanes Yes - off road paths/shared paths	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	Pacific hwy	Pacific hwy, Fullers road	Increased knowledge of bike routes and bicycle maintenance Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	50-64 years	2073
Friday, 9 March 2012 3:01:53 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		60 To/From work Physical fitness/Training Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y Lunchtime, Monday = Y Lunchtime, Tuesday = Y Lunchtime, Wednesday = Y Lunchtime, Thursday = Y Lunchtime, Friday = Y Lunchtime, Saturday = Y Lunchtime, Sunday = Y Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Wednesday = Y Afternoon, Thursday = Y Afternoon, Friday = Y Afternoon, Saturday = Y Afternoon, Sunday = Y Evening, Monday = Y Evening, Tuesday = Y Evening, Wednesday = Y Evening, Thursday = Y Evening, Friday = Y	Yes - on road lanes Yes - off road paths/shared paths	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	Pacific hwy	Pacific hwy, Fullers road	Increased knowledge of bike routes and bicycle maintenance Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	50-64 years	2073
Friday, 9 March 2012 8:29:20 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Good for the environment Saves time/faster/quicker	I am interested in bike riding but do not own a bike. Go to (vi)	N/A	N/A	N/A	N/A	N/A	There is too much traffic I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	An off-rout cycle path roughly mirroring the Pacific Highway would seem to me to be the most effective way of reducing private motor vehicle impact on the Willoughby area.	N/A	Increased knowledge of bike routes and bicycle maintenance Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	25-34 years	2076
Friday, 9 March 2012 8:55:58 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		14 Visiting local shops To/From public transport To/From work Physical fitness/Training Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y Lunchtime, Monday = Y Lunchtime, Tuesday = Y Lunchtime, Wednesday = Y Lunchtime, Thursday = Y Lunchtime, Friday = Y Lunchtime, Saturday = Y Lunchtime, Sunday = Y Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Wednesday = Y Afternoon, Thursday = Y Afternoon, Friday = Y Afternoon, Saturday = Y Afternoon, Sunday = Y Evening, Monday = Y Evening, Tuesday = Y Evening, Wednesday = Y Evening, Thursday = Y Evening, Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic	N/A	N/A	Crossing the on ramp to the expressway next to West at Cammeray	Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	35-49 years	2079
Friday, 9 March 2012 10:23:47 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		10 Visiting local shops Visiting friends	N/A	Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Saturday = Y Afternoon, Sunday = Y Evening, Monday = Y Evening, Tuesday = Y Evening, Saturday = Y Evening, Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	18-24 years	2067
Saturday, 10 March 2012 8:23:43 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Good for the environment	I am interested in bike riding but do not own a bike. Go to (vi)	N/A	N/A	N/A	N/A	N/A	There is too much traffic I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways I don't know where the bike routes are	N/A	N/A	N/A	Increased knowledge of the road rules and road safety for cyclists Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Female	50-64 years	2064
Sunday, 11 March 2012 12:16:42 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Convenient/easy Ease of parking	I own a bike and use it at least once a month.	8+	Visiting local shops Visiting friends Physical fitness/Training Leisure/recreation	N/A	N/A	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic	N/A	N/A	Mowbray Rd	West St beside parked cars Chutwood around the shopping areas	Female	55 years and over	2068
Sunday, 11 March 2012 5:15:32 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		4 Visiting local shops To/From public transport To/From work Visiting friends Physical fitness/Training Leisure/recreation	N/A	Morning, Saturday = Y Morning, Sunday = Y Afternoon, Saturday = Y Afternoon, Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I don't know where the bike routes are	N/A	Hampden Road	Hampden Road	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	25-34 years	2064
Monday, 12 March 2012 8:14:11 AM	No benefit	I don't own a bicycle and I'm not interested in cycling. Go to (vi)	N/A	N/A	N/A	N/A	N/A	Other	feel this survey is biased towards bike riders	N/A	N/A	we use very few bikes, and the few we do use are often on the footpaths even though there is a bike lane but that bike attention is catering to only around 5% of the Willoughby community	Female	55 years and over	2068
Monday, 12 March 2012 10:14:20 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		15 Visiting local shops Physical fitness/Training Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y	Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	Penrhurst St, Victoria Ave, Willoughby Rd and better access to the City via off road dedicated cycle lanes	Penrhurst St, Victoria Ave, Willoughby Rd, Sakors Bay Rd, Mowbray Rd	Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Female	35-49 years	2068
Monday, 12 March 2012 10:27:01 AM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Convenient/easy	I own a bike and use it at least once a month.		10 To/From work Physical fitness/Training Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y Lunchtime, Monday = Y Lunchtime, Tuesday = Y Lunchtime, Wednesday = Y Lunchtime, Thursday = Y Lunchtime, Friday = Y Lunchtime, Saturday = Y Lunchtime, Sunday = Y Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Wednesday = Y Afternoon, Thursday = Y Afternoon, Friday = Y Afternoon, Saturday = Y Afternoon, Sunday = Y Evening, Monday = Y Evening, Tuesday = Y Evening, Wednesday = Y Evening, Thursday = Y Evening, Friday = Y	Yes - on road lanes	Other	no reasons	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Female	35-49 years	2077
Monday, 12 March 2012 12:30:38 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		10 Visiting local shops Physical fitness/Training Leisure/recreation	N/A	Afternoon, Saturday = Y Afternoon, Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	I live in central Willoughby and would love to cycle to the CBD for work. I don't feel safe being on West St and Pac Highway	To go to city I can get to West St Cammeray safely. Problem is from Cammeray end of West St through to Milsons Point. Penrhurst Bridge access. It is only 7km to CBD so very easy riding if safe.	Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	35-49 years	2068
Monday, 12 March 2012 12:48:28 PM	Health/Fitness Less congestion on the roads/less traffic Relating/reduces stress levels Saves time/faster/quicker Convenient/easy Ease of parking	I am interested in bike riding but do not own a bike. Go to (vi)	N/A	N/A	N/A	N/A	N/A	There is too much traffic I don't feel comfortable in the shoulder near parked cars	N/A	N/A	N/A	Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing	Female	25-34 years	2068
Monday, 12 March 2012 3:23:50 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy	I own a bike and use it at least once a month.		6 Visiting local shops Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y Lunchtime, Monday = Y Lunchtime, Tuesday = Y Lunchtime, Wednesday = Y Lunchtime, Thursday = Y Lunchtime, Friday = Y Lunchtime, Saturday = Y Lunchtime, Sunday = Y Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Wednesday = Y Afternoon, Thursday = Y Afternoon, Friday = Y Afternoon, Saturday = Y Afternoon, Sunday = Y Evening, Monday = Y Evening, Tuesday = Y Evening, Wednesday = Y Evening, Thursday = Y Evening, Friday = Y	Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I only feel comfortable/safe riding on off-road pathways I don't know where the bike routes are	N/A	off road cycle paths from Northbridge to the way to Chutwood	In general where cycle paths just stop and you don't know where they continue, not everyone has a cycling map.	Increased knowledge of bike routes and bicycle maintenance Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	35-49 years	2063
Monday, 12 March 2012 5:41:35 PM	Health/Fitness Less congestion on the roads/less traffic Good for the environment	I own a bike, but I use it less than once a month. Go to (vi)	N/A	Leisure/recreation	N/A	Morning, Saturday = Y Morning, Sunday = Y Afternoon, Saturday = Y Afternoon, Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Female	35-49 years	2068
Tuesday, 13 March 2012 7:20:28 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy	I own a bike and use it at least once a month.		2 Visiting local shops Physical fitness/Training Leisure/recreation	N/A	Morning, Saturday = Y Morning, Sunday = Y Afternoon, Saturday = Y Afternoon, Sunday = Y	Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars I am not fit enough The distance to work/shops/school is too far Too many hills I don't know where the bike routes are	N/A	water/ladder route across the bridge from willoughby	N/A	Increased knowledge of bike routes and bicycle maintenance Having more bicycle riders on the road Availability of physically separated bicycle paths	Male	25-34 years	2068
Tuesday, 13 March 2012 1:44:03 PM	Health/Fitness Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.	16-20	Visiting local shops Visiting friends Physical fitness/Training Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y Lunchtime, Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't want to be sweaty when I get to my destination The distance to work/shops/school is too far Too many hills	N/A	Sakors Bay Road alongside Westmeads, Victoria Avenue Chutwood.	Pacific Highway Boundary Road	Availability of shower facilities at destination Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	50-64 years	2063
Wednesday, 14 March 2012 1:03:50 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		Visiting local shops To/From public transport To/From work Visiting friends Leisure/recreation	N/A	Morning, Monday = Y Morning, Tuesday = Y Morning, Wednesday = Y Morning, Thursday = Y Morning, Friday = Y Morning, Saturday = Y Morning, Sunday = Y Lunchtime, Monday = Y Lunchtime, Tuesday = Y Lunchtime, Wednesday = Y Lunchtime, Thursday = Y Lunchtime, Friday = Y Lunchtime, Saturday = Y Lunchtime, Sunday = Y Afternoon, Monday = Y Afternoon, Tuesday = Y Afternoon, Wednesday = Y Afternoon, Thursday = Y Afternoon, Friday = Y Afternoon, Saturday = Y Afternoon, Sunday = Y Evening, Monday = Y Evening, Tuesday = Y Evening, Wednesday = Y Evening, Thursday = Y Evening, Friday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Other	I don't like riding in the rain & I can't carry much on a bike	N/A	N/A	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2065

Responded on	Question i	Question ii	Question iii	Question iv	Question iv (other)	Question v	Question vi	Question vii	Question vii (other)	Question viii	Question ix	Question x	Question xi	Question xii	Question xiii		
Wednesday, 14 March 2012 6:44:17 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Good for the environment	I own a bike and use it at least once a month.		10	Physical fitness/training	N/A	Morning,Wednesday = Y Morning,Saturday = Y Morning,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars	N/A	Victoria High st	Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	25-34 years	2067		
Thursday, 15 March 2012 8:12:54 AM	Health/Fitness Save money on petrol/car/transport fees Saves time/faster/quicker	I own a bike and use it at least once a month.		12	To/from work Physical fitness/training	N/A	Morning,Monday = Y Morning,Thursday = Y Morning,Sunday = Y Evening,Monday = Y Evening,Thursday = Y Evening,Sunday = Y	Yes - on road lanes Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars	N/A	Connecting the end of the bike path from Flatrock drive to the Northbridge area.	The bike path from Weedon Road to Ardmore Reserve has lower level/drainage gully. There are very dangerous when wet (ie. cannot turn when passing over these)	Male	25-34 years	2064		
Thursday, 15 March 2012 9:28:15 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relaxing/reduces stress levels Good for the environment Convenient/easy Ease of parking	I own a bike, but I use it less than once a month. Go to (iv)	one or less		Visiting local shops Physical fitness/training Leisure/recreation	N/A	N/A	Yes - off road paths/shared paths	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I don't want to be swayed when I get to my destination I only feel comfortable/safe riding on off-road pathways Other	N/A	No place to leave my bike at shops etc.	Availability of bicycle parking or bicycle lockers Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	35-49 years	2068		
Thursday, 15 March 2012 9:35:15 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relaxing/reduces stress levels Good for the environment Convenient/easy Ease of parking	I own a bike, but I use it less than once a month. Go to (iv)	one or less		Visiting local shops Physical fitness/training Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Afternoon,Monday = Y Afternoon,Tuesday = Y Afternoon,Wednesday = Y Afternoon,Thursday = Y Afternoon,Friday = Y	Yes - off road paths/shared paths	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I don't want to be swayed when I get to my destination I only feel comfortable/safe riding on off-road pathways Other	N/A	No safe place to leave my bike & helmet at shops etc.	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	35-49 years	2068		
Thursday, 15 March 2012 9:45:27 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Good for the environment Saves time/faster/quicker Ease of parking	I own a bike and use it at least once a month.		15	To/from work Physical fitness/training	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Afternoon,Monday = Y Afternoon,Tuesday = Y Afternoon,Wednesday = Y Afternoon,Thursday = Y Afternoon,Friday = Y	Yes - on road lanes Yes - off road paths/shared paths	I don't feel comfortable in the shoulder near parked cars	N/A	On road cycle paths do not work. Too dangerous due to parked cars. Off-road/shared path is needed from Brook St to West St and along West St to North Sydney	Increased driver awareness of bicycle safety and road sharing Availability of physically separated bicycle paths	Male	30-64 years	2066		
Thursday, 15 March 2012 11:31:46 AM	Health/Fitness Save money on petrol/car/transport fees Relaxing/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		24	To/from work Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Saturday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths	I am not fit enough	N/A	N/A	crossing freeway on ramp at narumburn/cammeray	Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	35-49 years	2071	
Thursday, 15 March 2012 12:19:00 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relaxing/reduces stress levels Convenient/easy Ease of parking	I own a bike and use it at least once a month.		3	Visiting local shops Physical fitness/training Leisure/recreation	N/A	Luncheon,Sunday = Y Afternoon,Saturday = Y	Yes - off road paths/shared paths	There is too much traffic I don't feel comfortable in the shoulder near parked cars	N/A	N/A	Many of the roads around Willoughby are quite dangerous to cycle on - High and Penshurst Sts - Willoughby Ross	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	35-49 years	2068	
Thursday, 15 March 2012 12:25:43 PM	Health/Fitness Relaxing/reduces stress levels Ease of parking	I own a bike and use it at least once a month.		12	To/from work Physical fitness/training	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y Morning,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic I don't feel comfortable in the shoulder near parked cars	N/A	Naremburn to the Harbour Bridge	Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	30-64 years	2068		
Thursday, 15 March 2012 12:30:47 PM	Health/Fitness Save money on petrol/car/transport fees Relaxing/reduces stress levels Good for the environment	I own a bike, but I use it less than once a month. Go to (iv)	N/A		Visiting local shops Physical fitness/training Leisure/recreation	N/A	Morning,Saturday = Y Morning,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	Yes - around northbridge glass / shops.	Increased knowledge of bike routes and bicycle maintenance Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	30-64 years	2068		
Thursday, 15 March 2012 12:33:48 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relaxing/reduces stress levels Good for the environment	I own a bike, but I use it less than once a month. Go to (iv)	nil		N/A	N/A	Morning,Saturday = Y Morning,Sunday = Y	Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways My workplace does not have facilities such as showers, parking and lockers I don't know where the bike routes are	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	30-64 years	2068		
Thursday, 15 March 2012 12:54:10 PM	Health/Fitness Relaxing/reduces stress levels	I own a bike and use it at least once a month.		20	Visiting local shops Physical fitness/training Leisure/recreation	N/A	Morning,Saturday = Y Morning,Sunday = Y Luncheon,Saturday = Y Luncheon,Sunday = Y Afternoon,Monday = Y Afternoon,Tuesday = Y Afternoon,Wednesday = Y Afternoon,Thursday = Y Afternoon,Friday = Y Afternoon,Saturday = Y Evening,Monday = Y Evening,Tuesday = Y Evening,Wednesday = Y Evening,Thursday = Y Evening,Friday = Y Evening,Saturday = Y Evening,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic	N/A	N/A	Increased knowledge of the road rules and road safety for cyclists Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2064		
Thursday, 15 March 2012 12:58:47 PM	Health/Fitness	I own a bike and use it at least once a month.		4	Physical fitness/training Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Saturday = Y Afternoon,Monday = Y Afternoon,Tuesday = Y Afternoon,Wednesday = Y Afternoon,Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Other	Time	N/A	Availability of shower facilities at destination	Male	30-64 years	2069		
Thursday, 15 March 2012 1:02:47 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relaxing/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		24	To/from work Physical fitness/training	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Saturday = Y Afternoon,Monday = Y Afternoon,Tuesday = Y Afternoon,Wednesday = Y Afternoon,Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Other	Score knee	No	West st - Cycling north There is not enough room for both cyclists and parked cars in the cycle lane.	Increased knowledge of bike routes and bicycle maintenance Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	30-64 years	2066	
Thursday, 15 March 2012 1:47:05 PM	Health/Fitness Less congestion on the roads/less traffic/ Good for the environment	I own a bike and use it at least once a month.	N/A		Visiting local shops Visiting friends	N/A	Morning,Saturday = Y Morning,Sunday = Y Luncheon,Saturday = Y Luncheon,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y Evening,Saturday = Y Evening,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic I don't feel comfortable in the shoulder near parked cars Too many hills I don't know where the bike routes are	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of bicycle parking or bicycle lockers Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2067		
Thursday, 15 March 2012 1:48:07 PM	Health/Fitness	I own a bike, but I use it less than once a month. Go to (iv)		0	N/A	N/A	N/A	N/A	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of physically separated bicycle paths	Female	35-49 years	2068		
Thursday, 15 March 2012 3:05:10 PM	Health/Fitness Ease of parking	I don't own a bicycle and I'm not interested in cycling. Go to (iv)		N/A	N/A	N/A	N/A	N/A	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I don't want to be swayed when I get to my destination I don't know where the bike routes are I don't own a bike/my bike is not in working order	N/A	N/A	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	30-64 years	2068		
Thursday, 15 March 2012 3:18:51 PM	Health/Fitness Good for the environment	I am interested in bike riding but do not own a bike. Go to (iv)	N/A		N/A	N/A	N/A	N/A	There is too much traffic I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways Other	N/A	It is difficult to ride with children - traffic	Increased knowledge of bike routes and bicycle maintenance Availability of bicycle parking or bicycle lockers	Female	35-49 years	2068		
Thursday, 15 March 2012 4:47:26 PM	Health/Fitness Save money on petrol/car/transport fees Relaxing/reduces stress levels Good for the environment Convenient/easy	I am interested in bike riding but do not own a bike. Go to (iv)	N/A		N/A	N/A	N/A	No - none of the above	I don't own a bike/my bike is not in working order	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Female	35-49 years	2067		
Thursday, 15 March 2012 6:46:19 PM	Health/Fitness Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker	I own a bike and use it at least once a month.		2	Visiting local shops Physical fitness/training Leisure/recreation	N/A	Morning,Saturday = Y Morning,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars	N/A	N/A	Increased knowledge of the road rules and road safety for cyclists Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	35-49 years	2068		
Thursday, 15 March 2012 7:35:06 PM	No benefit	I don't own a bicycle and I'm not interested in cycling. Go to (iv)		0	N/A	N/A	N/A	No - none of the above	Other		not a time efficient method of transport	If people must cycle they MUST have separate cycle ways. cyclists should not be allowed on the road - roads are for cars	all stay off the roads	Nothing would make me ride a bike	Female	30-64 years	2066
Thursday, 15 March 2012 7:35:06 PM	No benefit	I don't own a bicycle and I'm not interested in cycling. Go to (iv)		0	N/A	N/A	N/A	No - none of the above	Other		not a time efficient method of transport	If people must cycle they MUST have separate cycle ways. cyclists should not be allowed on the road - roads are for cars	all stay off the roads	Nothing would make me ride a bike	Female	30-64 years	2066
Friday, 16 March 2012 7:18:07 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relaxing/reduces stress levels Good for the environment Ease of parking	I am interested in bike riding but do not own a bike. Go to (iv)	N/A		N/A	N/A	N/A	N/A	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I don't want to be swayed when I get to my destination I don't know where the bike routes are I don't own a bike/my bike is not in working order	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Availability of physically separated bicycle paths	Female	35 years and over	2067		
Friday, 16 March 2012 8:46:36 AM	Health/Fitness Relaxing/reduces stress levels	I own a bike and use it at least once a month.		20	Physical fitness/training Leisure/recreation	N/A	Morning,Tuesday = Y Morning,Thursday = Y Morning,Saturday = Y Morning,Sunday = Y	Yes - on road lanes	Other	nothing	Back roads to provide alternatives to the highway	Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	35-49 years	2073		
Friday, 16 March 2012 9:21:16 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker Convenient/easy Ease of parking	I own a bike and use it at least once a month.		2	Visiting local shops Visiting friends Leisure/recreation	N/A	Morning,Saturday = Y Morning,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Other	I would commute to the city by bike if the North Sydney stretch of the journey was more bike friendly.	N/A	Warrene Rd or High St, allowing cyclists a path north paralleling Eastern Valley Way.	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	35-49 years	2068	
Friday, 16 March 2012 10:33:27 AM	Health/Fitness Save money on petrol/car/transport fees Saves time/faster/quicker	I own a bike and use it at least once a month.		16	To/from work	N/A	Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Thursday = Y Evening,Wednesday = Y Evening,Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	I don't feel comfortable in the shoulder near parked cars I don't want to be swayed when I get to my destination The distance to work/school is too far Too many hills	N/A	Willoughby Road between leisure centre and up to join freeway path near Naremburn	Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	35-49 years	2069		
Friday, 16 March 2012 10:56:37 AM	Health/Fitness	I own a bike, but I use it less than once a month. Go to (iv)		3	Visiting local shops Visiting friends	N/A	Morning,Sunday = Y	Yes - off road paths/shared paths	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways Not confident of riding ability	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths Opportunities to attend cycling workshops	Male	35-49 years	2065		
Friday, 16 March 2012 12:26:24 PM	Health/Fitness Save money on petrol/car/transport fees Relaxing/reduces stress levels Good for the environment Saves time/faster/quicker	I am interested in bike riding but do not own a bike. Go to (iv)	N/A		N/A	N/A	N/A	No - none of the above	I only feel comfortable/safe riding on off-road pathways I am not fit enough Not confident of riding ability I don't own a bike/my bike is not in working order	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	35 years and over	2065		
Friday, 16 March 2012 1:44:18 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relaxing/reduces stress levels Good for the environment Convenient/easy	I own a bike, but I use it less than once a month. Go to (iv)	N/A		Physical fitness/training Leisure/recreation	N/A	Morning,Saturday = Y Morning,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic Traffic speeds are too fast	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	35-49 years	2068		
Friday, 16 March 2012 2:25:13 PM	Health/Fitness Relaxing/reduces stress levels Convenient/easy	I own a bike and use it at least once a month.		4	Visiting local shops Physical fitness/training Leisure/recreation	N/A	Morning,Sunday = Y Afternoon,Saturday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars My workplace does not have facilities such as showers, parking and lockers	N/A	N/A	High Street, Penshurst St	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Friday, 16 March 2012 3:37:20 PM	Health/Fitness Relaxing/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		12	Physical fitness/training Leisure/recreation	N/A	Morning,Tuesday = Y Morning,Thursday = Y Morning,Saturday = Y Morning,Sunday = Y	Yes - on road lanes	My workplace does not have facilities such as showers, parking and lockers	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of shower facilities at destination Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets	Male	30-64 years	2068	
Saturday, 17 March 2012 10:19:29 AM	Health/Fitness Save money on petrol/car/transport fees Good for the environment	I am interested in bike riding but do not own a bike. Go to (iv)	N/A		Visiting local shops Visiting friends Physical fitness/training Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Morning,Friday = Y Morning,Saturday = Y	Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars I don't own a bike/my bike is not in working order	N/A	N/A	Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	30-64 years	2069		
Saturday, 17 March 2012 10:22:51 AM	Health/Fitness Relaxing/reduces stress levels	I own a bike and use it at least once a month.		10	Leisure/recreation	N/A	Morning,Saturday = Y Morning,Sunday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars The distance to work/school is too far	N/A	N/A	Willoughby Road	Increased knowledge of bike routes and bicycle maintenance Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	30-64 years	2064	
Saturday, 17 March 2012 10:37:45 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Relaxing/reduces stress levels Good for the environment	I own a bike and use it at least once a month.		20	Leisure/recreation	N/A	Morning,Monday = Y Morning,Wednesday = Y Morning,Saturday = Y Morning,Sunday = Y Evening,Monday = Y Evening,Thursday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068		
Saturday, 17 March 2012 4:57:56 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic/Good for the environment Ease of parking	I own a bike and use it at least once a month.	It depends on my schedule.		Visiting local shops To/from work Visiting friends Leisure/recreation	N/A	Morning,Monday = Y Morning,Tuesday = Y Morning,Wednesday = Y Morning,Thursday = Y Afternoon,Monday = Y Afternoon,Tuesday = Y Afternoon,Wednesday = Y Afternoon,Thursday = Y Afternoon,Saturday = Y Afternoon,Sunday = Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I don't want to be swayed when I get to my destination My workplace does not have facilities such as showers, parking and lockers Other	If I could take the bike on public transport more easily I would use it more.	everywhere	Pacific Highway	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	30-64 years	2068	

	Question i	Question ii	Question iii	Question iv	Question iv (other)	Question v	Question vi	Question vii	Question vii (other)	Question viii	Question ix	Question x	Question xi	Question xii	Question xiii	
	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Saves time/Faster/quicker Convenience/Ease of parking					Morning,Saturday ~ Y Morning,Sunday ~ Y Luncheon,Saturday ~ Y Luncheon,Sunday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes		There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	Would generally like to see greater support and promotion of cycling to school eg support for bike racks at schools that don't have them, like Chittover High. Would like to see a designated route/s from Naremburn to Artarmon School, requiring kids from southern underpass of railway like school and from freeway path at Hampden Rd to school. Would like to see more pressure/support/incentive for sporting cyclists, in particular The Netball Association, promoting riding to sport (maybe more bike parking and promotional materials for them to distribute) maybe campaigns co run with council). Would like improved cycle connections to and within Chittover CBD, including to station, shops, oval and CHS. Would like path around oval connecting to path going up the M7 closed by matches of baysi cones and improved access to and across Boundary St towards Rosselle shops and station.	Would like to see more bike/parking lanes widened if possible, eg on High St, Willoughby and Hampden Rd Artarmon. These are not usable if travelling downhill or at speed due to risk of being "doored" by a parked car or not seen by traffic entering from left. Would like to see improvements to bus junction of Council shared paths and BMS path under freeway near Artarmon Reserve. For path user wearing sunglasses, the very dim lighting at this location and bends in path with railings partially concealing other users approaching means visibility is extremely poor and risk of a collision high. Pacific Hwy generally positive again this is M4S, ride I encourage you, I.S., to use footpath though illegal where they form part of its route between here in Artarmon and destinations in Lane Cove, Chittover and Mosley. In many places though footpaths are more dangerous due to frequency of driveways and poor vision from them so not always wanting creating all sorts of bike routes.	Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths			
Sunday, 18 March 2012 4:56:11 PM	Health/Fitness Good for the environment Convenient/Easy Ease of parking	am interested in bike riding but do not own a bike. Go to (iv)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Artarmon: off road cycle path	Pacific Highway Hampden Rd, Artarmon (pole of a bicycle lane)	Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	50-64 years	2064	
Sunday, 18 March 2012 5:16:20 PM	Health/Fitness Less congestion on the roads/less traffic Good for the environment Ease of parking	own a bike, but I use it less than once a month. Go to (iv)	1	Leisure/recreation	N/A	Afternoon,Sunday ~ Y	Yes - off road paths/shared paths	N/A	N/A	The crossing over Boundary Road. Around the circumference of Beachcampy Park, along Wilson Street. A route from Rosselle Station down to the Artarmon Reserve	Crossing Boundary	Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2064	
Sunday, 18 March 2012 8:21:06 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.				Morning,Saturday ~ Y Morning,Sunday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes	Traffic speeds are too fast	N/A	N/A	N/A	Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Monday, 19 March 2012 9:10:23 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.				Morning,Saturday ~ Y Morning,Sunday ~ Y Luncheon,Saturday ~ Y Luncheon,Sunday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	N/A	N/A	Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	35-49 years	2068	
Monday, 19 March 2012 11:17:49 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Good for the environment Saves time/Faster/quicker	own a bike and use it at least once a month.				Morning,Saturday ~ Y Morning,Sunday ~ Y Luncheon,Saturday ~ Y Luncheon,Sunday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	N/A	Mosley Road	Increased knowledge of bike routes and bicycle maintenance Increased knowledge of the road rules and road safety for cyclists Having more bicycle riders on the road	Female	35-49 years	2068	
Monday, 19 March 2012 11:18:02 AM	Health/Fitness Save money on petrol/car/transport fees	own a bike, but I use it less than once a month. Go to (iv)	1	To/From work	N/A	Morning,Monday ~ Y Evening,Tuesday ~ Y	Yes - on road lanes Yes - off road paths/shared paths	Other	too busy, cant pick up kids	crossing Mosley Rd can be tricky	crossing Mosley Rd can be tricky	Increased knowledge of bike routes and bicycle maintenance Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Monday, 19 March 2012 12:31:20 PM	Health/Fitness Relating/reduces stress levels Good for the environment	own a bike and use it at least once a month.	five	Visiting local shops Physical fitness/training	N/A	Morning,Sunday ~ Y Luncheon,Thursday ~ Y Afternoon,Saturday ~ Y	Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars I only feel comfortable/safe riding on off-road pathways	N/A	N/A	N/A	Increased knowledge of the road rules and road safety for cyclists Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	35-49 years	2068	
Monday, 19 March 2012 12:40:01 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Good for the environment Ease of parking	own a bike, but I use it less than once a month. Go to (iv)	N/A	Visiting local shops Leisure/recreation	N/A	Morning,Monday ~ Y Morning,Tuesday ~ Y Afternoon,Wednesday ~ Y	Yes - off road paths/shared paths	There is too much traffic Traffic speeds are too fast I don't want to be sweaty when I get to my destination I am not fit enough Too many hills	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Monday, 19 March 2012 7:12:04 PM	Health/Fitness Relating/reduces stress levels	am interested in bike riding but do not own a bike. Go to (iv)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	35-49 years	2064	
Monday, 19 March 2012 7:14:49 PM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment	own a bike and use it at least once a month.	20	Visiting local shops Physical fitness/training Leisure/recreation	N/A	Morning,Tuesday ~ Y Morning,Thursday ~ Y Morning,Friday ~ Y Morning,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	N/A	The more the better!	Increased knowledge of bike routes and bicycle maintenance Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Female	35-49 years	2060	
Monday, 19 March 2012 7:25:20 PM	Health/Fitness Relating/reduces stress levels Ease of parking	own a bike and use it at least once a month.	10	Visiting local shops Physical fitness/training Leisure/recreation	N/A	Morning,Wednesday ~ Y Morning,Thursday ~ Y Morning,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths	Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars I don't want to be sweaty when I get to my destination I don't know where the bike routes are	N/A	N/A	N/A	Increased knowledge of bike routes and bicycle maintenance Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	50-64 years	2066	
Monday, 19 March 2012 7:31:57 PM	Health/Fitness Less congestion on the roads/less traffic Good for the environment	own a bike and use it at least once a month.	16	To/From work Physical fitness/training Leisure/recreation	N/A	Morning,Monday ~ Y Morning,Tuesday ~ Y Morning,Wednesday ~ Y Morning,Thursday ~ Y Morning,Friday ~ Y Luncheon,Saturday ~ Y Luncheon,Sunday ~ Y Evening,Monday ~ Y Evening,Tuesday ~ Y Evening,Wednesday ~ Y Evening,Thursday ~ Y Evening,Friday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars	N/A	N/A	N/A	Increased knowledge of the road rules and road safety for cyclists Having more bicycle riders on the road Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	50-64 years	2060	
Monday, 19 March 2012 8:21:34 PM	Health/Fitness Relating/reduces stress levels	own a bike and use it at least once a month.	12	Physical fitness/training	N/A	Morning,Tuesday ~ Y Morning,Thursday ~ Y Morning,Saturday ~ Y	Yes - on road lanes	There is too much traffic Traffic speeds are too fast I don't feel comfortable in the shoulder near parked cars	N/A	N/A	Easton Valley Way	Availability of bicycle dedicated lanes on roads and streets	Male	35-49 years	2068	
Tuesday, 20 March 2012 7:54:19 AM	Health/Fitness Save money on petrol/car/transport fees Less congestion on the roads/less traffic Relating/reduces stress levels Good for the environment Ease of parking	own a bike, but I use it less than once a month. Go to (iv)	1-Feb	Visiting local shops Physical fitness/training Leisure/recreation	N/A	Morning,Saturday ~ Y Morning,Sunday ~ Y Luncheon,Saturday ~ Y Luncheon,Sunday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths	There is too much traffic Traffic speeds are too fast I only feel comfortable/safe riding on off-road pathways Other	Lack of time on weekends doing other activities	To Lane Cove National Park from Lane Cove, Chittover, Naremburn to the City, Willoughby to Middle Harbour	Coxs Lane - It's a blind spot for cars about to turn into Egging Rd as you can't see cyclists until the last minute.	Anywhere on the roads in general where there is not a bicycle lane. Even many of the cycle only lanes (e.g. under Gore Hill Freeway) get too much sediment after rains and are very dangerous. People spill there all the time. It needs to be swept clean occasionally.	Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2066
Tuesday, 20 March 2012 8:20:15 AM	Health/Fitness Less congestion on the roads/less traffic Good for the environment	own a bike and use it at least once a month.	15	Visiting local shops To/From work Leisure/recreation	N/A	Morning,Tuesday ~ Y Morning,Wednesday ~ Y Morning,Thursday ~ Y Morning,Sunday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic I don't feel comfortable in the shoulder near parked cars	N/A	Penrith St Chittover Crown, West	Penrith St	Increased knowledge of bike routes and bicycle maintenance Availability of shower facilities at destination Availability of bicycle parking or bicycle lockers Increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted routes	There is too much traffic Traffic speeds are too fast	N/A	N/A	N/A	Availability of bicycle parking or bicycle lockers Having more bicycle riders on the road increased driver awareness of bicycle safety and road sharing Availability of bicycle dedicated lanes on roads and streets Availability of physically separated bicycle paths	Male	35-49 years	2068	
Tuesday, 20 March 2012 8:21:34 PM	Health/Fitness Save money on petrol/car/transport fees Relating/reduces stress levels Good for the environment Ease of parking	own a bike and use it at least once a month.	16	Physical fitness/training	N/A	Morning,Saturday ~ Y Afternoon,Monday ~ Y Afternoon, Tuesday ~ Y Afternoon,Wednesday ~ Y Afternoon,Thursday ~ Y Afternoon,Friday ~ Y Afternoon,Saturday ~ Y Afternoon,Sunday ~ Y	Yes - on road lanes Yes - off road paths/shared paths Yes - on road signposted									



OFFLINE SURVEY RESULTS - SUMMARY

Total responses - 22

i What do you feel are the main benefits of bicycle riding on a regular basis? (tick all that apply)

Healthy/fitness	22
Save money on petrol/car/transport fees	13
Less congestion on the roads/less traffic	11
Relaxing/reduces stress levels	15
No benefit	0
Good for the environment	17
Saves time/faster/quicker	10
Convenient/easy	11
Ease of parking	11
Don't know	0

ii Which of the following statements best describes you?

I don't own a bicycle and I'm not interested in cycling	2
I am interested in bike riding but do not own a bike	2
I own a bike, but I use it less than once a month	1
I own a bike and use it at least once a month	17

iii On average, how many trips would you make on your bicycle in a month?

Various responses

iv What type of trips do you make? (tick all that apply)

Visiting local shops	11
To/from public transport	1
To/from work	8
Visiting friends	7
Physical fitness/training	17
To/from school/university/TAFE	2
Leisure/recreation	18
Other	2

If you ticked 'other', please specify

Various responses

v Please tick the times and the days of the week you typically cycle.

Various responses

vi Do you use Willoughby's cycle paths, cycle lanes and/or bike routes as part of your cycling journeys?

Yes - on road lanes	14
Yes - off road paths/shared paths	15
Yes - on road signposted routes	12
No - none of the above	3

vii Which of the following reasons prevent you from riding a bike/riding more often?

There is too much traffic	12
Traffic speeds are too fast	7
I don't feel comfortable in the shoulder near parked cars	10
I don't want to be sweaty when I get to my destination	5
I only feel comfortable/safe riding on off-road pathways	8
I am not fit enough	1
My workplace does not have facilities such as showers, parking and lockers	3
Not confident of riding ability	1
The distance to work/shops/school is too far	1
Too many hills	4
I don't know where the bike routes are	2
I don't own a bike/my bike is not in working order	1
Other	Various responses

viii Are there any roads or locations where you would like to see on-road cycle lanes, off road cycle paths or shared paths?

Various responses

ix Are there any locations which you consider particularly dangerous for cyclists? (please be as specific as possible)

Various responses

x Please indicate whether the following would make you more likely to cycle more often.

Increased knowledge of bike routes and bicycle maintenance	8
Increased knowledge of the road rules and road safety for cyclists	2
Availability of shower facilities at destination	5
Availability of bicycle parking or bicycle lockers	3
Having more bicycle riders on the road	10
Increased driver awareness of bicycle safety and road sharing	12
Availability of bicycle dedicated lanes on roads and streets	14
Availability of physically separated bicycle paths	14
Opportunities to attend cycling workshops	1
Nothing would make me ride a bike	0

xi Are you male or female?

Male	13
Female	8

xii Which age group do you fall into?

Under 12 years	1
12-17 years	1
18-24 years	1
25-34 years	1
35-49 years	7
50-64 years	9
65 years and over	2



## Appendix B

### School Survey

## Willoughby Cycling Questionnaire

*What do you think about cycling in Willoughby?*

Willoughby City Council is updating the 2006 Bike Plan. We want to make Willoughby a place where people cycle more often. We need your input into the study to make sure that the Bike Plan responds to the local people and their needs.

Name of school \_\_\_\_\_

Name of person completing this questionnaire \_\_\_\_\_

Contact Phone Number \_\_\_\_\_

i Number of students enrolled in 2011 at your school? \_\_\_\_\_

ii What are the main modes of transport for your students between their homes and your school? Rank modes in order from **1 to 9**, with **1** being the **most used** mode and **9** being the **least used** mode.

☐ Walking (includes wheelchair users)

☐ Scooter/skateboard

☐ Private Vehicle

☐ Taxi

☐ Bus

☐ Community Transport

☐ Train

☐ Other \_\_\_\_\_

☐ Bicycle

iii What are the main reasons for students/parents choosing each of the above modes of transport stated in Question ii?

---



---



---



---

### Cycling in Willoughby

iv Does your school have a Bicycle Policy? If so, could you please forward us a copy and/or briefly explain this policy below.

---



---



---



---

- v Do you permit students to cycle to School? Yes ☐ No ☐

If NO, please explain your response

---

---

---

---

Please estimate number of cyclists on average per day \_\_\_\_\_

- vi Does your school encourage cycling? Yes ☐ No ☐

If YES, how?

---

---

---

---

---

- vii What cycle parking facilities are provided at your School?

- ☐ Bicycle racks Number \_\_\_\_\_
- ☐ A secure compound Number of bikes which can be parked \_\_\_\_\_
- ☐ Storage for bicycle helmets & clothing Specify \_\_\_\_\_
- ☐ Other (Specify) \_\_\_\_\_

- viii Is sustainable transport or other closely related topics covered in any Curriculum / Class work?

Yes ☐ No ☐

If YES, please indicate which subjects and which years

---

---

---

---

- ix Is access by bicycle to the school grounds an issue at your School?

Yes ☐ No ☐

- x Would you be interested in taking part in cycle safety/promotion programs or improving bicycle access to school in partnership with Council?

Yes ☐ No ☐

xi How could Council assist you to increase rates of cycling to your school?

- ☐ Provision of bicycle parking
- ☐ Education and bicycle training
- ☐ Provision of safe cycling routes and infrastructure
- ☐ Other (please specify)

---

xii Are there any roads or locations in the vicinity of your school where you would like to see bicycle facilities provided?

---



---



---

xiii Are there any locations in the vicinity of your school which you consider to be particularly hazardous for cyclists?

---



---



---

xiv Do you have any other comments you would like to make in relation to cycling facilities within the Willoughby area?

---



---



---



---

**Thank you for your time and cooperation in completing this questionnaire.**

Please return by fax to **(02) 8448 1810** or email/ mail to the address below:

**katherine.mccray@gta.com.au**

**GTA Consultants (Willoughby School Survey)**

**PO Box 5254**

**West Chatswood NSW 1515**

**CONTACTS:**

Katherine McCray – GTA Consultants Ph: (02) 8448 1800

Alison Jones – Willoughby City Council Ph: (02) 9777 7706



Name of School	No. of students	Mode									Reasons	Bicycle Policy	Permit Cycling	No/day	Encourage cycling?	How?	Cycle parking facilities				Sustainable transport subject	Access Issue	Cycle Safety/ promotion?	Council assistance				Locations for bike facilities	Hazardous locations	Other comments
		Walking	Private vehicle	Bus	Train	Bike	Scooter/ skateboard	Taxi	CT	Other							Bicycle racks	Secure compound	Storage	Other				Bike parking	Education and training	Safer routes	Other			
Mowbray Public School	330	1	2	3	N/A	9	N/A	N/A	N/A	N/A	Strong environmental and sustainability program and supported by WCC	No riding of bikes to school under the Schhol's care and supervision policy	No - Mowbray Road and busy side streets are rat-runs for motorists trying to avoid Mowbray Road	0	No	Not to school	N/A	N/A	N/A	N/A	Yes - all years through Science program and 'walk safely to School' and Transport competition conducted yearly with support of WCC and LCC	No	No	No	No	Yes	No	No	Mowbray Road	No
Artarmon Public School	838	2	1	3	4	5	6	8	7	9	Working parents drop children to school first Locals walk Train for students outside Artarmon (120 students)	No	Yes	3	Yes	Bike racks and information in newsletter	2	No	No	No	Yes - K to 6	No	No	no	No	Yes	No	No	Hampden Road and Barton Road	No
Mercy Catholic School	470	4	3	2	1	n/a	n/a	N/A	N/A	N/A	Distance to the school	No	Yes	0	No	n/a	Don't provide because no one rides				Yes - PDHPE	No	No	n/a	n/a	n/a	n/a	No	n/a	No
St Phillip Neri School	200	3	2	1	N/A	n/a	N/A	N/A	N/A	N/A	Cycling is dangerous so other modes are used. Other modes more convenient	No policy but the handbook states that students can't ride to school	No	0	No	n/a	no	no	no	no	Yes - PDHPE, in sports classes	Yes	No	n/a	n/a	n/a	n/a	No	No	There is no room for bikes at our school
St Thomas Primary School	309	2	1	6	7	4	3	5	8	N/A	Convenience and dangerous, narrow and congested streets	Not as yet	Yes	3	No	n/a	N/A	N/A	n/a	n/a	yes - years 5 & 6	No	Yes	Yes	Yes	Yes	n/a	Penshurst Street	Horseley Ave	No
Our Lady of Dolours	300	2	1	4	3	n/a	n/a	N/A	N/A	N/A	Families live in local area - the easiest option is to drive or catch public transport	No	No - nowhere to keep bikes during the day. Traffic around the school is too busy for children to ride in	-	No	none	n/a	n/a	n/a	n/a	No	No	No	n/a	n/a	n/a	n/a	n/a	Archer St, Victoria Ave, other surrounding streets	No
Castle Cove Primary	465	2	1	3	6	5	4	N/A	N/A	N/A	Private vehicle the safest option as there is a great lack of dedicated bike paths and ped footpaths. Also major roads do have to be traversed (eg Eastern Valley Way which has heavy traffic volumes). Bus transport is popular as it is safer than riding/walking without parental supervision. All children who walk / ride bikes / scotters are accompanied by an adult	We do have a bicycle policy but we don't encourage riding to school as we feel the traffic congestion on Deepwater Rd, Kendall Rd, Holly St & Rosebridge Ave is too dangerous. Better bike paths and footpaths would go a long way towards us encouraging more children to ride their bikes to school.	Yes - but we don't actively encourage it.	5	No	n/a	2 - 20 bikes can be parked	N/A	n/a	n/a	Yes - kindergarten study transport. Stage 3 (yrs 5/6) participate in the CARES program. All years touch on sustainability and environmental issues through their science curriculum.	No	Yes - cycle safety/ promotion	n/a	yes	yes - esp on Eastern Valley Way, Deepwater , Boundary, Kendall	n/a	Kendall Rd & Deepwater Rd close to the community shops and swimming school	Deepwater Rd, Western Valley Way in particular as many families living in Middle Cove and Castlecrag must travel this route to get to school.	Many children and families would like to cycle & walk to school but feel unable to because of the busy roads that must be crossed and travelled. More dedicated bike paths would encourage families to cycle not just to school but as a leisure activity.
St Pius X College Chatswood	1130	3	3	2	1	4	n/a	5	6	N/A	distance to travel, safety, security, speed of travel, connections	No formal policy but those who want to travel by bicycle require parent approval, lodgement of route and need to wear a helmet, lights & safety equipment as necessary. Parking & safe keeping of bikes is an issue	Yes - though not if route via main roads	2	No	n/a	yes - 6	n/a	n/a	n/a	Yes - yrs 5-10 Soc. Sc. HSE	No	Yes	Yes	Yes	Yes	n/a	Routes too varied to give definitive response	H'way, Help St, Chatswood CBD - Anderson / Victoria / Archer Streets	n/a

## Appendix C

### Opportunities and Constraints Photos





1 – Obstructions & narrow width - shared path at Warringah F'way



2 – Poor sightlines & narrow path - crossing of Warringah F'way



3 – Bicycle lanes on Herbert Street end 150m north of Pacific H'way



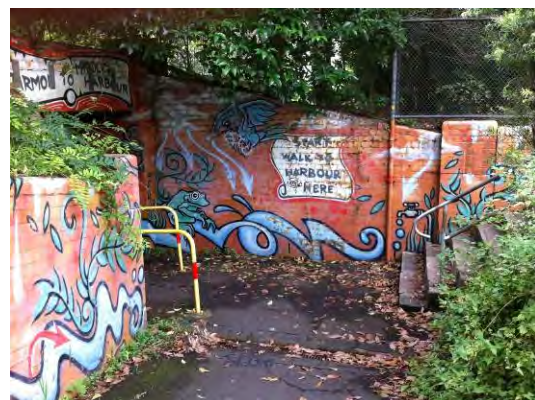
4 – Vehicles parked in cycle lanes – Herbert St



5 – Cyclists required to merge with vehicles at roundabouts – Hampden Rd



6 – Poor transition to shared path from bike lanes on Hampden Rd



7 – Underpass has poor sightlines, surface conditions and bollard placement (Artarmon Station)



8 – Narrow shared path – Artarmon Station



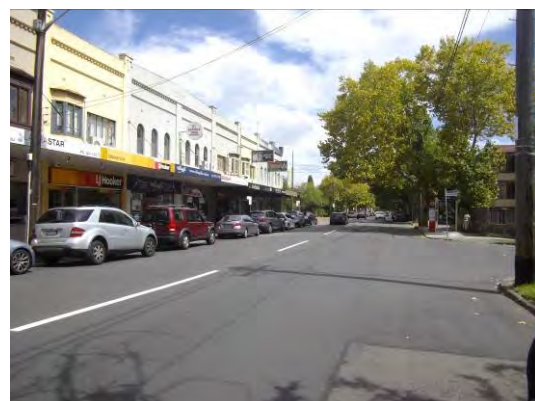
9 – Narrow shared path – bollards mid-path further narrow effective path width (Francis Rd)



10 – Millwood Ave has partial shoulder lanes. Currently an inappropriate route for cyclists.



11 – Cycle path near Help St - poorly designed with poles blocking entry / exit. Pedestrians use as path.



12 – Victoria Avenue has potential for a dedicated cycling facility



13 – Cyclist on Johnson St cycles in traffic lane to avoid potential car door collisions



14 – Confusing intersection for cyclists wanting to go straight ahead at Orchard Street from Johnson



15 – Cycle lanes do not continue through intersections. Edinburgh Rd – green paint in the wrong location.



16 – Intersection of Edinburgh Rd / Eastern Valley Way – bicycle lanes end 100m west.



17 – Narrow shared path connection at Alpha Rd.



18 – Kerb not flush with surface. No bicycle lanterns at intersection (Sailors Bay Rd/Eastern Valley Way).



19 – Cycling access to/through Chatswood CBD is currently poor (e.g. Archer Street)



20 – Existing shared path narrows around corner with sightline issues (between Weedon St & Smith Rd.



## Appendix D

### Bicycle Route Costs



Willoughby Bike Plan  
Job No 1251120000  
Date 24/05/2012

Ref	Route Description	Item	Priority	Works Type	Standard Cost	Total Distance (m)	Multiplier*	Base Cost	Contingencies	Maintenance and Repairs	Minor Utility Adjustments	Landscape ing & Urban Design	Design Fees	Total Mark Up	Priority 1 Item Cost	Priority 2 Item Cost	Priority 3 Item Cost	Total Item Cost	check sum
N51	Railway Corridor	Shared Path Shared Path signage and Intermarking Cycle lanterns	1 1 1 1	CIVIL SIGN CIVIL	12 35 26 4	4,200 4,200 26	4200 4200 1	\$2,530,001 \$65,597 \$ 7,896	30% 10% 30%	5% 0% 5%	10% 0% 10%	0% 0% 0%	3% 3% 3%	48% 23% 48%	\$3,744,400 \$80,680 \$11,690	\$0 \$0 \$0	\$0 \$0 \$0	\$3,744,400 \$80,680 \$11,690	ok ok ok
N52	High Street and Smith Street	Green Pavement (23 intersections) 40 signs Shoulder Lanes (Cebu Lane to Oakville Road) Shared Path treatment at signalised intersection	1 1 1 1	CIVIL SIGN LINE CIVIL	21 6 4 23	805 160 160 23	805 8 160 2	\$102,882 \$2,317 \$4,633 \$63,698	30% 10% 10% 30%	5% 10% 0% 5%	10% 0% 0% 10%	0% 0% 0% 0%	3% 3% 3% 3%	48% 23% 33% 48%	\$152,270 \$2,850 \$6,160 \$94,270	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$152,270 \$2,850 \$6,160 \$94,270	ok ok ok ok
N53	Brook Street to Victoria Avenue	Shared zone signage Shared Path treatment at signalised intersection	1 1	SIGN CIVIL	6 23	6 23	4 1	\$1,159 \$31,849	10% 30%	10% 5%	0% 10%	0% 0%	3% 3%	23% 48%	\$1,430 \$47,140	\$0 \$0	\$0 \$0	\$1,430 \$47,140	ok ok
N54	Herbert Street/ Hampden Road	Jersey Road/ Burns Road intersection works Line marking Green Pavement (8 intersections) Punch Street intersection improvements	1 1 1 1	SIGN LINE CIVIL LINE	6 30 21 25	6 30 280 25	4 200 280 1	\$1,159 \$1,190 \$35,785 \$874	10% 10% 30%	10% 20% 5%	0% 0% 0% 0%	0% 0% 0% 3%	3% 33% 48% 33%	\$1,430 \$1,580 \$52,960 \$1,160	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$1,430 \$1,580 \$52,960 \$1,160	ok ok ok ok	
EW1	Victoria Avenue/Chatswood CBD	Bi-directional cycleway Signalised intersection treatment Shared Environment intersection treatment Bent out intersection treatment Endeavour Street contraflow lane Cycle lanterns at Endeavour Street/Anderson Street	1 1 1 1 1 1	CIVIL CIVIL CIVIL CIVIL CIVIL CIVIL	31 36 36 36 21 26	1,070 2 2 5 150 26	1,070 2 2 5 150 2	\$1,059,300 \$14,000 \$35,000 \$30,000 \$15,171 \$3,948	30% 30% 30% 30% 30% 30%	5% 10% 5% 5% 5% 5%	10% 10% 10% 0% 10% 10%	0% 0% 0% 0% 3% 3%	3% 48% 48% 48% 3% 48%	\$1,567,760 \$20,720 \$51,800 \$44,400 \$28,370 \$5,840	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$1,567,760 \$20,720 \$51,800 \$44,400 \$28,370 \$5,840	ok ok ok ok ok ok	
EW2	Chatswood Park to High Street	Kerbside running lanes Shared path widening in Chatswood Park	1 1	LINE CIVIL	4 13	4 13	1,000 50	\$28,967 \$16,263	10% 30%	20% 5%	0% 10%	0% 0%	3% 3%	33% 48%	\$38,530 \$24,070	\$0 \$0	\$0 \$0	\$38,530 \$24,070	ok ok
EW3	Fulmers Road to Ellis Street	Bicycle Logos at 200m intervals	1	LINE	18	18	14	\$1,530	10%	20%	0%	0%	3%	33%	\$2,030	\$0	\$0	\$2,030	ok
O1	Pacific Highway Shared Path	Shared Path Shared Path signage and Intermarking Cycle lanterns	1 1 1 1	CIVIL SIGN SIGN CIVIL	12 35 35 26	3,400 3,400 3,400 26	3400 3400 3400 13	\$2,048,096 \$53,103 \$53,103 \$25,661	30% 10% 10% 30%	5% 10% 10% 5%	10% 0% 0% 10%	0% 0% 0% 0%	3% 3% 3% 3%	48% 23% 23% 48%	\$3,031,180 \$65,320 \$65,320 \$37,980	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$3,031,180 \$65,320 \$65,320 \$37,980	ok ok ok ok
M1	Epping Road, Mowbray Road, Avian Crescent, Wilandra Street, Lin Street, Hart Street, Coolaroo Road, Dalrymple Avenue and One Pine Avenue.	Existing																	
M2	Pacific Highway, Edgy Road, De Villers Avenue and Dandenelles Road.	Existing																	
M3	Gore Hill Freeway (shared path)	Existing																	
M4	Burra Road, Jersey Road and Reserve Road	Mixed Traffic (bicycle loges)	1	LINE	18	18	8	\$874	10%	20%	0%	0%	3%	33%	\$1,160	\$0	\$0	\$1,160	ok
M5	Thomson Park shared path	Mixed Traffic (bicycle loges)	1	CIVIL	26	26	13	\$25,661	30%	5%	10%	0%	3%	48%	\$37,980	\$0	\$0	\$37,980	ok
M6	Sydney Street and Onyx Road	Mixed Traffic (bicycle loges)	1	LINE	18	18	8	\$874	10%	20%	0%	0%	3%	33%	\$1,160	\$0	\$0	\$1,160	ok
M6	Wentworth Street, Macquarie Street, William Street and King Edward Street	Mixed Traffic (bicycle loges)	1	LINE	18	18	4	\$437	10%	20%	0%	0%	3%	33%	\$580	\$0	\$0	\$580	ok
M7	Shared Path	Shared Path signage and Intermarking	1 1	CIVIL SIGN	12 35	100 100	100 100	\$60,238 \$1,562	30% 10%	5% 10%	10% 0%	0% 0%	3% 3%	48% 23%	\$89,150 \$1,920	\$0 \$0	\$0 \$0	\$89,150 \$1,920	ok ok
M7	Archer Street	Shared Path treatment at signalised intersection	1	CIVIL	23	23	1	\$31,849	30%	5%	10%	0%	3%	48%	\$47,140	\$0	\$0	\$47,140	ok
M8	Sailors Bay Road and Nalgarna Street/ Barrings Road/ Naomi Road	Mixed Traffic between Eastern Valley Way and Naomi Road	1	LINE	18	18	4	\$437	10%	20%	0%	0%	3%	33%	\$580	\$0	\$0	\$580	ok
M9	Edinburgh Road	Existing																	
M10	Fourth Avenue, Tyneside Avenue, Victoria Avenue, Warrane Road and the Eastern Valley Way.	Mixed Traffic (bicycle loges)	1	LINE	18	18	6	\$656	10%	20%	0%	0%	3%	33%	\$870	\$0	\$0	\$870	ok
M11	Shared Path	Shared Path signage and Intermarking	1 1	CIVIL SIGN	13 35	1,600 1,600	1600 1600	\$520,420 \$24,969	30% 10%	5% 10%	10% 0%	0% 0%	3% 3%	48% 23%	\$770,220 \$30,740	\$0 \$0	\$0 \$0	\$770,220 \$30,740	ok ok
L1	Ashley Street, Penrhurst Street and Orara Street	Mixed Traffic (bicycle loges)	1	LINE	18	18	6	\$656	10%	20%	0%	0%	3%	33%	\$870	\$0	\$0	\$870	ok
L11	Greville Street, Kareela Road, Blue Gum Avenue, West Parade, Hillside Street, Dulwich Road, Peckham Avenue and Wyvern Avenue.	Mixed Traffic (bicycle loges)	1	LINE	18	18	12	\$1,311	10%	20%	0%	0%	3%	33%	\$1,740	\$0	\$0	\$1,740	ok
L2	Dalrymple Avenue (south of Coolaroo Road)	Mixed Traffic (bicycle loges)	1	LINE	18	18	4	\$437	10%	20%	0%	0%	3%	33%	\$580	\$0	\$0	\$580	ok
L3	Beaconsfield Road	Mixed Traffic (bicycle loges)	2	LINE	18	18	4	\$437	10%	20%	0%	0%	3%	33%	\$0	\$580	\$0	\$580	ok
L4	Whitton Road and Bowen Street	Existing																	
L5	Kichener Road and Francis Road	Existing																	
L6	Carlotta Street and Taylor Lane	Mixed Traffic (bicycle loges)	1	LINE	18	18	6	\$656	10%	20%	0%	0%	3%	33%	\$870	\$0	\$0	\$870	ok
L7	Westbourne Street, Campbell Street and Clarendon Street	Mixed Traffic (bicycle loges)	1	LINE	18	18	12	\$1,311	10%	20%	0%	0%	3%	33%	\$1,740	\$0	\$0	\$1,740	ok
L8	Henry Lane, Martin Street, Lawson Lane, Willoughby Road, Menzies Avenue, Glenmore Street, Ruth Street, Park Road, Olympia Road and Grandview Street	Existing																	
L9	Brook Street, West Street, Dawson Street, Flat Rock Drive, Small Street, Marlborough Road and off-road paths in Bicentennial Oval and Hallstrom Reserve.	Mixed Traffic (bicycle loges)	2	LINE	18	18	4	\$437	10%	20%	0%	0%	3%	33%	\$0	\$580	\$0	\$580	ok
L10	Kamenaka Road, Tenilla Road and Eastern Valley Way	Mixed Traffic (bicycle loges)	1	LINE	18	18	16	\$1,748	10%	20%	0%	0%	3%	33%	\$2,320	\$0	\$0	\$2,320	ok
L12	Shared Path	Shared Path signage and Intermarking	1 1	CIVIL SIGN	12 35	110 110	110 110	\$66,262 \$1,718	30% 10%	5% 10%	10% 0%	0% 0%	3% 3%	48% 23%	\$98,070 \$2,110	\$0 \$0	\$0 \$0	\$98,070 \$2,110	ok ok
L11	Eastern Valley Way, Windsor Road and Willoughby Paddock off-road path and Alpha Road	Mixed Traffic (bicycle loges)	1	LINE	18	18	16	\$1,748	10%	20%	0%	0%	3%	33%	\$2,320	\$0	\$0	\$2,320	ok
L14	Shared Path	Shared Path signage and Intermarking	1 1	CIVIL SIGN	12 35	850 850	850 850	\$512,024 \$13,276	30% 10%	5% 10%	10% 0%	0% 0%	3% 3%	48% 23%	\$757,800 \$16,330	\$0 \$0	\$0 \$0	\$757,800 \$16,330	ok ok
L12	Frenchs Road, Julian Street, Edward Street, Penkell Street, Paton Lane, Zara Road, Stafford Road and Smith Road	Existing																	
L13	McClelland Street, Hurley Avenue, William Street, Sydney Street, Ransleigh Crescent	Mixed Traffic (bicycle loges)	1	LINE	18	18	8	\$874	10%	20%	0%	0%	3%	33%	\$1,160	\$0	\$0	\$1,160	ok
L14	Heracles Street, Hawiah Street, Beauchamp Park off-road path and Ferncourt Avenue	Existing																	
L15	Malvern Avenue, Nicholson Street, Watte Lane, Anderson Street, Melkton Street, Cambridge Lane, Orchard Road and Endeavour Street	Mixed Traffic (bicycle loges)	1	LINE	18	18	14	\$1,530	10%	20%	0%	0%	3%	33%	\$2,030	\$0	\$0	\$2,030	ok
L16	Harbour Lane, Rembrandt Drive, Casanrah Road, Eastern Valley Way	Mixed Traffic (bicycle loges)	1	LINE	18	18	10	\$1,093	10%	20%	0%	0%	3%	33%	\$1,450	\$0	\$0	\$1,450	ok
L17	Wills Road, Cummeray Road, Deep Water Road, Castle Cove Drive, Eastern Valley Way, Deepwater Road, Warrane Place and Rosendridge Avenue	Mixed Traffic (bicycle loges)	1	LINE	18	18	24	\$2,622	10%	20%	0%	0%	3%	33%	\$3,490	\$0	\$0	\$3,490	ok
L18	Shared Path	Shared Path signage and Intermarking	1 1	CIVIL SIGN	12 35	700 700	700 700	\$421,667 \$10,933	30% 10%	5% 10%	10% 0%	0% 0%	3% 3%	48% 23%	\$624,070 \$13,450	\$0 \$0	\$0 \$0	\$624,070 \$13,450	ok ok
L18	Albert Avenue Shared Path (utilising existing locality)	Shared Path signage and Intermarking	1	SIGN	35	515	515	\$8,043	10%	10%	0%	0%	3%	23%	\$9,890	\$0	\$0	\$9,890	ok
L19	Blakesley Street, Baldry Street, Nicholson Street and Darling Street	Mixed Traffic (bicycle loges)	1	LINE	18	18	24	\$2,622	10%	20%	0%	0%	3%	33%	\$3,490	\$0	\$0	\$3,490	ok

#### Melbourne

A 87 High Street South  
PO Box 684  
KEW VIC 3101  
P +613 9851 9600  
F +613 9851 9610  
E melbourne@gta.com.au

#### Sydney

A Level 2, 815 Pacific Highway  
CHATSWOOD NSW 2067  
PO Box 5254  
WEST CHATSWOOD NSW 1515  
P +612 8448 1800  
F +612 8448 1810  
E sydney@gta.com.au

#### Brisbane

A Level 3, 527 Gregory Terrace  
BOWEN HILLS QLD 4006  
PO Box 555  
FORTITUDE VALLEY QLD 4006  
P +617 3113 5000  
F +617 3113 5010  
E brisbane@gta.com.au

#### Canberra

A Unit 4, Level 1, Sparta Building, 55 Woolley Street  
PO Box 62  
DICKSON ACT 2602  
P +612 6243 4826  
F +612 6243 4848  
E canberra@gta.com.au

#### Adelaide

A Suite 4, Level 1, 136 The Parade  
PO Box 3421  
NORWOOD SA 5067  
P +618 8334 3600  
F +618 8334 3610  
E adelaide@gta.com.au

#### Gold Coast

A Level 9, Corporate Centre 2  
Box 37  
1 Corporate Court  
BUNDALL QLD 4217  
P +617 5510 4800  
F +617 5510 4814  
E goldcoast@gta.com.au

#### Townsville

A Level 1, 25 Sturt Street  
PO Box 1064  
TOWNSVILLE QLD 4810  
P +617 4722 2765  
F +617 4722 2761  
E townsville@gta.com.au