



Waverley Bike Strategy

2025 - 2035



WAVERLEY
COUNCIL

Acknowledgement of Country

And our reconciliation vision

We acknowledge that this Bike Strategy will connect the community across the Traditional lands of the Bidiagal, Birrabirragal and Gadigal. We pay our respects to Elders past and present.

Our vision for reconciliation within the Waverley community is to create a vibrant, resilient, caring and inclusive environment where Aboriginal and Torres Strait Islander peoples:

- Practice and celebrate their culture and heritage proudly
- Are honoured for their survival and resilience, and supported to continue to overcome adversity
- Are respected and acknowledged as first nations peoples with the right to determine their own futures.

In developing this Bike Strategy, Waverley Council remains committed to valuing and protecting our environment and respecting the intrinsic relationship Aboriginal and Torres Strait Islander people have with Country. The Bike Strategy enables a more sustainable environment, ensuring that future generations can enjoy Waverley's natural landscapes.



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Glossary

Term	Definition
Active transport	Walking, riding a bike, scooting on a scooter or wheeling in a wheelchair – to get from A to B.
Bike/ biking	This term refers to bicycles, unicycles and tricycles, whether human or electric powered.
Buildouts (or kerb buildouts)	An extension of the footpath and kerb to reduce the crossing distance for people walking.
Cargo bike	An electric bike with a cargo area for transporting loads such as groceries, children or dogs. This area can be an open or enclosed box, a flat platform, or a wire basket, and is typically mounted over the wheels or between them.
Contraflow bike lane	Painted bike lane where people can ride in the opposite direction on a one-way street.
E-bike	A bike with an electric motor, which assists the rider to ride up to 25kmh. It must meet Australian rules for electric bikes.
Footpath	Footpaths can only be used by people walking, or in wheelchairs, riding kick scooter or skateboard. In NSW, children under the age of 16, and anyone accompanying them, can ride on the footpath.
Micromobility	Refers to small, lightweight devices that are either human or electric powered, such as bicycles, scooters, skateboards or mobility scooters.
Quietway	The NSW Cycleway Design Toolbox describes a quietway as a bicycle-friendly street characterised by two key features: minimal vehicle traffic and a 30km/h speed limit.
Separated path	A cycling path that is separated from vehicles and from people walking. Suitable for riders with low confidence in riding.
Shared path	Paths that people either walking or riding bikes can use, which is required to be wider than a standard footpath.
Tactical	Using pilots and trials to test and evaluate a proposed change to the street, prior to permanent changes.
Traffic calming	Road design changes that reduce the speed of drivers.
Wayfinding	Signage and information that assists people to navigate. Can be signs, maps, paint or online information.

Mayors Message

As Mayor I am focused on ensuring we have high quality infrastructure and assets across the LGA to make Waverley liveable and the best it can be. Providing better transport options are an essential part of that and I am pleased to present to you the Waverley Council Bike Strategy and Action Plan.



The vision of this Strategy is for safe, practical and viable bike riding options by providing the right types of accessible infrastructure to connect people's whole journey from door to door. These will be integrated with Council's broader streetscape improvements and are based on thorough community consultation. Increasing the liveability of our local area is about having transport options as well as streetscapes that balance car use with other features, like pleasant places to walk and bike ride, planting and trees, outdoor dining, and other public space uses, all of which Council is progressing.

Council is building high-quality assets worthy of Waverley's status as an international destination and so this Strategy has international best practices for creating quality bike infrastructure built in.

Invigorating the local economy is also a top priority and the new bike infrastructure will boost business. Multiple studies show that people riding and walking generally spend more per month in commercial areas than visitors who arrive by car.

Improving the quality of the local environment is a key goal for our community and the work of Council under our Environmental Action Plan. Around 21 per cent of Waverley's emissions were from transport in 2019/20. We have committed to ensuring that the second-largest reduction in CO2 from our LGA's total emissions will be from transport and the Bike Strategy is an essential element of this.

Council is proud to present a strategy to our community that offers a host of important and tangible benefits for residents and visitors, empowering people of all ages and abilities to ride at any time, and anywhere.

**William Nemesh,
Mayor of Waverley**

1 Introduction

This Bike Strategy sets out Waverley Council's updated vision to create vibrant, inclusive, and sustainable communities where bike riding is a preferred way to travel locally. The strategy builds on our recent successes and responds to community needs and global best practices.

Making Waverley a safe, connected, and accessible place for riding a bike brings numerous benefits. Many of our residents, businesses and visitors have told us that being able to walk and bike safely is a priority for them. When integrated with broader streetscape improvements, bike infrastructure enhances personal health, environmental sustainability, and convenient affordable mobility for all. Within Waverley, most key destinations are accessible by bike within 15 minutes, and choosing to ride a bike instead of drive contributes to longer, healthier lives and reduced carbon footprints.

This strategy aligns with a growing global movement to reduce vehicular urban traffic speeds and create bike-friendly neighbourhoods. It supports the NSW Government's directive to prioritise active transport and complements several Council strategies aimed at improving sustainable transportation options.

This strategy's network map and action plan have evolved to accommodate emerging trends, including the rise of e-bikes and other micromobility devices. Analysis of the "National Cycling Survey" and mobile data has provided valuable insights into current riding patterns and community needs.

Extensive community consultation since 2021 has shaped this strategy, including online surveys, interactive mapping, phone surveys, and workshops with stakeholders and community members. This engagement has helped identify key concerns and ideas from both current and potential riders. The strategy also incorporates international best practices for creating quality bike infrastructure that serve people of all ages and abilities.

This Bike Strategy responds to critical urban challenges by addressing key strategic priorities: decarbonising Waverley's transport ecosystem, advancing community health and wellbeing, and capitalising on the growing community enthusiasm for bike riding observed over the past decade. Through careful analysis and community input, we have developed a comprehensive Bike Network Map and Action Plan to transform our vision of a more bikeable Waverley into a reality.



2 Strategic Background

Significant progress has been made since Waverley Council adopted the “Waverley Bike Plan in 2013”. Major investments in safe, separated bike infrastructure have been completed in Bondi Junction and Queens Park, along with the renewal of Birrell Street. These improvements have shown remarkable results, with biking activity increasing by 20 percent across the Waverley Local Government Area (LGA) since 2021. Most notably, the new cycleway in Bondi Junction has experienced a 350 percent increase in rider numbers.

The 2017 “Waverley’s People, Movement and Places” transport strategy reinforced Council's commitment to creating more liveable, sustainable, and equitable streetscapes. This strategy established a clear transport hierarchy that prioritises pedestrians first, followed by cyclists, public transport users, and finally private vehicles (Figure 1). During this strategy's community consultation phase, the provision of bike infrastructure emerged as a top priority among residents for Council's transport planning.

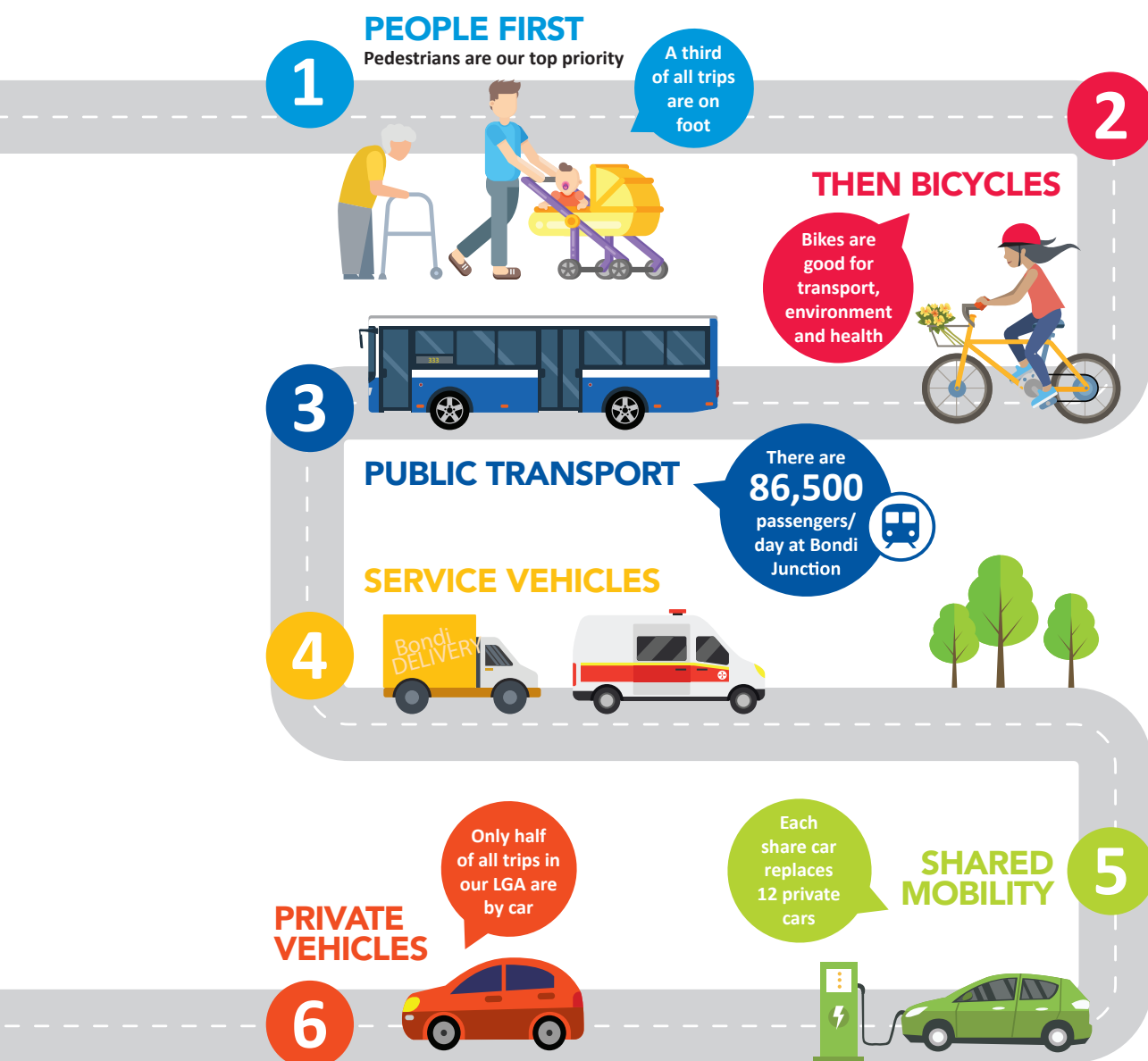


Figure 1 - Waverley’s transport hierarchy, from our People, Movement and Places Strategy

3 Benefits of Biking

The Waverley community has consistently highlighted active transport – including walking, bike riding, and using other micromobility devices – as a key priority for our area’s future. As the most sustainable and equitable form of transportation, active transport offers flexible mobility while delivering multiple benefits to both individuals and the community. It allows people to travel where they need to, when they want, and contributes to:

- Improved physical and mental health for individuals
- Avoided emissions, noise, and air pollution from motor vehicles
- Reduced car dependency and independent travel for those who cannot or do not drive
- Reduced cost of transport – not having to pay for petrol, parking meters or bus fares.
- Economic benefits through savings in healthcare and reduced road maintenance costs
- Improved social connections and more welcoming streetscapes and local places
- Increased economic activity for local retailers, as improved bike accessibility encourages more local trade

Our ‘Waverley Community Strategic Plan 2025-2035’ highlights that our community highly values our health and the environment. Additionally, the ‘Environmental Action Plan’, ‘Our Liveable Places Centres Strategy’, and ‘Disability Inclusion Action Plan’ all show that we have a strong shared desire to create an accessible, walkable, bikeable and green environment.

Personal Health

Switching from driving to active transport like walking and bike riding delivers multiple health benefits. It strengthens our cardiovascular system, builds physical fitness, and creates opportunities for social connection- all helping to address major public health challenges like physical inactivity, air pollution, mental health, and road trauma.

✓ Figure 2 demonstrates how these social interactions positively impact our mental wellbeing.

Riding and walking result in significant cost savings for the healthcare system, because people enjoy healthier, longer lives. Every kilometre cycled (on road) saves \$2.95 in health benefits, and every kilometre walked saves \$5.24¹. When traffic congestion, vehicle operating costs, accident costs, air pollutions and other costs are added (totalling \$1.12/km), the economic savings total \$4.075/km cycled, and \$6.29/km walked.² the economic savings total \$3.02/km cycled, and \$6.86/km walked. Multiple feasibilities have found there is over \$5 return on every \$1 invested in cycling infrastructure, mostly from the health benefits of encouraging a more active lifestyle⁴.

1. NSW Health (2024) NSW Active Transport Health Model Reference Outcome Values, table A1
2. Transport for NSW (2025) Economic Parameter Values, table 7.1 (and table 7.2 for sensitivity tests).
3. Transport for NSW (2023) Economic Parameter Values, table 7.1 (and table 7.2 for sensitivity tests).
4. QLD Department of Transport and Main Roads (2023), Queensland Cycling Infrastructure Investment Strategy and Business Case 2016-2026

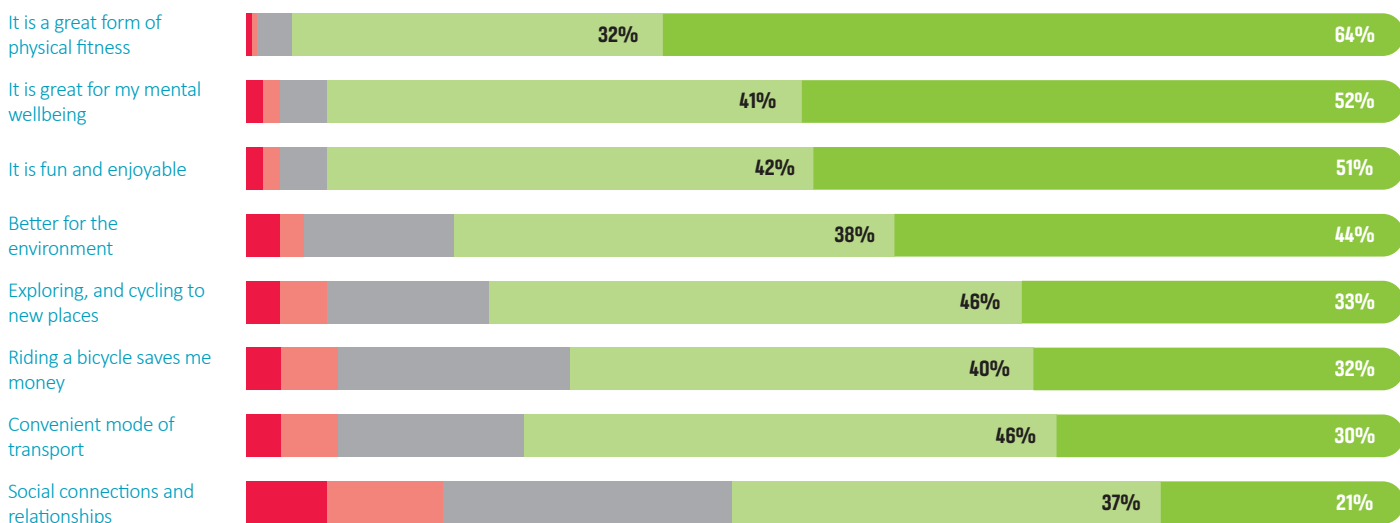


Figure 2-To what extent do you agree that these factors motivate or make you want to ride a bike?

3 Benefits of Biking

Our environment

Council is committed to making it easier for its residents to make more sustainable transport choices, to help meet our ambitious climate targets including:

- Net Zero by 2030 for Council operations and Community Net Zero by 2035
- A 20% reduction in Vehicle Kilometres Travelled (VKT) between 2020 and 2035

Our Community Strategic Plan 2025-2035 recognises that improving all modes of transport makes Waverley more accessible, safe, connected and sustainable. We are committed to enabling people to get around more easily on foot, by bicycle and public transport to reduce traffic congestion and parking pressures.

This commitment is embedded in Strategy 2.4: Provide accessible and sustainable transport infrastructure and manage transport, traffic and parking in an integrated manner, specifically through Action 2.4.1: Deliver an integrated transport solution that balances the needs of pedestrians, cyclists, public and private transport users.

Transport is the second largest source of community greenhouse emissions, representing 19% of Waverley's total in 2022/23. Achieving Council's adopted community Net Zero and 20% VKT reduction targets by 2035 requires a substantial shift toward bike riding, walking and public transport.

Council is aiming to see the average daily distance travelled by private car in Waverley decrease from 11.5 kms per person per day to 9.2 kms per person by 2035, which would save approximately 270kgs per capita of greenhouse emissions every year. This transformation will be achieved through strategic infrastructure investment, comprehensive education programs, and supportive policy reforms that make walking, bike riding, and public transport the preferred choices for daily travel.

The shift toward active transport will deliver significant benefits beyond emissions reduction, including improved community health from increased physical activity and cleaner air, economic savings from lower household transport costs, safer and quieter streets with reduced congestion, and enhanced accessibility for all residents regardless of age or mobility.

Better places

Waverley's 'Our Liveable Places: Centres Strategy' identifies 'provision of separated bike paths' as an action. Liveable places require options for transport as well as streetscapes that balance car use with other features, like pleasant places to walk and bike ride, planting and trees, outdoor dining, and other public space uses.

Our local businesses can benefit from bike infrastructure, too. A study of Melbourne's Lygon Street demonstrated that "each square metre of space allocated to cars reaps just \$6 per hour in visitor expenditure, whereas each square metre of space allocated to bikes reaps five times as much (\$31 per hour)."⁵

Multiple studies also show that people riding and walking generally spend more per month in commercial areas than visitors who arrive by car, and that improving active travel facilities tends to boost economic activity, or at minimum maintains existing revenue levels for retail and food service businesses abutting or within a short distance of the facilities.⁶

Less time, more convenience

The average car trip in Waverley is just 2.2 kilometres - a distance easily covered by bike in about 15 minutes, even accounting for our steep hills. With comfortable bike routes throughout the Local Government Area, residents could replace many car trips with bike rides, eliminating concerns about parking, and reducing costs for parking, fuel, or electric charging. A well-connected network of bike routes could transform daily routines- making it convenient to ride a share bike to the train station or use a cargo bike for grocery shopping. It could also boost independence for young people, allowing children to ride safely with friends to sports, school, and activities.

Providing dedicated road space for bike riders brings additional benefits: it keeps riders safely off footpaths, creating more comfortable spaces for pedestrians and allowing local businesses to expand their outdoor dining areas. The narrower vehicle lanes and clear delineation of space naturally encourage drivers to reduce their speeds, which studies show can significantly lower the frequency and severity of collisions. This separation of uses makes streets work better for everyone- whether they're walking, riding, or enjoying a meal outdoors.

5. Lee, A., & March, A. (2010). Recognising the economic role of bikes: sharing parking in Lygon Street, Carlton. Australian Planner, 47(2), 85-93 <https://doi.org/10.1080/07293681003767785>

6. Volker, J. M. B., & Handy, S. (2021). Economic impacts on local businesses of investments in bicycle and pedestrian infrastructure: a review of the evidence. Transport Reviews, 41(4), 401-431. <https://doi.org/10.1080/01441647.2021.1912849>

4 Our Vision and Objectives



Our vision is to create vibrant, inclusive, and sustainable communities where bike riding is a preferred way to travel locally.

This vision emerged through extensive community consultation and reflects the Waverley community's strong desire for sustainable, accessible neighbourhoods. It responds to feedback from residents of all ages and abilities who want safer, more convenient ways to move around their local area, while supporting our broader commitment to creating a more environmentally conscious and connected community.

Objectives

It's important that streets within Waverley are accessible and can be enjoyed by everyone regardless of age, ability, or the type of bike they are riding. The "NSW Cycleway Design Toolbox" sets the standard for bike infrastructure: it must be safe, direct, connected, attractive, comfortable, and adaptable over time. These standards can be met through various approaches suited to Sydney's urban environment, from dedicated bike paths and wide shared paths to residential quietways that naturally accommodate bike riders without requiring separate infrastructure.

Our goal is to create streets where people of all ages and abilities can bike comfortably and independently. While we face challenges like hills, bus routes, and high-traffic areas in our existing street network, we are committed to adapting our infrastructure to build an inclusive bike network for everyone.

Our planning must accommodate diverse needs: from varying skill levels to different mobility devices- including cargo bikes, e-bikes, share bikes, mobility scooters, wheelchairs and other micromobility devices. People ride for many reasons, whether it's health, recreation, commuting, environmental concerns, or cost savings. Success means considering the entire journey, not just the riding surface. This includes providing secure bike parking, clear wayfinding, and infrastructure design that demonstrates our commitment to bike riders as valued road users.

[Our objectives target these various needs and are presented in Table 1.](#)

4 Our Vision and Objectives

Table 1 - Our objectives and what we mean by each

Objective	What does this mean?
 Inclusive, Enjoyable	Bike riding is inclusive, inviting everyone to enjoy an active and healthy lifestyle. We want everyone to be able to enjoy riding a bike and staying healthy, regardless of age, ability, type of bike, or reason for riding. Different types of bikes can help overcome various barriers to riding – for example, e-bikes and cargo bikes minimise the inconvenience of hills, sweat, and carrying things, while shared bikes are handy when you don't have your own. We will plan our infrastructure to accommodate different riders and bikes.
 Safe, Viable	Bike riding is a viable and safe way to travel. Half of all trips in Waverley can be done by bike within fifteen minutes. We will make bike riding a viable and safe mode of transport by providing the right types of infrastructure to connect people's whole journey from door to door.
 Direct, Connected	Connections to local centres, services, schools, recreation, and between neighbourhoods are convenient and direct for people to ride. Our bike network prioritises the links needed to access what we need to – our beaches, parks, shopping areas, schools, and neighbours. We'll connect our network with the appropriate infrastructure on the most direct routes possible, whether by separated bike infrastructure, shared paths, shared zones, or quietways on calm, local streets.
 Sustainable	Bike riding contributes to making Waverley a sustainable place. We want to enable more people to ride bikes for transport and replace their short driving trips. By switching to bikes, we can reduce our carbon emissions, reduce traffic congestion especially at peak times, breathe cleaner air, and free-up more space for tree canopy and vegetation.
 Attractive	Waverley's bike infrastructure improves streetscapes through good design and appropriate allocation of road space. A great streetscape is one that is welcoming, attractive, vibrant, and a joy to experience. When we install bike infrastructure, we will aim to address the whole streetscape so that walking, resting, and gathering are also more pleasant. This means including trees and vegetation wherever possible, retaining or widening footpaths, and balancing the use of road space to achieve a better sense of place.
 Supported	People can access skills training, as well as any information, wayfinding, and bike parking that they need before, during, and at the end of a ride. Not everyone has the skills they need to ride or maintain their bike easily. We want to support riders at every stage of their journey – through skills training in the community and at schools, bike storage in residential buildings and outside shops, clear navigation and information, and celebrating people who ride.

4 Our Vision and Objectives

Action plan

We've prepared a comprehensive Action Plan that sets out the actions that Council can take, in partnership with the NSW Government, neighbouring councils, local businesses and the community to deliver both the bike network and enabling works such as providing maps and training courses.

The Action Plan is divided into five key action themes: three are focused on infrastructure—Gain Quick Wins, Improve Local Access, and Deliver the Network—and two are focused on enabling works: Engage with Community and Coordinate with Others.

With the combined objectives, Bike Network Plan, and Action Plan, we have established a clear path for the next ten years to create attractive, connected streetscapes so that everyone can safely and easily choose to ride a bike in Waverley, no matter their age or ability.



5 Broader Aims and Guidance

State direction on transport

This Bike Strategy is consistent with the policy directions of our neighbouring LGAs as well as Transport for NSW. Relevant NSW Government strategies are summarised below:



Future Transport Strategy (2022)

Sets the high-level strategic direction to support walking and cycling for short trips, and public transport as part of the 30-minute city concept.



Active Transport Strategy (2022)

Guides the planning, investment and priority actions for walking and cycling in NSW.



Strategic Cycleway Corridors - Eastern Harbour City (2022)

Identifies the major cycleway corridors to connect key centres and destinations including City of Sydney, Randwick, Woollahra and beyond.

Council's directions on transport and street improvements

Waverley's 'Community Strategic Plan' sets a 2032 target for a 65 per cent community satisfaction rating with 'Waverley is a safe area for bicycle riders'. Currently, there's significant room for improvement, as a 2021 survey showed only 29 per cent of the community felt satisfied with bicycle safety conditions.

This Bike Strategy gets us closer to achieving the goals established in 'Waverley's People Movement and Places' guiding document. It also supports the vision set out in our overarching 'Community Strategic Plan', which states that:

Waverley's community is excited about 'streets that are easier to get around with less traffic, and more walkable streets with better cycling and walking connections.'

Waverley's community is concerned about 'traffic, lack of cycling options.'

Council is committed to 'enabling people to get around more easily on foot, by bicycle and public transport.'



Waverley Bike Plan (2013)

Previous cycling plan for Waverley LGA. It has been replaced by this Bike Strategy.



Waverley's People, Movement + Places (2017)

Recommendations for Council to improve transport options by prioritising pedestrians first, then people riding bikes and using public transport.



Waverley 2032 Community Strategic Plan

Collective aspirations and community-driven initiatives to shape the future of Waverley towards 2032 and beyond.

National, state and local government Cycling Participation Survey data has also provided valuable reporting on our current and future biking community, and what people need from their local bike infrastructure.



Data on cycling participation at national, state levels. More recent data includes walking. This is collected every two years (e.g. 2021, 2023).



Data on cycling participation in Waverley (2019).

5 Broader Aims and Guidance

Design guidelines for bike riding

To support the planning and delivery of cycling projects and strategies, the NSW Government has published a suite of frameworks and guidelines for walking, cycling and place-based outcomes. Waverley's bike network will reflect the principles and direction of these documents as well as additional guidance listed in Appendix B.



Movement and Place Practitioners Guide

The framework for Movement and Place to achieve successful streets that balance movement and place functions.



Walking Space Guide

Tools to ensure adequate walking footpath space is provided particularly at busy locations.



Cycleway Design Toolbox

Guidance on how to plan and design suitable infrastructure for cycling and micromobility.



Road User Space Allocation Policy

Requires that road space is balanced between different users with pedestrians and bike riders considered first.



5 Broader Aims and Guidance

Planning and design principles

This Bike Strategy aligns with the six principles established in the 'NSW Cycleway Design Toolbox', shown in Figure 3. These principles inform how we prioritise, plan, design and deliver cycling infrastructure. We've applied these principles to select appropriate links in this Strategy's bike network map.

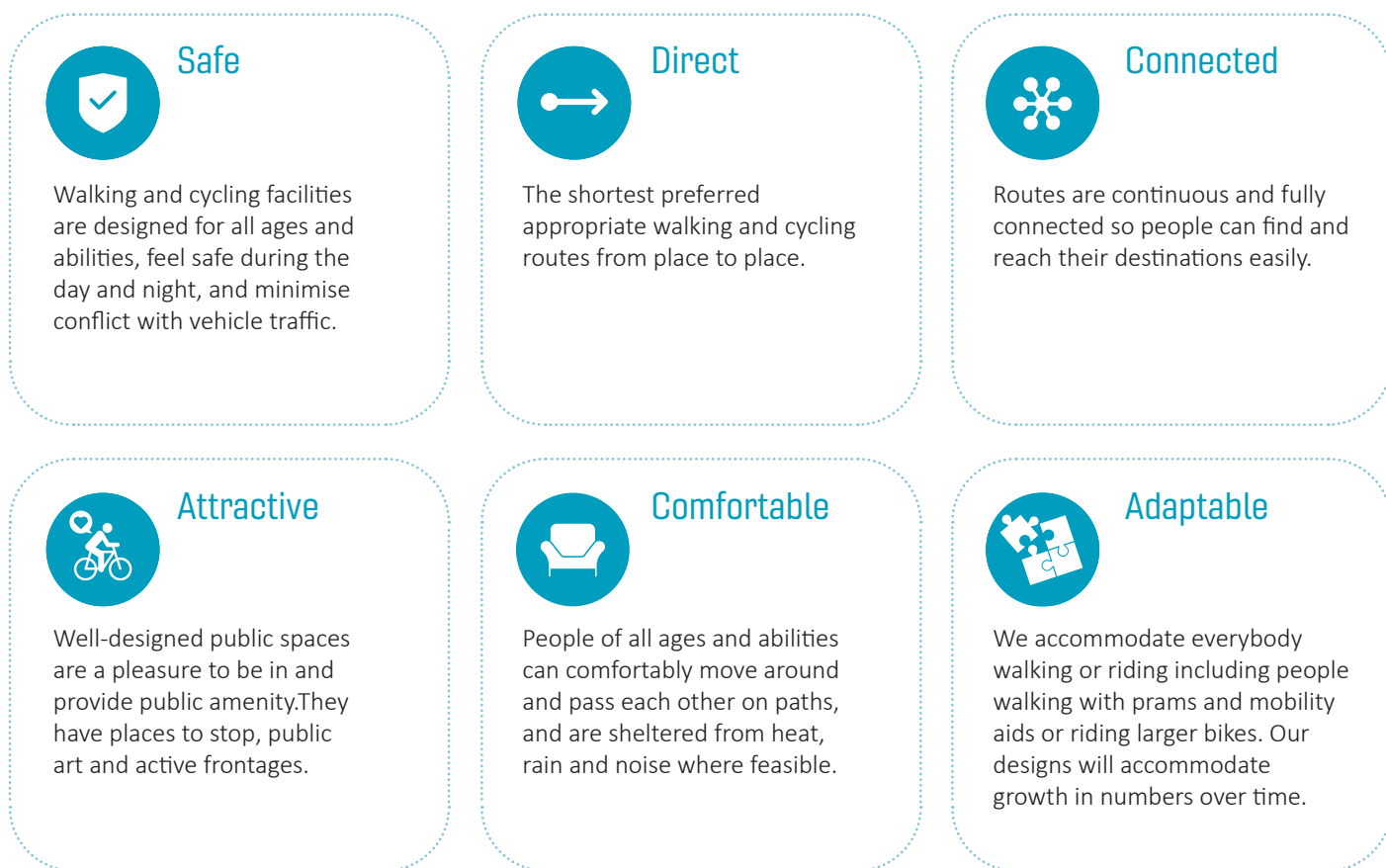


Figure 3 - Principles for planning cycling infrastructure

5 Broader Aims and Guidance

Infrastructure design principles

Our bike network and infrastructure design is guided by the following design principles:

- 1 Design for all bike riders** to be able to ride on their own to school, local shops, the beach, or a friend's place.
- 2 Continue through the intersection.** This is where riding feels the most dangerous, and we will not leave riders hanging.
- 3 Make it a joyful riding experience from door to door.**
- 4 Separate people walking from people riding wherever possible.**
This is particularly important in busy locations so that people walking do not feel uncomfortable or get bowled over.
- 5 Minimise the need to stop,** because riders rely on momentum, especially when going uphill.
- 6 Use innovative and context-sensitive design for traffic-calming devices** that does not interrupt bike movement
- 7 Create attractive streetscapes, with a sense of place** – include trees, active frontage, and widen footpaths where possible.
- 8 Keep up maintenance** such as regular sweeping and refreshing painted bike logos.
- 9 Prioritise human-centric design** including slowing vehicle speeds to 30 km/h or less.
- 10 Ensure designers and road operators ride bikes** so they understand common issues and the specific constraints of a street.

A woman wearing a light green helmet and a brown long-sleeved shirt is riding a black bicycle on a green-painted bike lane. The bike lane is marked with a white line and a green arrow. To the left of the bike lane is a sidewalk with a metal railing and a bus stop shelter. The background is filled with large, leafy trees and a clear blue sky. The scene is brightly lit, suggesting a sunny day.

Many people say they ride because it is fun. Good street design can contribute to making riding more fun, and certain design decisions can make bike riding unpleasant or frustrating. Designing our streets in a way that makes riding fun will make choosing to ride a more attractive option for people.

5 Broader Aims and Guidance

😊 Fun!

Design tips

- ^ **Smiling at other people** Provide safe queuing and pooling areas for bike riders. Bi-directional lanes are especially sociable.
- ^ **Riding next to a friend** Make lanes wide enough for people to ride alongside each other or holding hands.
- ^ **Saving money** Provide a safe network and bike parking as an alternative to driving.
- ^ **Being outside** Bring people closer to nature with biodiverse, shady streets. Integrate trees, greening, and connection to play elements. Where possible, locate bike parking so that it is sheltered from rain and sun.
- ^ **Feeling cared for** Small things can make a big difference when riding a bike. Going first through an intersection or having somewhere comfortable to rest your foot while waiting at lights can make riders feel valued and appreciated.
- ^ **Maintaining momentum** Minimise the need to stop. Prioritise riders using dedicated bike lanes where traffic queuing occurs, such as at signalised intersections. Allow riders to give way rather than stopping.

😞 Not fun

Design tips

- ✓ **Having to dismount** Do not require riders to dismount. This indicates poor infrastructure design and riders often don't comply or can't. Chicane barriers should be avoided on popular bike routes, as they can cause safety issues for people with limited walking mobility or with heavy cargo (including children).
- ✓ **Being passed by a bus or truck** Where heavy vehicles operate, it becomes even more important to separate people riding from vehicles.
- ✓ **Riding too slow and losing balance** Do not require or expect people to ride at speeds lower than 12km/h. It becomes difficult to balance at that speed.
- ✓ **Getting lost** Incorporate wayfinding through markings, signage, or public art, especially at decision-points and intersections. Make it easy to understand where a rider is on a route, where the route is going, and where nearby landmarks and destinations are.
- ✓ **'Bike lane ends'** Routes must be continuous, connected and must provide a safe path. It is not acceptable to end a bike lane and force riders into traffic. Where construction or a long-term barrier obstructs a bike lane, ensure people can safely access the footpath.
- ✓ **Unsafe intersection** A route is only as safe as the whole link. Don't leave riders in a dangerous position at intersections, like roundabouts or traffic signals.

6 Continuing Waverley's Bike Journey

The 'Waverley Bike Plan 2013' has driven significant growth in bike riding through its two-pronged approach: infrastructure improvements and community engagement programs (examples of these are shown in Table 2 and Table below.

The results are compelling. Bike riding numbers across Waverley have grown by 20 per cent since 2021, while the Bondi Junction cycleway has seen an extraordinary 350 per cent increase in riders. This dramatic uptake on the Bondi Junction route clearly demonstrates that when we provide safe bike infrastructure, people will choose to ride.



6 Continuing Waverley's Bike Journey

Our 2013 Bike Plan delivered infrastructure upgrades



✓ Queens Park Pedestrian and Cycle Path

New footpath and cycleway were built along Darley Road in Queens Park, providing a direct connection for riders to Centennial Park and encouraging recreational activities.



✓ Birrell Street Renewal

Birrell Street is a key east-west route connecting several community hubs. A bike path was added between Newland Street and Henrietta Street.



✓ Curlewis Street Streetscape Upgrade

A two-way separated bike path was added between Campbell Parade to Old South Head Road, creating an improved street environment to the entrance of Bondi Beach.



✓ Bike Parking

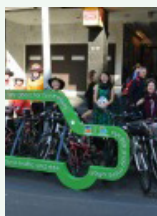
Bike racks, lockers, shared bike zones and Car Bike Ports have been installed around Bronte Road, Bondi Junction, Bondi Beach, transport hubs and village centres.



✓ Bondi Junction Spring Street and Oxford Street

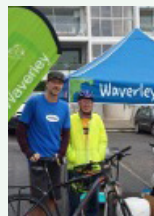
Two-way separated bike paths were built through Waverley's shopping hub, promoting alternate modes of access to shops and activities.

Non-infrastructure achievements since our 2013 Bike Plan



✓ Cycling Events

Waverley Council showed our support for people riding bikes in our local area by promoting and participating in Ride to Work Day, Ride to School Day, and Bike Week.

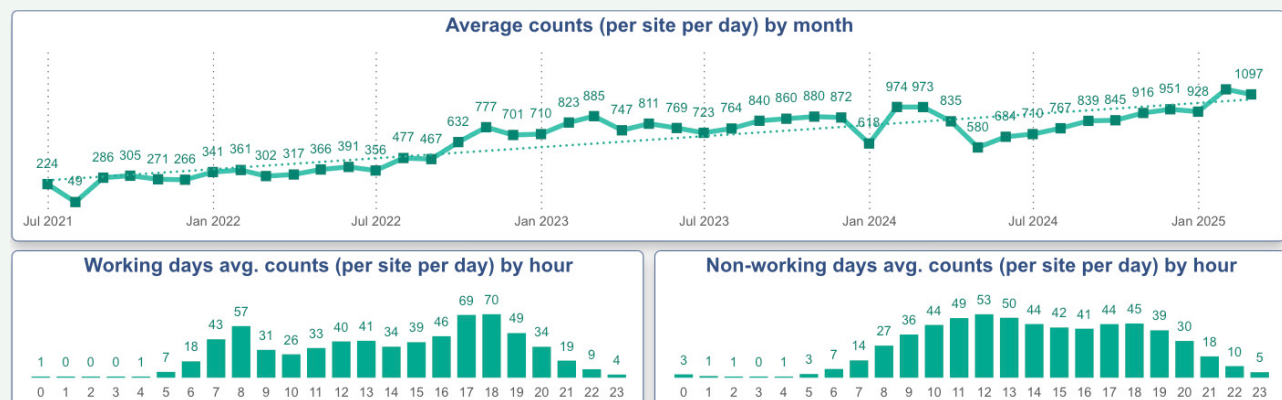


✓ Bike Skills and Maintenance Workshops

Council has initiated community workshops over the years to support our community to become confident and self-sufficient bike

✓ Counting our success!

Counters throughout our LGA demonstrate the success of our cycling interventions. Spring Street has had a 350 per cent increase in riders since 2021, while overall we've seen a 20 per cent increase in cycling across our LGA at 12 monitored sites, as shown by our data collection in the below charts.



6 Continuing Waverley's Bike Journey

Our baseline

'Waverley's People, Movement and Places' transport strategy established that people walking and biking are a priority in our transport network, giving us a strong imperative to provide comfortable walking and biking networks (Figure 4- Waverley's transport hierarchy, from our People, Movement and Places strategy).

'Waverley's People, Movement and Places' also identified as our baseline that walking, bike riding, and public transport account for a much higher mode share in Waverley compared to the Greater Sydney Average. Notably, bike trips made up 5% of all journeys in Waverley, double the citywide rate at the time .

Recent analysis has provided a more sophisticated understanding of local travel patterns- the types of trips people need to make, how far they can reasonably ride a bike, and where they currently ride. Community engagement efforts have helped identify the highest demand areas for future bike projects.

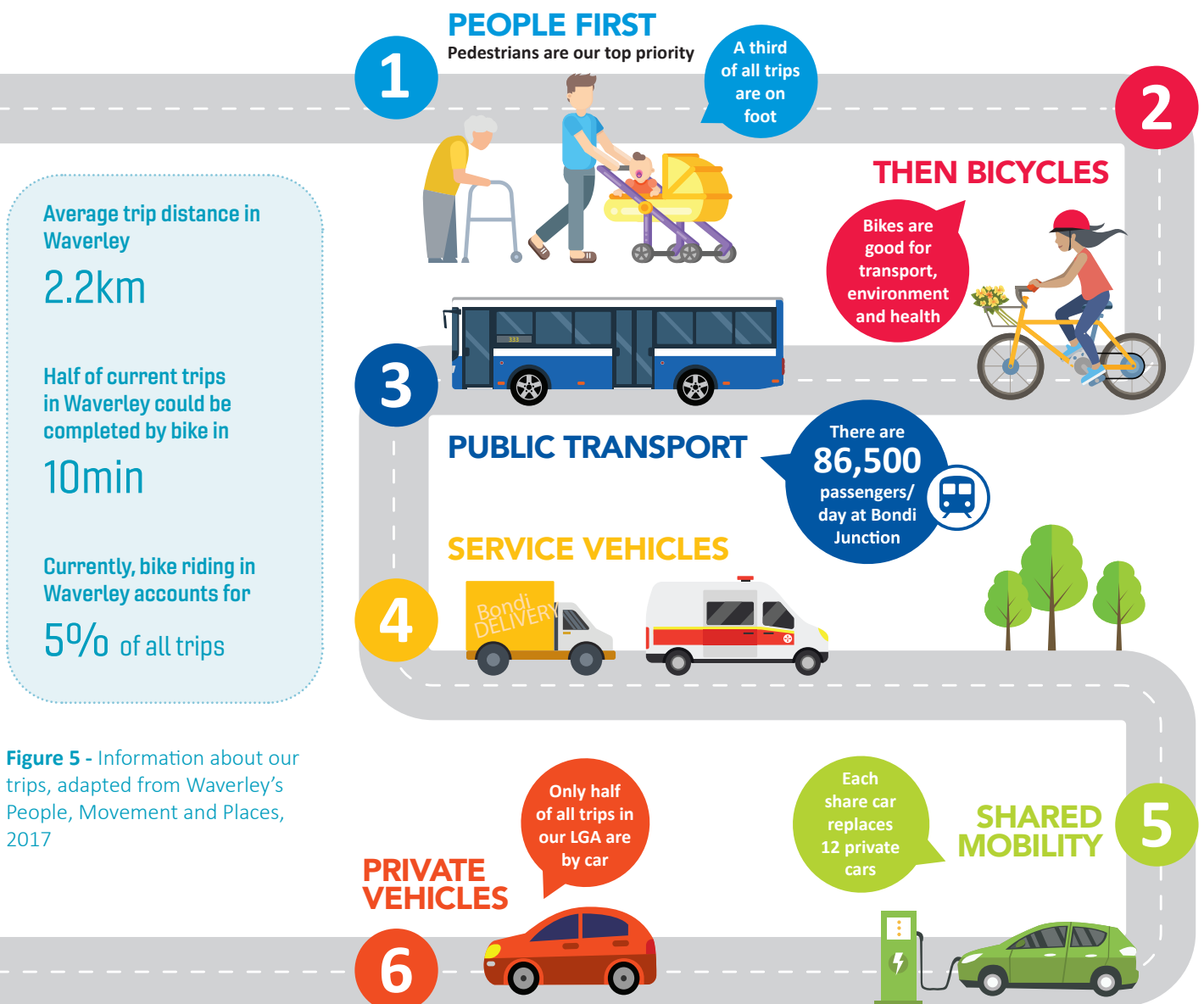


Figure 5 - Information about our trips, adapted from Waverley's People, Movement and Places, 2017

6 Continuing Waverley's Bike Journey

Where do our trips take us?

'Waverley's People, Movement and Places' transport strategy established that people walking and biking are a priority in our transport network, giving us a strong imperative to provide comfortable walking and biking networks.

Around 60 per cent of trips under five kilometres are made by car in the LGA, even though these distances can typically be made by bike in less than 15 minutes. This represents a clear opportunity to shift more short-distance travel to bikes and other micromobility options. The most highly travelled local trips include:

Less than 2km

- Bondi Junction to Woollahra
- Bondi Junction to Bronte/ Tamarama
- Bondi Junction to Randwick
- Bondi Junction to Centennial Park
- Bondi Beach to Bronte
- Bondi Beach to Dover Heights
- Dover Heights to Vaucluse

Between 2-5km

- Bondi Junction to Bondi Beach
- Bondi Junction to Paddington
- Bondi Beach to Rose Bay

Generally, short distance trips of up to five kilometres are easily made by bike or e-bike, provided the infrastructure creates a comfortable and safe riding experience. By connecting these locations with the right infrastructure, we can encourage more people to choose bike or use micromobility for these convenient, short-range trips. This modal shift will bring significant benefits, reducing congestion, emissions, and demand for scarce parking.

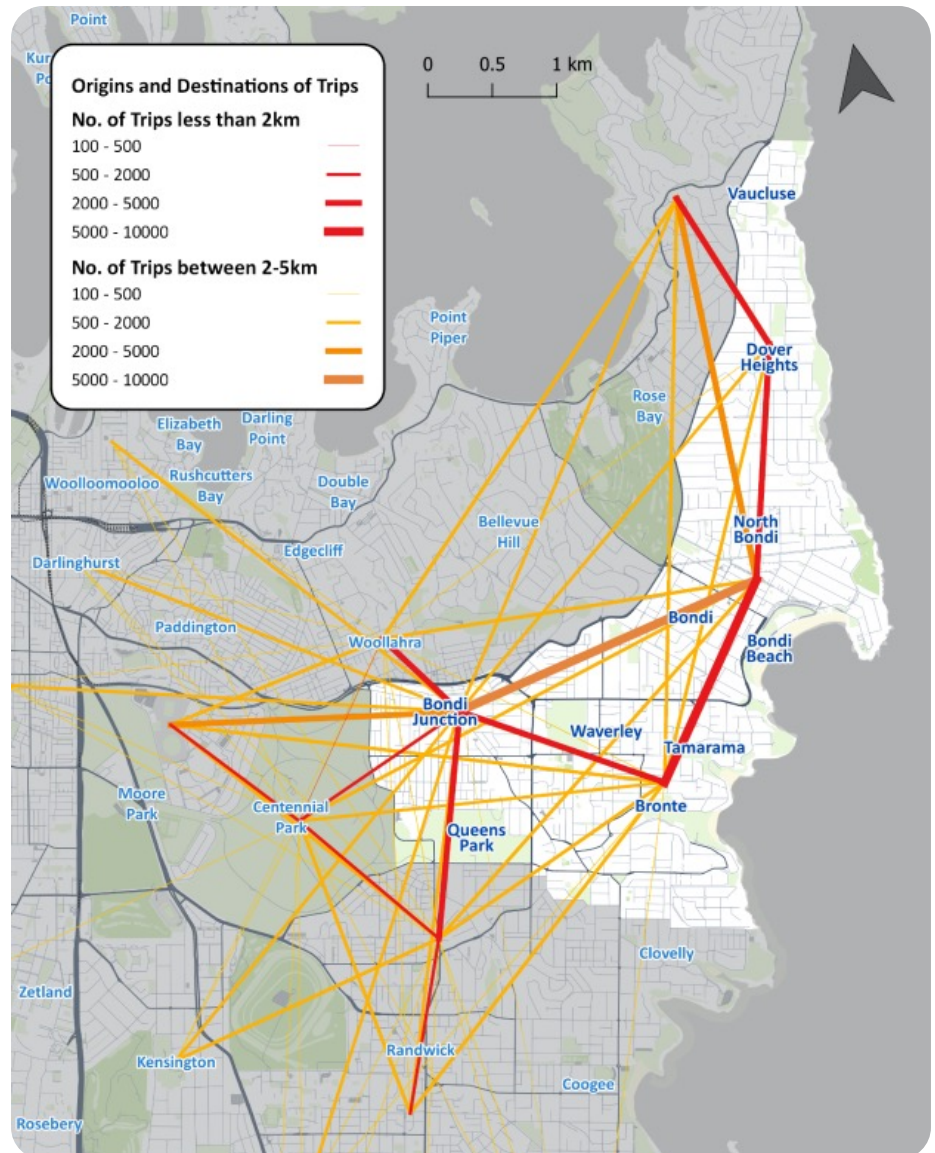


Figure 6 - Origins, destinations and volume of trips made in the Waverley LGA. (Source: analysis derived from origins and destinations data compiled by Waverley Council.)

6 Continuing Waverley's Bike Journey

How far can we get in 5, 10, 15 minutes?

The Waverley LGA is one of the smallest in NSW (9 km²). Figure 7 and Figure 8 illustrates this small geographic footprint means the majority of the LGA can be reached by bike in 15 minutes or less, even when accounting for the area's hilly terrain. The catchment areas shown for 5, 10, and 15-minute rides from Bondi Junction and Bondi Beach encompass nearly all of Waverley, as well as the nearby Rose Bay Ferry Wharf. This analysis highlights the immense potential to shift short-distance trips from driving to bike riding, especially for connections to major transport hubs at Bondi Junction and Rose Bay.

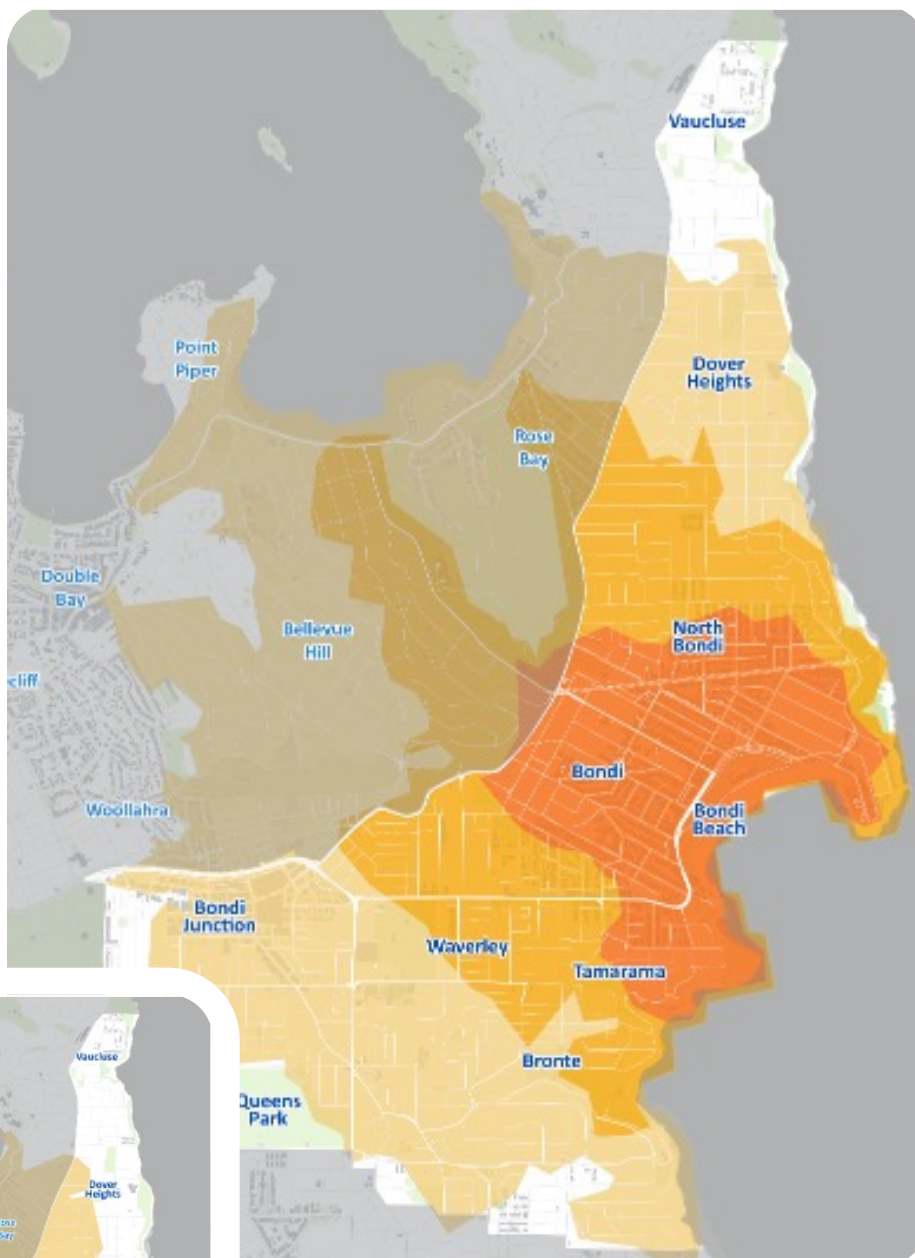


Figure 8 - Biking catchments for Bondi Beach

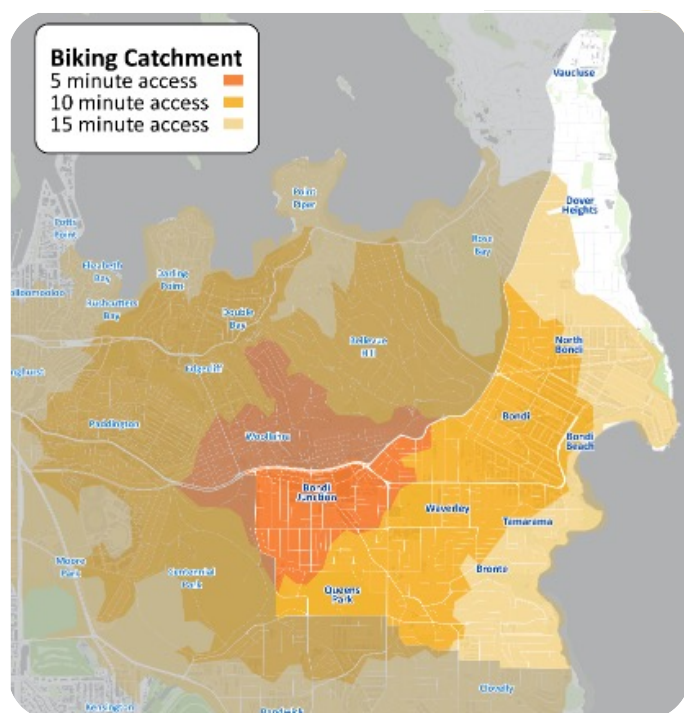


Figure 7 - Biking catchments for Bondi Junction

6 Continuing Waverley's Bike Journey

Where are people riding?

Based on share bike data Figure 9 illustrates where people ride most often for short local trips in Waverley LGA. It shows that the most popular areas (in dark blue) are Bondi Junction and the Bondi Beach basin, while popular routes include Bondi Road and Oxford Street, Bronte Road, Penkivil Street, Wellington Street, Macpherson Street, and sections of Birrell Street.

Given the very high numbers of people riding on Bondi Road and Bronte Road, it's clear that many people prefer to ride the most direct and convenient routes by bike, even if there isn't safe infrastructure provided for them. It may also mean they're riding on the footpath which isn't pleasant or safe for people walking. This means we need to provide safe infrastructure on these routes so that no one in our community is endangered.

Most importantly, it shows there is high potential for much more riding if we provide the right infrastructure for people of all ages and abilities to feel comfortable riding.

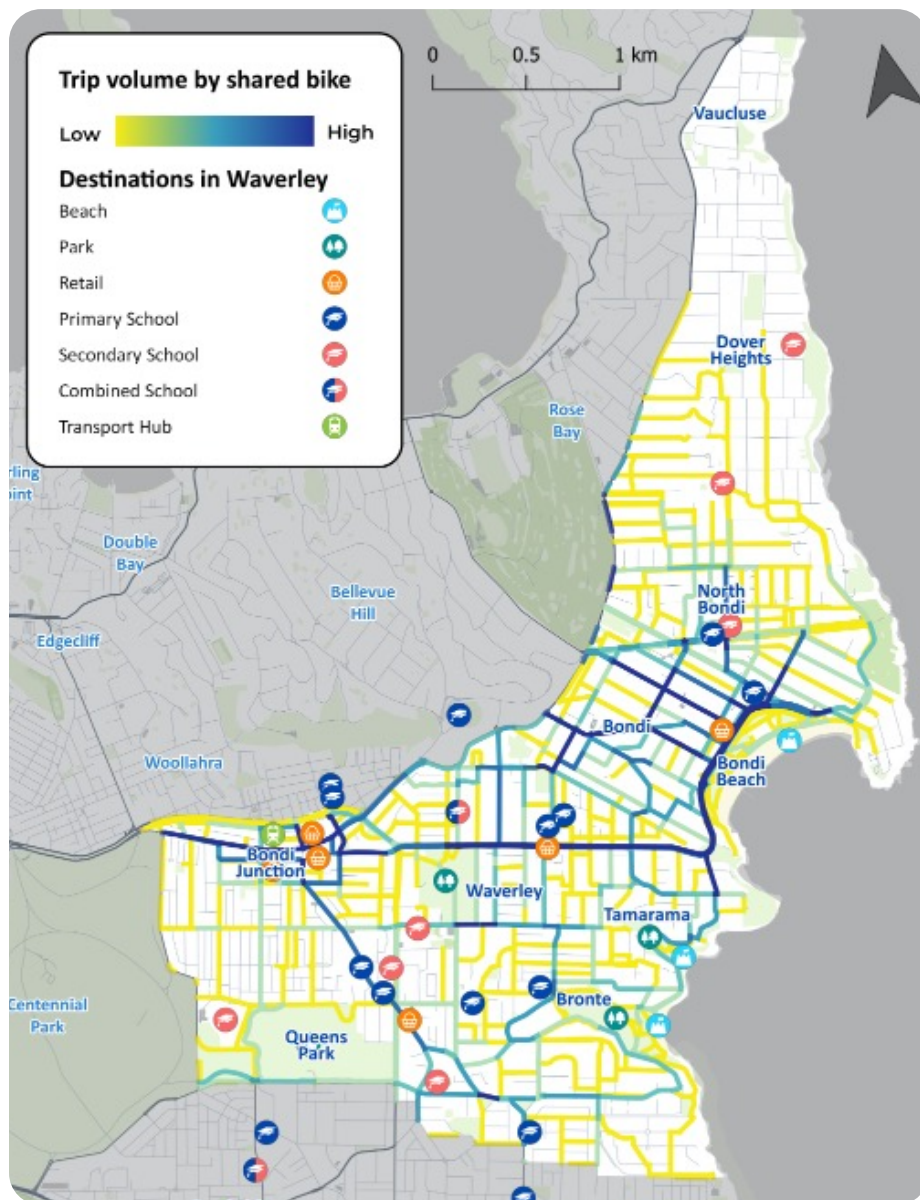


Figure 9 - Volume of trips taken by share bike riders

7 What our Community Says

To prepare this Bike Strategy, Council heard from nearly 700 residents and businesses across different media and forums to understand the needs, preferences, and concerns of those who currently ride, or might ride in the future. Engagement included:

Online survey and mapping (August to September 2021) with 198 survey questionnaire responses, 373 pins on a map from 49 individuals, seven individual written submissions, two cycling advocacy groups' written submissions and three route information maps.

Workshop with the Waverley Cycling Advisory Committee (March 2024).

Community workshop including mapping of key routes (May 2024) with 22 participants in person.

Phone survey of over 400 residents (including to mobile phones, May 2024).

Council heard from diverse voices to ensure our bike network planning was inclusive and tailored to improve the bike riding experience for people of all ages and abilities.



7 What our Community Says

Who is riding, and why?

Waverley residents value our iconic beaches, parks and unique village centres, and love to get outdoors to enjoy them. 15 per cent of our residents rode a bike at least once a week in 2019, a figure which increased to 17 per cent in 2024. This is around 10,000 people riding a bike at least once a week¹¹. At least a quarter of our residents ride at least once a month, and over 35 per cent ride at least once a year, which is 25,000 people.

Waverley residents are active in their transportation choices - more than 36 per cent of mode share is on foot, 2.2 per cent by bike, and 13 per cent by bus or train. Additionally, given that almost all public transport journeys start and end with a walk, more than half of all trips in Waverley (52.3 per cent) include walking for all or part of the trip. By comparison only a third (36 per cent) of our trips are by car¹². This demonstrates that the community has significant potential for increased bicycle transportation.

As shown in Figure 11, when Waverley residents ride a bike, it's mostly for recreation or exercise (70 per cent) and for fun (43 per cent). When it comes to riding for transport, around 23 per cent of our bike-riding residents ride to go shopping, 21 per cent ride to get to work, 19 per cent to visit cafes and restaurants, 12 per cent to visit family and friends, and 9 per cent to get to public transport.

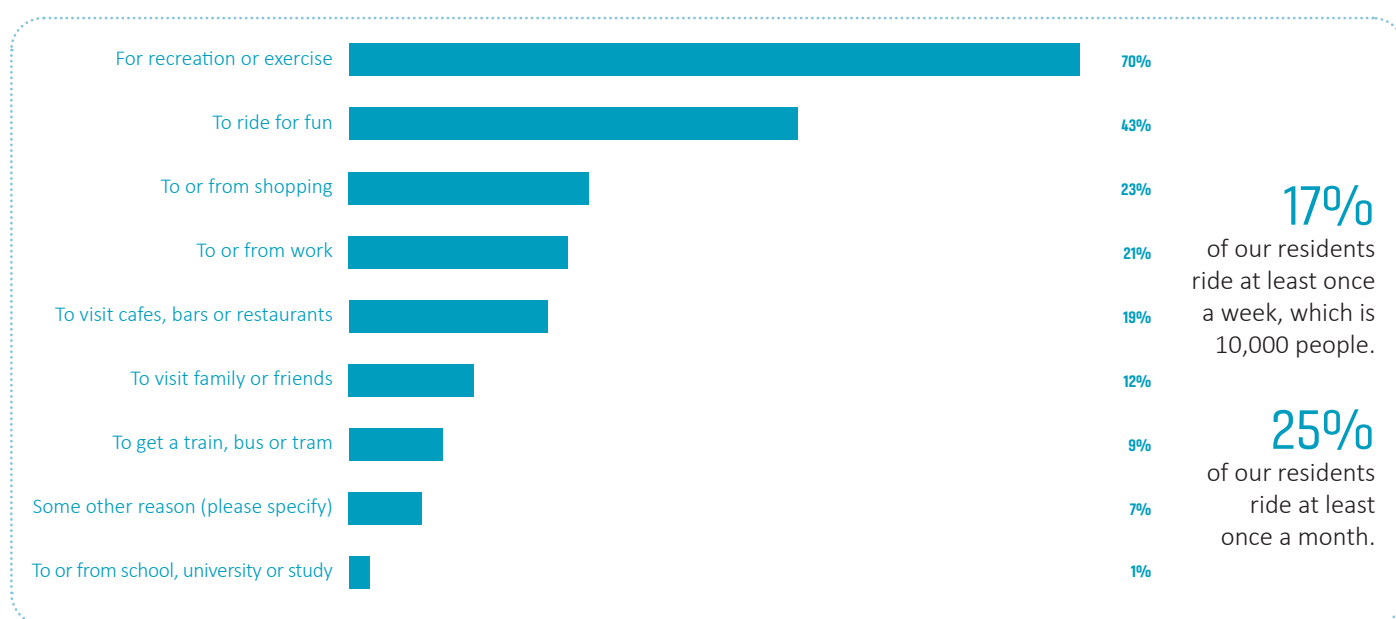
In our 2024 phone survey of residents, 9 per cent said they've used bikes to get to public transport, which is significantly higher than the NSW rate of 1 per cent, and 57 per cent use public transport¹³. This shows that it's critical to provide secure,

covered bike parking at major bus stops and the Bondi Junction train and bus interchange. The good news is that we've just installed secure bike parking at Bondi Junction station, on Grafton Street, to meet this need for parking at the station. Residents can get free access to this bike parking by registering their Opal card with Transport for NSW.

Around 4.5 per cent of our working residents commute by bike to work, compared to 1.7 per cent amongst the Greater Sydney population¹⁴.

These findings highlight both the strong recreational cycling culture in Waverley and the significant untapped potential for bike riding. With 70 per cent of riders already using bikes for recreation and exercise, and proven integration with public transport, there's a clear foundation to build upon. This bike strategy responds to these insights by focusing on making it easier and safer to ride for both recreation and transport- connecting residents to our valued destinations like Queens Park, Centennial Park, and our beaches, while also improving access to local cafes, shops, and public transport hubs. By enhancing our bike infrastructure, Council aims to support the community's existing bike riding habits while encouraging more residents to consider bikes as a practical transport option for their daily journeys.

Figure 11 - Waverley residents' responses to 'For what purpose did you ride?' (2024 phone survey). dark blue indicates biking for travel purposes, while blue indicates biking for fun or recreation



11. Taverner Research Group, Waverley Bike Strategy phone survey (2024)

12. NSW Household Travel Survey, Data by LGA | Transport for NSW, accessed September 2024

13. CWANZ, National Walking and Cycling Participation Survey (September 2023)

14. www.abs.gov.au. (2022). Australia's journey to work | Australian Bureau of Statistics.

7 What our Community Says

Why don't people ride?

Residents have identified that a lack of quality bike riding infrastructure, safety concerns, hills, and lack of access to bike storage are major challenges to bike riding in Waverley. Only 13 per cent say they don't know how to ride (see Figure 12). This strategy addresses each of these key concerns below.

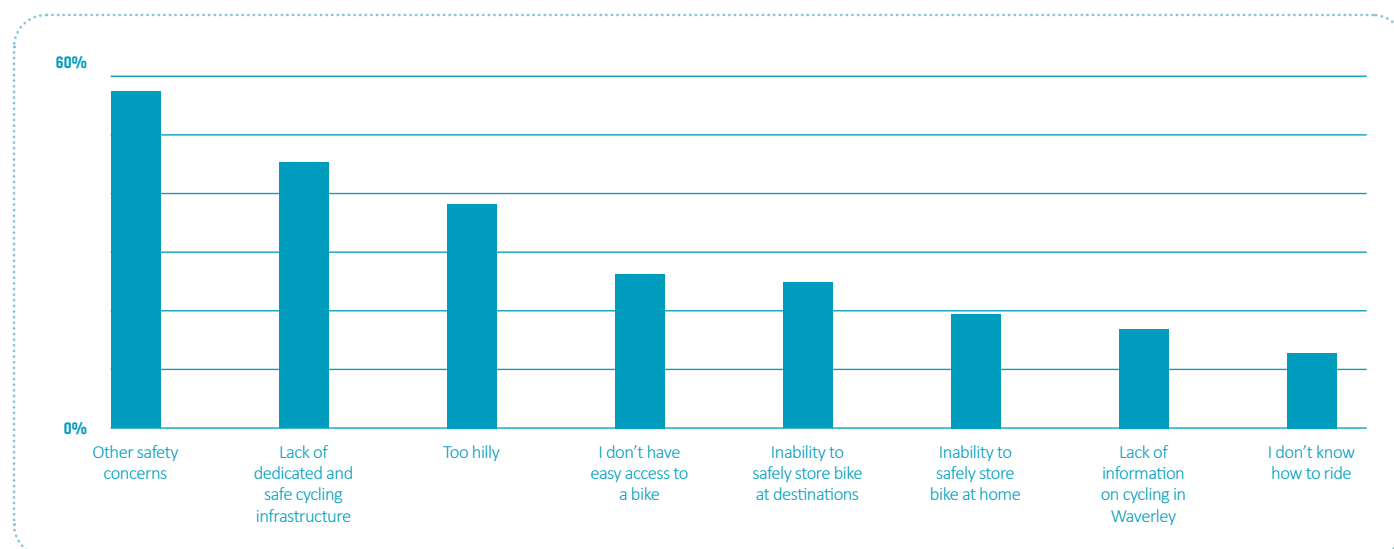
Safety concerns

General safety concerns and a lack of safe bike riding infrastructure are the two leading reasons for people's hesitation (57 per cent and 45 per cent respectively). The 'other safety concerns' mentioned by survey participants included age or a physical condition preventing them from riding, and not being able to ride bikes with small children. However, most of these concerns were about dangerous-feeling conditions on the streets or because of other road users. Fear about behaviour by other road users, including driving too fast, was represented by comments like 'lack of driver education,' 'drivers' impatience,' and 'drivers in motorcars are not trained in how a traffic system works when bicycles are an integral part of the traffic system.'

The physical condition of Waverley's streets was also mentioned as a barrier to riding. People cited narrow bike lanes next to car doors, lack of adequate road lighting, and bike lanes that 'go nowhere.' Not having a secure place to store a bike on the street was also mentioned, as well as there being 'no kid-friendly streets.'

A community workshop in May 2024 revealed that by far the most important objective for the bike network is that 'bike riding is a viable and safe transport option,' receiving 45 per cent of votes.

Figure 12 - Waverley residents' concerns and barriers to riding¹⁵.



15. Taverner Research Group, Waverley Bike Strategy phone survey (2024). Though efforts were made to reach a diverse cohort of participants, and weighting was applied by removing people physically less able to ride a bike, approximately 40 per cent of all respondents were aged 60 or over, which is common for phone surveys. Statistical testing through the removal of responses by those over 80 or those with a physical disability that prevents them from cycling showed marginal change to the results

Hills

The hilly terrain in Waverley's LGA presents a significant barrier to bike riding for some users, however electric bicycles (e-bikes) make most hills manageable. Cargo bikes can help people overcome issues of riding with children, groceries or dogs, while the addition of an electric assist motor makes it easy to ride on hills. Among those surveyed, 11 per cent reported having at least one e-bike at home. While the cost of buying an e-bike can be prohibitive for some, there are increasing options to hire share bikes, as well as subscriptions for e-bikes and cargo bikes. Thus, cargo bikes and e-bikes have a pivotal role in enabling more people to ride a bike, even in a hilly environment.

Getting out the bike

A quarter of survey respondents said that lack of bike parking at destinations was a problem – outside shops, at work, or in a park, while one out of five people said they can't even park a bike at home, especially if they're living in an apartment building. Many strata buildings don't have anywhere secure or covered to park a bike, and some ban bike parking on the premises. With two-thirds of our residents living in apartments and 15 per cent of these comprising families with children, parking a bike in residential buildings is a major problem. While shared bikes address some of these issues for some bike trips, it's critical that we provide secure, easily accessible places for people to store their bikes.

Switching out a single car parking bay to provide space for 6-7 bikes is a solution that's very common in places like London.

More than half of phone survey respondents (54 per cent) have at least one working bike in their household, which is 19 per cent more than the proportion of people who ride at least once per year. The presence of so many unused bikes indicates strong interest in riding, but people are concerned about their safety when there's not enough infrastructure – they're 'interested but concerned'.

7 What our Community Says

The needs

The table below summarises the themes of what the community told us they need, and which we heard repeatedly throughout our 2021 and 2024 consultations:

 Priority connections	Priority bike routes	The highest priority is to connect Bondi Beach to Bondi Junction. A connection along Bondi Road was voted by 34 per cent of workshop participants as their number one key route.
	Alternative route	The existing route along Martins Avenue / Bon Accord Avenue isn't direct, feels narrow and steep, and there is substantial community demand for a more direct route along Bondi Road.
	Network details	The 2013 network plan is generally accepted but needs to be connected along more direct routes along Bondi Road and Bronte Road.
	Connect to other councils	We should work closely with neighbouring councils to create an integrated bicycle network.
 Objectives	Safe streets	Safety concerns are a significant barrier to riding and needs to be addressed with safe bicycle infrastructure.
	Direct connections	Create direct links to local centres, schools, and recreation areas.
	School access	Identify and improve bike riding and walking access to schools.
	Actionable steps	People, Movement, and Places is a great overall document for setting the scene, but more specific bicycle-related actions are necessary to deliver on it.
 Impactful actions	Innovative links	Identify shortcuts, contraflow lanes, and traffic filters to link the larger bike routes and create a fully accessible bike network.
	Safe, slower streets	Transform local streets to be low-speed, low-traffic (in accordance with the Cycleway Design Toolbox's 'quietway' street type).
	Quick wins	Install signage and wayfinding and install kerb ramps to rapidly improve journeys while planning for larger-scale capital projects.
	Bike parking	Provide bike parking at key destinations and apartment blocks.
	Off road options	Explore off-road options like Waverley Park.

7 What our Community Says

Hotspots

Workshop participants pinpointed the locations that need attention to make the overall network work better for them, which are mapped at Figure 13 (2021 feedback) and Figure 14 (2024 feedback).

Participants' comments centred around the following themes:



Key Intersections and crossings:

Intersections needing safety improvements.



Bike parking:

Optimal locations for bike parking.



Unsafe feeling:

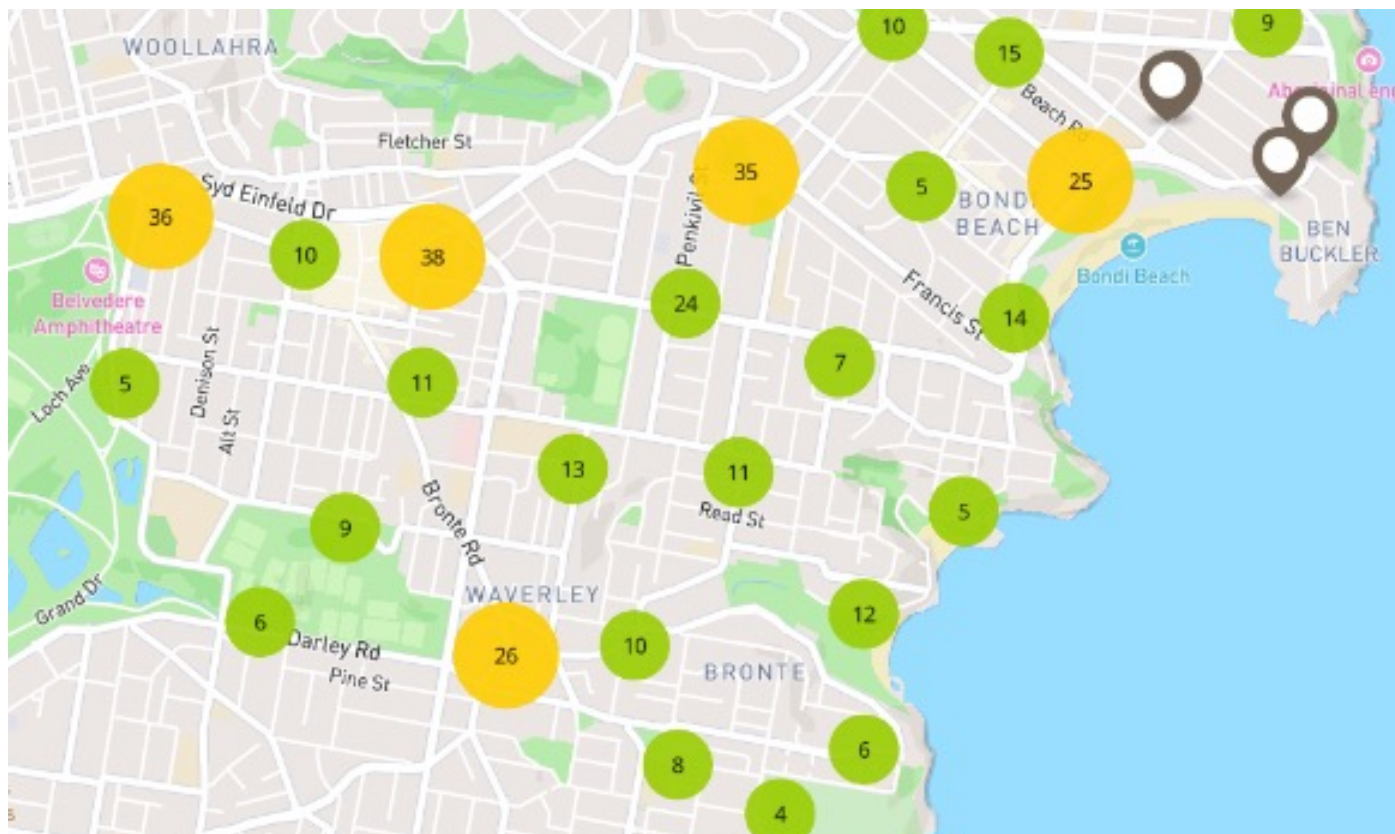
Locations that have been flagged as feeling dangerous for cycling.



Small fixes, big wins:

Maintenance or upgrades that will enhance the overall cycling experience.

Figure 13 - Comments made by community members in 2021 show there are clear hot spots for potential improvements.



7 What our Community Says

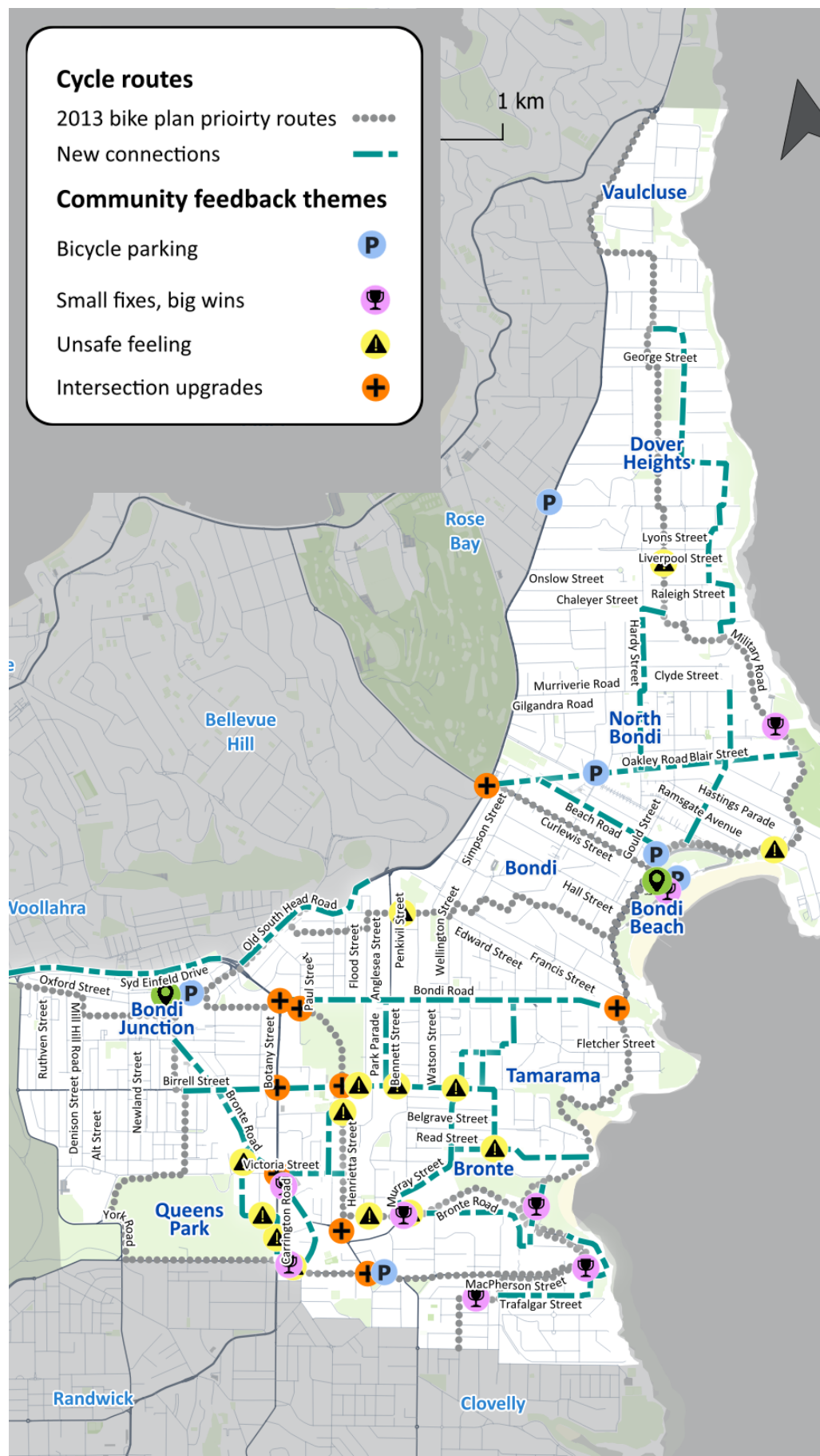
The community also put forward new connections they would like to be able to make more safely and comfortably between their destinations, which are shown in dashed green in Figure 14. These two maps highlight where the need for safer infrastructure or a change to the streetscape is most desired. The grade of the hills in Waverley was also mentioned frequently by both workshop and interactive mapping participants.

Workshop participants in 2024 were asked to prioritise the two most important routes to the bike network. Of the 44 votes placed, Bondi Road was identified as the priority (34 per cent), followed by Bondi Beach to Bondi Junction and the Sydney CBD (27 per cent) and the coastal cycleway (16 per cent). Multiple community members across all consultations pointed to certain places and routes that require improvement, with a concentration of comments at:

- Bondi Junction
- Bondi Road
- Campbell Parade at Bondi Beach
- Carrington Road
- Centennial Park's northern entrance
- MacPherson Street
- Bronte Road at Albion
- Military Road
- Martins Avenue

The Bike Network Map and accompanying Action Plan respond to these community concerns and ideas.

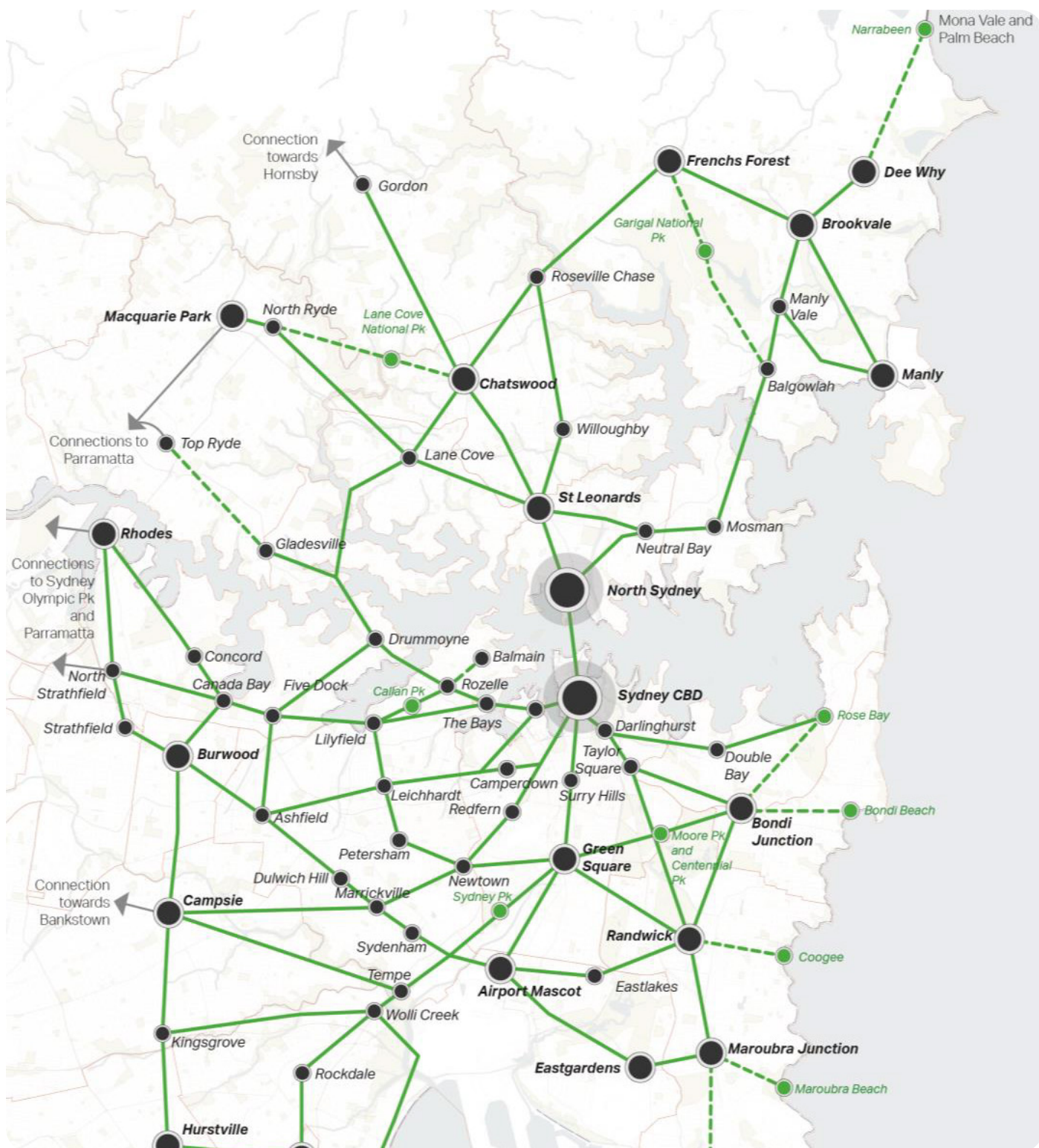
Figure 14 - Workshop participants' feedback in 2024 highlighted areas of concern, opportunity and potential new connections, illustrated in this map.



8 A Network for Anyone to get Anywhere

Our aim is to provide a complete, connected network that allows people of all ages and abilities to bike to their destinations safely and easily. Figure 16 shows the overall direction of desired movements to and across our LGA. Figure 15 shows the NSW Government's Strategic Cycleway Corridor Network for the Eastern Harbour City. It identifies the broader context for corridors connecting our LGA to the regional bike network.

Figure 15- NSW Government's Strategic Cycleway Corridor Network



8 A Network for Anyone to get Anywhere

Key Bicycle Routes

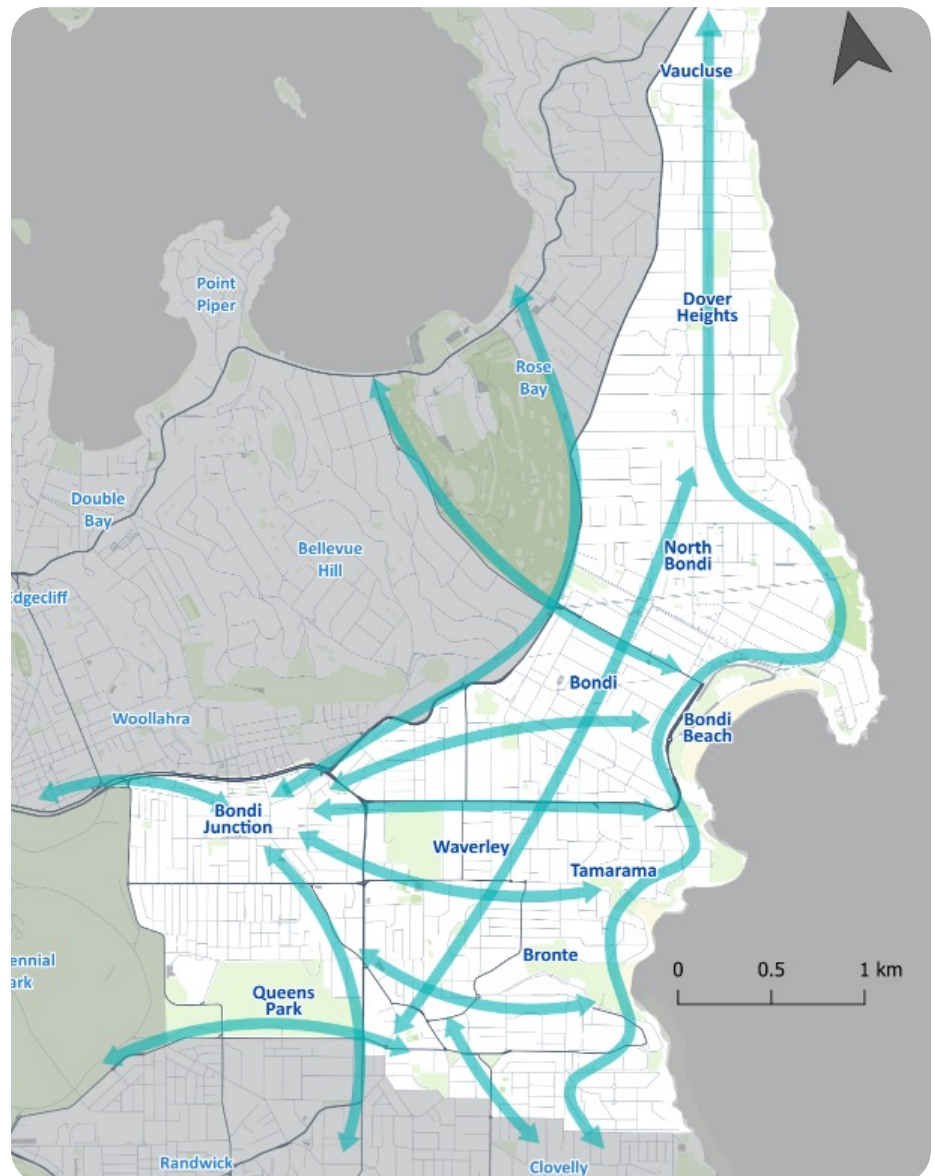
The Waverley Bicycle Strategy identifies six key bicycle routes that form the backbone of our future bike network. These strategic connections link our major destinations and activity centres, with Bondi Junction serving as a central hub for four key routes:

1. **Bondi Junction to Bondi Beach:** Connecting our major commercial hub to our most famous beach destination, serving both residents and visitors.
2. **Bondi Junction to Bronte Beach:** Providing direct access between the transport interchange and this popular coastal location.
3. **Bondi Junction to Randwick:** Creating an important link to neighboring suburbs and their educational and medical facilities.
4. **Bondi Junction to Tamarama:** Establishing a dedicated route between the commercial center and this picturesque beach community.

The network is complemented by two additional critical connections:

5. **The Coastal Bike Route:** Enhancing beachside connectivity along our shoreline, linking our famous beaches and coastal destinations.
6. **Bondi Beach to Rose Bay:** Providing a vital north-south connection between these key locations.

The selection of these key bicycle routes in Waverley's LGA is driven by comprehensive origin-destination data analysis and strong community input. The data clearly demonstrates significant existing demand along these corridors, particularly for journeys connecting Bondi Junction to coastal destinations like Bondi Beach, Bronte Beach, and Tamarama. These high-demand routes present the greatest opportunity to facilitate modal shift away from private vehicles to active transport, which directly supports Council's commitment to reducing transport-related greenhouse gas emissions.



These key routes strategically connect major destinations within the LGA, including the commercial and transport hub of Bondi Junction, world-famous beaches, local shopping precincts like Charing Cross, and recreational spaces such as Centennial Park. Importantly, the network also links numerous schools to residential areas, creating safer active transport options for students and families. This aligns with strong community feedback received through the 2021 survey and community workshops, where residents consistently identified these connections as key priorities. The coastal route and Bondi Beach to Rose Bay connection further enhance the network by providing vital north-south links, creating a comprehensive cycling network that serves both recreational and commuter needs. By focusing on these high-impact corridors, we can maximise the community benefit of bike infrastructure investments while building a connected network that encourages sustainable transport choices.

Figure 16 - Key movement directions to reach popular destinations within and beyond the Waverley LGA.

8 A Network for Anyone to get Anywhere

Planning for all ages and abilities

To enable people to reach their destinations by bike, we need to provide infrastructure that allows everyone to feel confident, safe, and welcome. A good bike network allows people of all ages and abilities to ride at any time, and anywhere. To do this, we need to plan and build the right infrastructure for:

- All people, regardless of age, gender, and background, including women, children, seniors, people living with disability, low-income households, all ethnicities, neurodiverse people, and people who are less confident riding. For example, far fewer women ride a bike in Waverley, and protected infrastructure plays a role in who is willing to ride. Sixty per cent of women versus 45 per cent of men report that they do not want to ride on roads with motor vehicles.
- All types of bikes and other small-wheeled devices including standard bikes, e-bikes, cargo bikes, specialist bicycles for people living with a disability, and legal micromobility devices like scooters. Mobility devices such as wheelchairs are allowed on cycleways, and well-designed and maintained bike paths can provide an easy, smooth route for people who use all types of wheels to get around.
- All types of trip purposes including commuting, school run, shopping, getting to local beaches, parks and sports grounds, and just for fun.
- A rider's perception of safety and risk influences their level of confidence when riding, and therefore their willingness to ride. Figure 17 shows that some people feel very confident riding a bike, while others are less confident or not able to ride at all.

Just three per cent of people in New South Wales identify as the 'strong and fearless' rider type. These riders can manage stressful road environments, like sharing the lane with heavy traffic, but conditions on many roads in Waverley currently only accommodate this small group.

A further 19 per cent of people are 'enthused and confident' about riding in light traffic conditions, though not in all circumstances, while half of residents are 'interested but concerned', meaning they would ride in locations that feel completely safe, even for inexperienced riders. These are the types of riders who we want to design our infrastructure for. If we can provide the right conditions, a lot more of our residents and visitors will ride a bike, and shift from driving.

Key factors that influence less confident riders include the extent of separation from vehicles, and people walking, and traffic characteristics (vehicle speeds, traffic volumes, heavy vehicles, and having parked cars next to the bike lane).

It is also important that we address actual and perceived safety for our residents. Actual safety is about reducing the likelihood and severity of crashes. Perceived safety is about addressing people's concerns or fears, which will be partially about actual safety, and partly about how a place feels – is it lit at night, separated from noisy traffic, and does it seem safe for children to ride on?

Measures that improve road safety do not always improve perceived safety, and vice versa. To encourage more people to ride bikes, we need to consider both road safety and perceived safety.

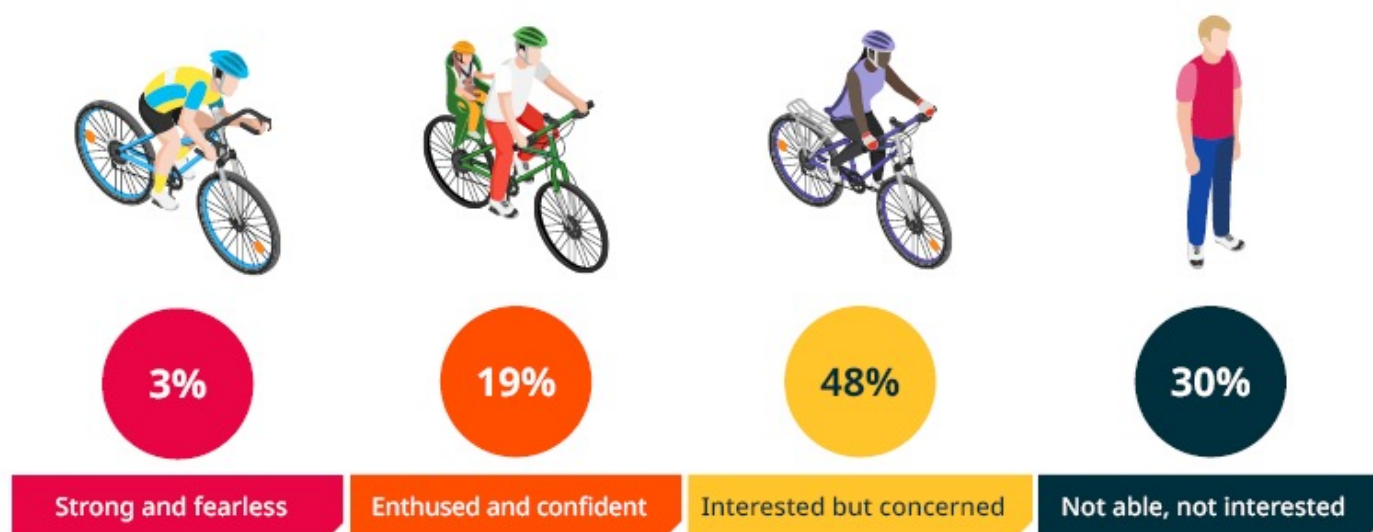


Figure 17 - Rider types in New South Wales, as per CWANZ Walking and Cycling Participation Study 2023.

8 A Network for Anyone to get Anywhere

Making our streets comfortable for riding

Figure 18 shows how the rider types translate into 'levels of confidence' in riding a bike. People who have a level of confidence 1 are only comfortable riding in places that feel very safe and are completely separated from motor vehicles. This corresponds to the 'interested but concerned' people who make up nearly half of our population, and anyone with very little confidence or experience riding. Places like Centennial Park, Queens Park and the new cycleway in Bondi Junction would be comfortable for these types of riders. At the other end of the spectrum, people with a level of confidence 4 correspond to 'strong and fearless' riders who are confident to ride on Bondi Road or Bronte Road.

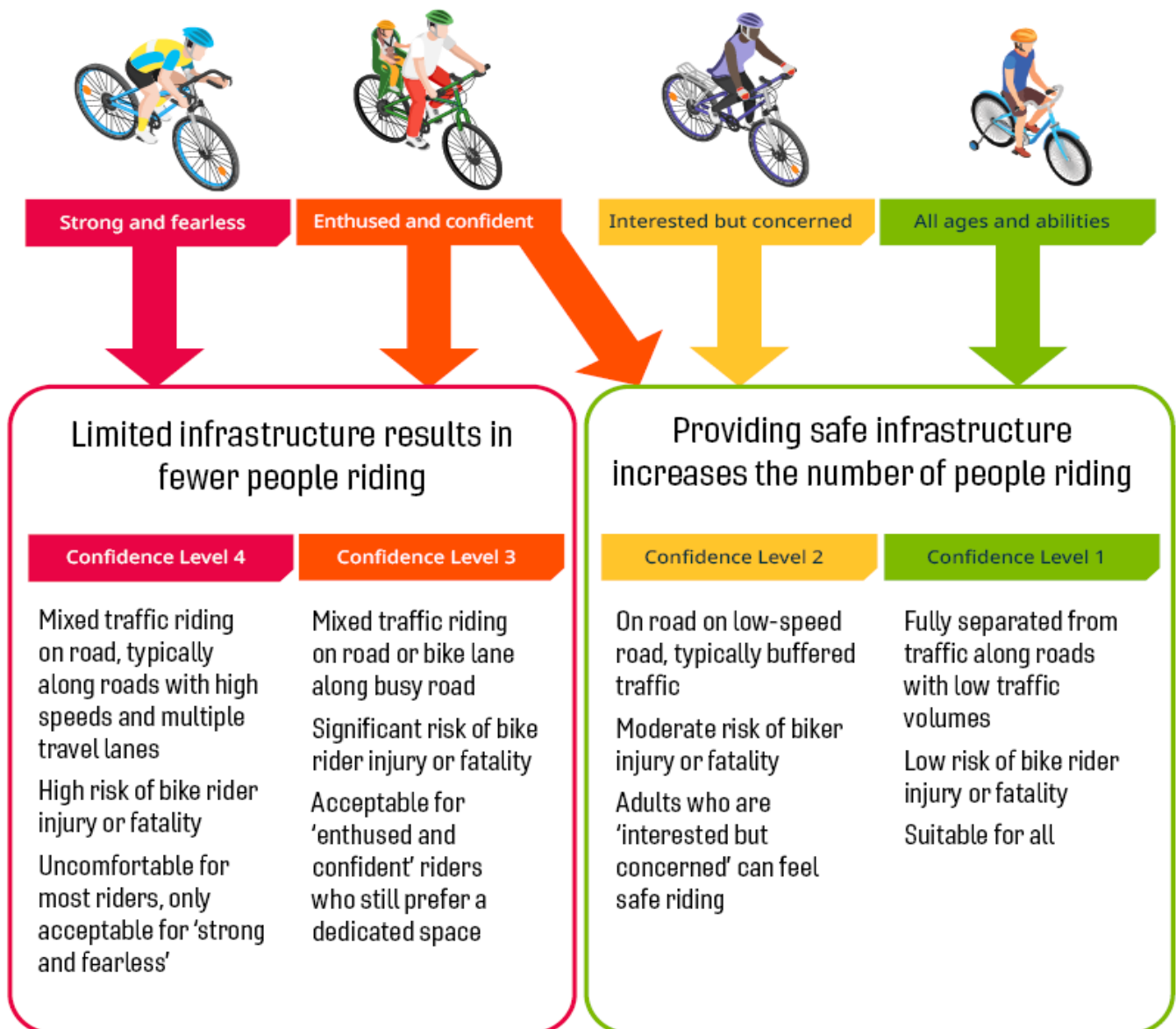


Figure 18 - Rider confidence levels related to the types of infrastructure that can make them feel more comfortable on the road network (adapted from the NSW Cycleway Design Toolbox; illustrations courtesy of Realm Studios)

8 A Network for Anyone to get Anywhere

Making our streets comfortable for riding

This 'Waverley Bike Strategy 2025' builds upon the successes and lessons learned from the 'Waverley Bike Plan 2013'. Drawing from community feedback and the NSW Government's Strategic Cycleway Corridor Network, we've developed an expanded vision for cycling in Waverley that prioritises rider safety and comfort.

The proposed Bike Network Plan (Figure 19) transforms our existing network (Figure 20) into a more comprehensive and connected system specifically designed to serve riders of all ages and abilities. Crucially, this means creating infrastructure that addresses the needs of the nearly 50 per cent of residents who are 'interested but concerned' about bike riding.

While the new plan largely maintains the route framework from 2013, it introduces critical improvements. The color-coded approach directly addresses the diverse confidence levels of bike riders, with a particular focus on creating safe, separated infrastructure for less confident riders. This means expanding routes that feel completely safe, even for inexperienced bike riders – like the comfortable environments found in Centennial Park or the new separated bike path in Bondi Junction.

By designing and constructing routes that cater to lower confidence levels, we aim to encourage more residents to choose bike riding as a viable and comfortable mode of transportation. This approach recognises that infrastructure design plays a crucial role in making biking accessible to a broader range of people, beyond the small percentage of 'strong and fearless' riders.

The proposed future bike network for Waverley, shown in Figure 20 focuses on creating streets and bike paths that cater to less confident riders, including both 'interested but concerned' and 'enthused and confident' bike riders (confidence levels 1 and 2). It doesn't prescribe the specific design treatments for each segment of the bike network. As we progressively work on each of the segments, Council will liaise with Transport for NSW and other stakeholders to prioritise routes, conduct feasibility studies where needed, and consult on concept designs to determine the appropriate infrastructure types.



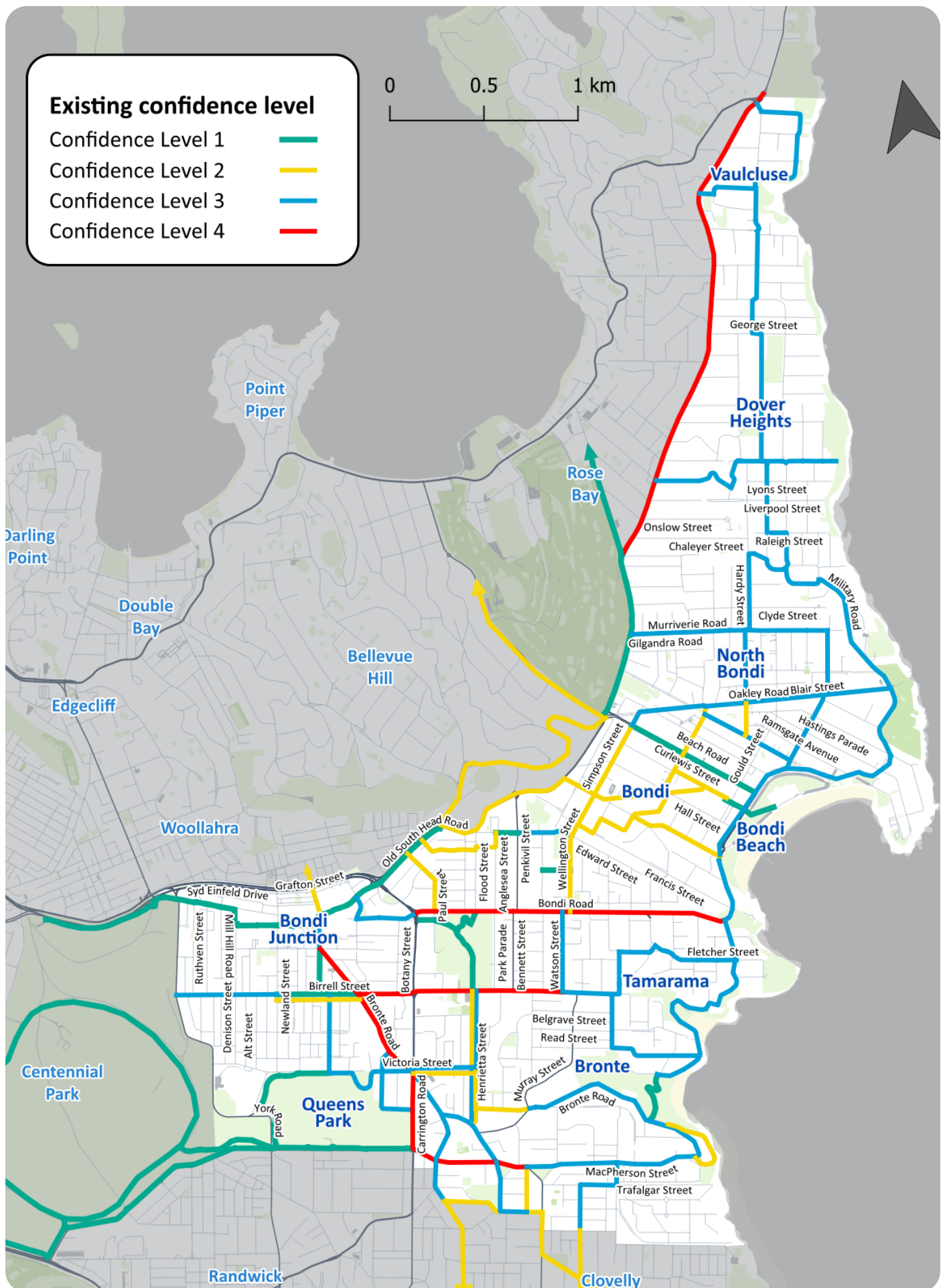


Figure 19 - Existing Waverley Bike Network Plan

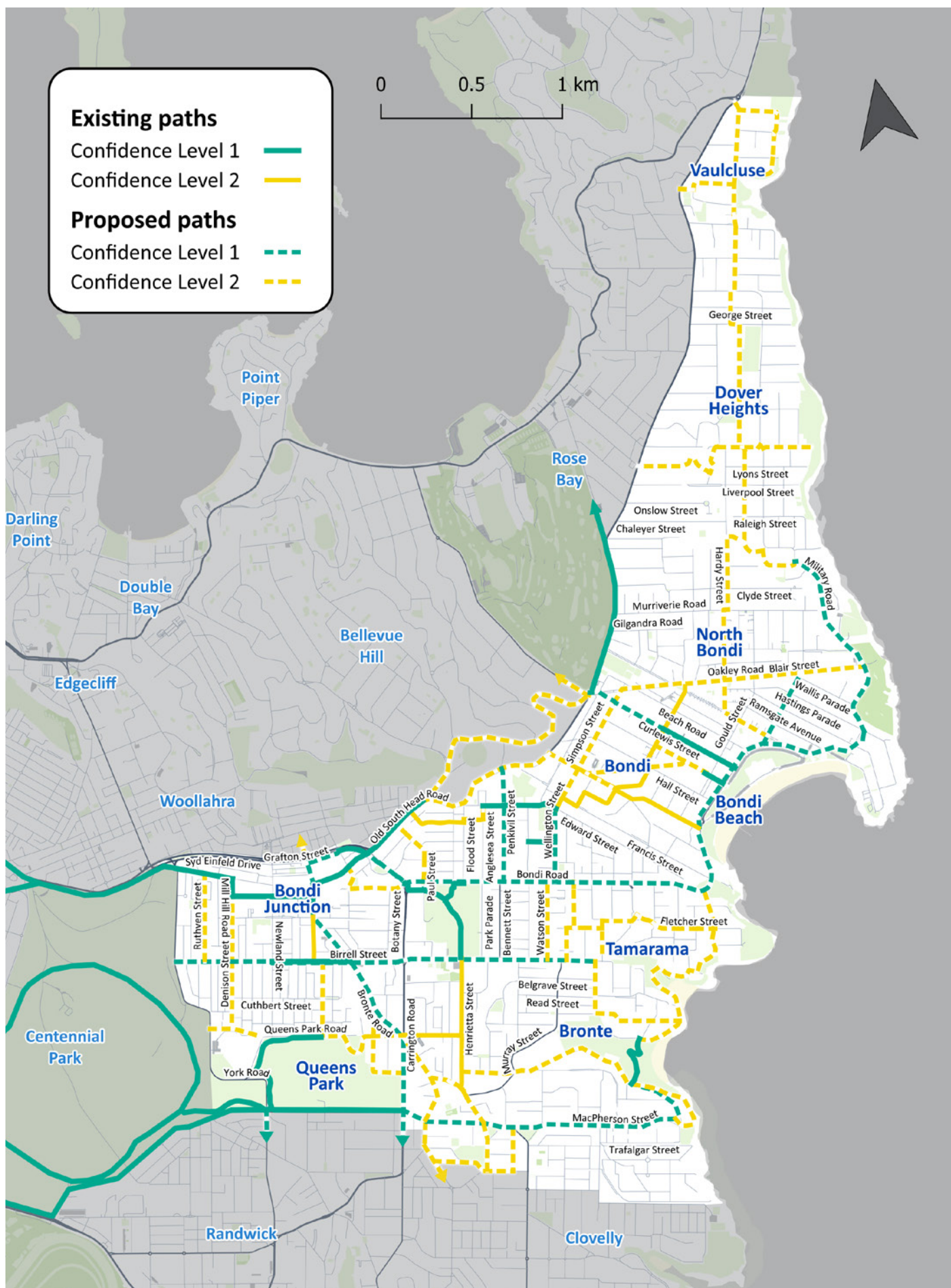


Figure 20 - Proposed Waverley Bike Network Plan



9 The Bike Network

Figure 21 illustrates the types of infrastructure that are suitable for confidence levels 1 and 2.

Confidence Level 1



A cycling path that is separated from vehicles and people walking.



A path that people either walking or riding can use, which is wider than a normal footpath. This is only suitable for short sections or where there are very few people walking.

Confidence Level 2



A quiet street where the rider shares the road with vehicles travelling at 30km/h or slower.



On-road painted bike lane permitting riding in the opposite direction to the traffic flow on a one-way street.

Figure 21 - Infrastructure that is suitable for confidence levels 1 and 2



9 The Bike Network

Advocating for direct routes on major roads

In an ideal world, everyone would be able to ride on all our roads and streets comfortably and safely. Waverley LGA would have less peak traffic, especially at school times. There would be less pressure on parking, more seats on buses, kids would have more independence to get to friends' houses or to school, and our streets would be quieter.

Because major roads like Bondi Road and Carrington Road are managed by Transport for NSW, we need to work closely with them, and bus operators, on improvements to these roads. However, most of our streets are owned and managed by Council.

Community feedback and data analysis have largely validated the priorities outlined in the 'Waverley Bike Plan 2013'. However, two additional key connections emerged based on this holistic input:

1. A direct link between Bondi Junction and Bondi Beach, via Bondi Road
2. A connection from Bondi Junction to Randwick, along Bronte Road

These state-controlled roads were identified as critical gaps, both through community input and the NSW Government's 'Strategic Cycleway Corridor Network'. This network plan highlights the need for convenient, direct bike routes between major destinations like Bondi Junction, Bondi Beach, and Randwick. Addressing these missing links will be essential to encourage more sustainable transportation throughout the Waverley region.

Given Waverley's hilly topography and existing street layouts, there are no clear alternative routes that would meet the principles of the 'NSW Cycleway Design Toolbox' (safe, direct, connected, attractive, comfortable, and adaptable).

Even without a separated bike path, many people ride on Bondi Road and Bronte Road daily, including riders on shared bikes. Currently, riders who aren't comfortable riding in traffic resort to using the footpath, which creates potential conflicts with pedestrians, diners, and shoppers. By implementing safe, dedicated bicycle infrastructure on these roads, we can provide a safer riding environment that keeps bike riders out of pedestrian spaces and offers a more appropriate riding solution.



9 The Bike Network

Quiet, comfortable streets for riding

The 'NSW Cycleway Design Toolbox' includes 'quietways' as a type of street where there isn't much traffic, and drivers travel at slow speeds that make it safe for people to ride, or for people on foot to cross the street easily. In Melbourne, where these types of streets are becoming more common, residents find streets are much quieter with less traffic noise, they feel calmer and safer, and they get to know their neighbours better.

A contraflow bike line is like the one on Henrietta Street in Waverley where it is one-way for drivers, but bike riders can travel in the opposite direction on a designated 'contraflow' pathway painted green. A problem with Henrietta Street, however, is that the posted speed is still 50km/h, except during school drop off and pick up times, when it is reduced to 40km/h. This would be the ideal type of street to make a quietway with a contraflow bike lane.

The key to making a quietway work for riders of all ages and abilities is to reduce the signposted speed to 30km/h.

Reducing vehicle speeds on our roads has a significant impact on how comfortable people feel riding a bike.

The United Nations, along with 130 countries and the World Health Organisation, have signed the Stockholm Declaration on Road Safety (Article 11). It declares that countries should mandate a maximum speed of 30 km/h 'in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe.'¹⁷ The Declaration also notes that 'efforts to reduce speed in general will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries.'

The European Commission is updating their guidance accordingly. Slower streets are a therefore a vital tool for improving our bike network and are now world standard practice.

In Victoria, Yarra and Darebin councils have been successively rolling out 30km/h streets that the community loves, while Northern Beaches Council introduced 30km/h streets in Manly in 2020. Closer to home, Centennial Park is a 30km/h zone which means that people of all ages and abilities ride alongside cars in this highly popular area.

Why are quietways and slower traffic speeds so crucial? Because they are much safer for people on foot or bike. Figure 22 shows that if someone is hit by a vehicle at 50 km/h, they only have a 20 per cent chance of surviving. If they are hit at 30 km/h, they have a 90 per cent chance of surviving. Who would not want that level of safety for their children?

Another advantage of quietways is that they can be provided at a lower cost than separated cycleways. They generally do not need speed bumps, as signage and gradually adding built-out kerbs over time are enough to make most streets safer and quieter. Strategic placement of modal filters (such as bollards or planters) can effectively redirect through-traffic to main roads while maintaining local access, significantly reducing traffic volumes on residential streets. This is the approach that has been successfully undertaken in Darebin in Melbourne at low cost.

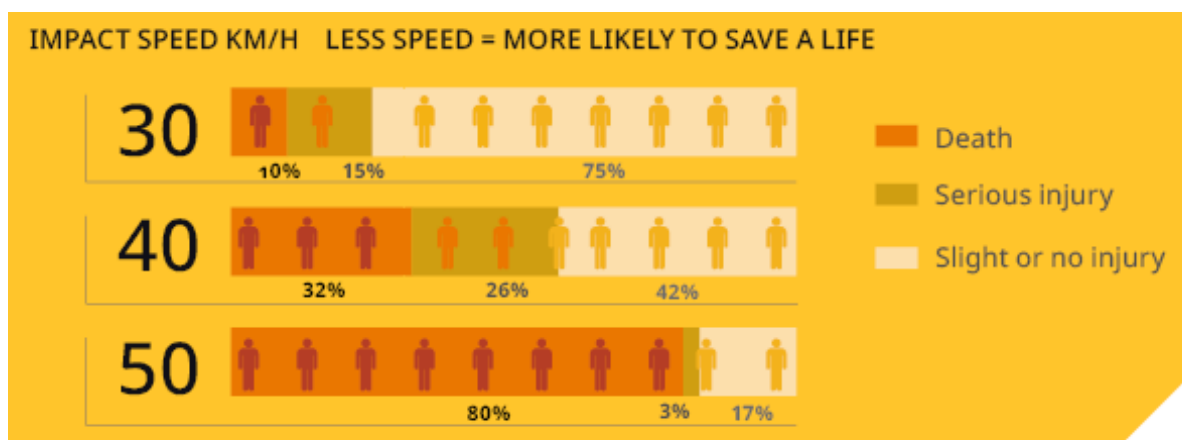


Figure 22 - Reducing vehicle speeds significantly reduces the risk of death or injury (Transport for NSW, 2023).

¹⁷ Stockholm Declaration Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030 (Stockholm, 19–20 February 2020)

9 The Bike Network

Tactical and temporary solutions

Tactical cycleway solutions are short-term, low-cost actions, such as popup cycleways, that can be delivered quickly before undertaking a more permanent change. Waverley Council has successfully used on-street trials for a whole range of pilots, including a trial footpath at Bronte Cutting that eventually became permanent, and outdoor dining on Spring Street before the cycleway was built. Council has demonstrated success in piloting these changes, gathering community feedback, and adjusting designs based on community input before implementing permanent changes. This approach also enables more immediate solutions for people bike riding while ensuring streets are improved for everyone.

Benefits of a tactical approach include:

1. Tests potential solutions or aspects of a program or plan, and we can make adjustments before making it permanent.
2. People can see and test the proposed changes for themselves, before giving feedback.
3. Deepens our understanding of local community needs through gathering data from real-world use of space.
4. Encourages community engagement with public spaces and projects and a sense of ownership.

Figure 22 provides examples of tactical components, which can be installed at low cost to make more people feel comfortable riding. Tactical solutions are a kickstart to the circular effect of creating a more comfortable riding environment, which encourages more people to ride, which creates higher demand for improved infrastructure, which creates a more comfortable riding environment.



Figure 22 - Tactical treatments of cycleways, from Tactical Urbanist's Guide

9 The Bike Network

As shown in Table 5, to successfully use tactical solutions, projects need to be:

1. applied in the appropriate situations
2. accompanied by well-planned, project-specific communication and engagement about the need for the project and its benefits for the whole community, not just riders
3. monitored and evaluated against baselines for several indicators.

Table 5- Three key things that make ‘tactical’ trials successful.

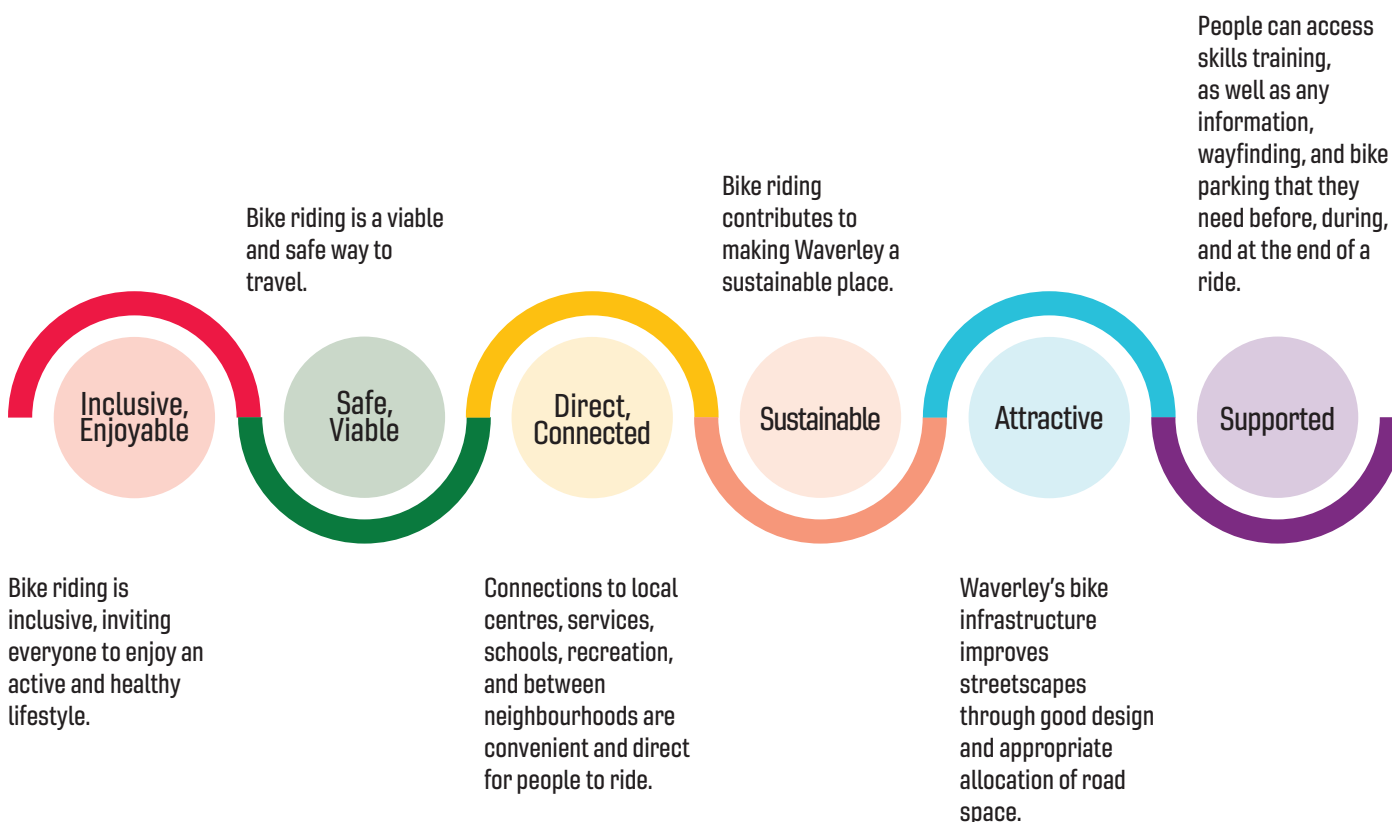
Applying a tactical approach	Communications and engagement	How to evaluate success
CONSIDER	OBJECTIVES	INDICATORS
Is there an urgent need to install infrastructure for all ages and abilities at the location, such as a safety issue?	Communicate: tell a positive, tailored story communicating why people-friendly streets are needed in this location.	Diversity of users – gender, type of bike, age
Does the project align with the long-term vision for the bike network, that the project can provide an interim step toward?	Engage: actively work with stakeholders and the community to manage change in their local community.	Increased number of people walking and crossing the street
Can the project assist with observing actual impacts to help resolve a division between opposers and proponents of a more permanent design proposal?	Inform: ensure that the community is well informed and aware of the opportunity to provide feedback.	Road safety – lower traffic speeds
Is it difficult for community members to understand what changes are required in a particular area, which a tactical project could demonstrate temporarily prior to permanent works?	Listen: understand community and stakeholder feedback to inform the initial design and to consider adjustments if required.	User confidence – people’s reported level of comfort
Can operational teams commit to maintaining the project over an approximate two-year period?		Feedback from local businesses and residents
		Feedback from broader stakeholders across the community

Table 5 - Three key things that make ‘tactical’ trials successful.

10 Action Plan

Objectives

This Action Plan sets out 29 actions to achieve our objectives for bicycle riding in Waverley.



Focus Areas

The Action Plan is organised by five focus areas to ensure we are working from all angles to support an inclusive, safe, direct, sustainable, attractive and supported cycling environment.

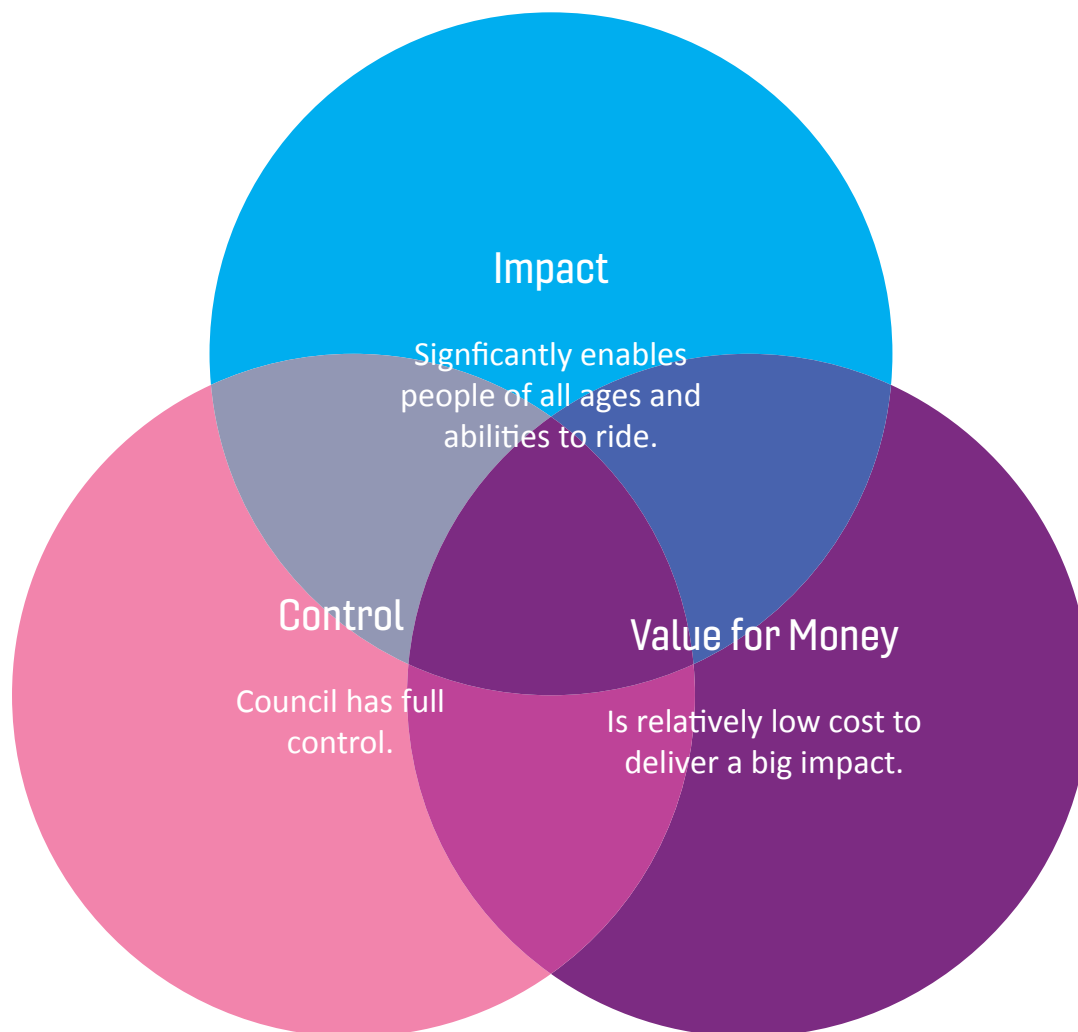
In terms of built infrastructure, we'll **gain quick wins** and **improve local access** while we're undertaking the longer term process of **delivering the network**. To support this, we'll **engage the community** to encourage more people of all ages and abilities to ride, and continue to **coordinate with others** like Transport for NSW and neighbouring councils.

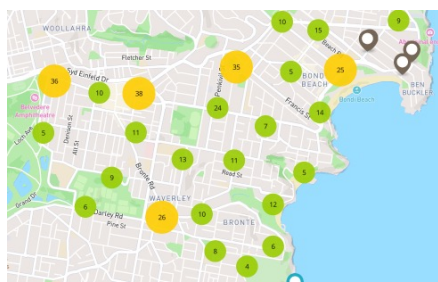
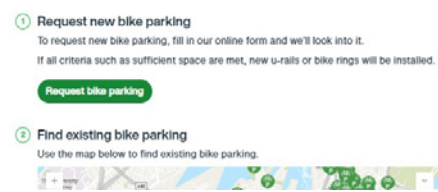
The table below provides a summary of our approach for each of those five focus areas, their associated actions, and their priority. The highest priority actions are in bold. Some of the measurements we'll use to track our success are from the Community Strategic Plan 2022-2032 (CSP) targets and results from community satisfaction surveys, except where noted otherwise [currently highlighted in red]. Generally, the baseline is set from 2021 and the targets are for 2032.

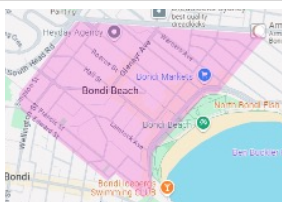
Prioritising our actions

The prioritisation of these actions have been determined to the following criteria:

1. The project's impact on increasing participation across all ages and abilities
2. The level of control Waverley Council has over implementation
3. The value for money in terms of impact delivered



Ref	Actions	To do this, Council will...	Example illustration	Priority
GAIN QUICK WINS				
Q1	Rapid Safety	1. Assess locations raised as safety concerns in our community mapping in 2021 or bike spot and determine which locations to prioritise urgently for safety. 2. Improve the customer experience for bike-related requests. 3. Provide an annual budget for key safety concerns. 4. Consider incorporating bike improvements within renewal and streetscape upgrade projects, similar to the Transport for NSW corporate policy that requires all transport projects to provide walking and cycling improvements. See Providing for Walking and Cycling in Transport Projects Policy (nsw.gov.au). 5. Integrate kerb ramp installations into planned footpath and kerb upgrade works.	 Summary map of community comments in 2021	High Timeframe: 2 years Plus ongoing
Q2	Bike Parking on Streets	1. Create a dedicated bicycle parking request category within Council's customer service portal to streamline resident requests and improve tracking of bike parking needs. 2. Provide an annual budget for ongoing installation of bike parking. 3. Where feasible, provide sheltered and secure bike parking outside existing residential apartment buildings where there is little bike parking provided. 4. Provide secure bike parking at popular and express bus stops, for example along the 333 and 390X routes. 5. Create space for bike share, e-bike and cargo bike parking near shops, restaurants and takeaway shops including on-street locations making every attempt to preserve current vehicle parking.	 City of Sydney's bike parking request page	Medium Timeframe: Ongoing
Q3	Wayfinding	1. Install wayfinding signage at appropriate scale for riders and at key decision points. 2. Provide information for riders both online and community events to help people navigate to key destinations by bike (for example, the most comfortable way to navigate from Bondi Junction to the Beach). 3. Incorporate markings and signage within street design that gives riders clear direction about where they are welcome to ride. 4. Where possible, incorporate place identity in streetscape upgrades through unique landscaping, pavement treatment, street furniture or landmark public art, which helps people orient themselves.	 Wayfinding signage at Tamarama.	Medium Timeframe: 2 years Plus ongoing
Q4	Open Streets and Major Events	1. Incorporate active transport requirements into event approval conditions, including provisions for bicycle parking and shared mobility facilities at all major events. 2. Develop standardised active transport guidelines for event organisers to ensure consistent implementation across all festivals and community events.	 City of Sydney and Randwick City Council run street festivals like Spot On to support local businesses.	Moderate Timeframe: annual program
Q5	Bike Lanterns and Crossings	1. Work with TfNSW to identify and implement high-priority intersections for bike traffic signalling, for example on major bike routes 2. Work with TfNSW to upgrade existing pedestrian crossing lanterns to include bike crossing lanterns wherever possible.	 This very popular intersection to Centennial Park includes a bike lantern on the signal. In addition, the slip lane has been removed, making it safer for people to walk and ride.	Medium Timeframe: 4 years

Ref	Actions	To do this, Council will...	Example illustration	Priority
IMPROVE LOCAL ACCESS				
L1	Quietways	1. Advocate to TfNSW to allow councils to set speed limits on local streets. 2. Consider implementing Quietway signage on suitable low-traffic streets and cul-de-sacs. 3. Consider selecting priority locations for Quietway trial zones, focusing on streets surrounding schools.	 Example area for consideration of Quietway trial, where there are lots of bike riders currently. Shown for illustrative purposes only.	High Timeframe: 1 year And ongoing
L2	Modal Filters	1. Connect local streets to the bike network via shortcuts and modal filters. 2. Where there are existing steps in a footpath, and there is no opportunity to replace these with a ramp, or add a channel for bike wheels to be wheeled up or down the ramp.	 Next to Bronte Public School, a shortcut for people walking and cycling was provided by Council.	Medium Timeframe: 5-10 years
L3	Contraflows and laneways	1. Assess one-way streets across Waverley LGA to identify suitable locations for contraflow bike lanes. 2. Assess laneways across Waverley for potential conversion to shared zones. 3. Enhance laneway safety and appeal through strategic lighting and public art installations.	 The contraflow bike lane on Henrietta St in Waverley provides a shortcut for riders accessing Waverley Oval and nearby schools.	Moderate Timeframe: 5-10 years
L4	Shared Paths	4. Consider implementing shared paths at priority locations, focusing on school zones and key transport corridors with limited bike riding options. 5. Clear footpaths and shared paths of non-essential infrastructure to improve accessibility.	 Shared path logo to indicate that people walking and riding bikes can share a widened path.	High Timeframe: 1-5 years And ongoing
L5	Traffic signal timing	1. Collaborate with Transport for NSW to implement intersection designs that protect cyclists, drawing on international best practice examples. Including softening the need for protected phasing where it may be appropriate. 2. Work with TfNSW to: • reduce traffic signal waiting times, and increase crossing times. • install bike lantern signals on key routes and shared paths.	 Traffic signal on Bronte Road in Bondi Junction, where the traffic signal has been adjusted for bike riders.	Medium Timeframe: 4 years
L6	Bike Crossings	1. Convert existing pedestrian crossings to shared crossings along designated bicycle routes to legitimise bike movements. 2. Implement geometric design improvements at intersections.	 The traffic signal outside Clovelly Public School was upgraded due to major community concerns about children's safety.	Medium Timeframe: 4 years

Ref	Actions	To do this, Council will...	Example illustration	Priority
DELIVER THE NETWORK				
N1	Deliver the key routes within the proposed bike network Key bike routes: • Bondi Junction to Bondi Beach • Bondi Junction to Bronte Beach • Bondi Junction to Randwick • Bondi Junction to Tamarama • Coastal Bike Route • Bondi Beach to Rose Bay	1. Develop and secure route approval through feasibility studies, community consultation on route options, refinement based on feedback, and obtaining formal Council endorsement along with necessary planning approvals. 2. Prepare detailed designs and business cases that incorporate NSW design guidance, consider all users' needs, and maximise safety, shade, and amenity. 3. Secure funding and resources through council budget, state government partnerships, and development contributions while ensuring adequate staffing for delivery. 4. Stage construction efficiently, using interim materials where appropriate, while maintaining access for residents and businesses. 5. Measure success through rider counts, evaluate community feedback, and promote completed routes through updated maps and communications.	 The Bondi Junction cycleway has seen a 350% increase in riders.  The Queens Park cycleway and footpath has become extremely popular.	High Timeframe: 1-5 years
N2	Deliver the local routes within the proposed bike network	1. Develop and secure project approval through community consultation, obtaining formal Council endorsement and necessary planning approvals. 2. Prepare detailed designs and business cases that incorporate NSW design guidance, consider all users' needs, and maximise safety, shade, and amenity. 3. Secure funding and resources through council budget, state government partnerships, and development contributions while ensuring adequate staffing for delivery. 4. Stage construction efficiently, using interim materials where appropriate, while maintaining access for residents and businesses.	 The Bondi Junction cycleway was funded over a number of years by the NSW Government and Australian Government.	Medium Timeframe: 1-10 years
N3	Maintain the bike network	1. Monitor changes to rider numbers and the diversity of riders, and report these via the TfNSW open data portal, which can be included in the project budget funding request. 2. Ensure that bike infrastructure is represented in Council's Strategic Asset Management Plan and renewals budget as an asset separate to roads that requires appropriately sized equipment to meet maintenance standards. 3. Allocate an adequate annual budget to the bike infrastructure and shared path maintenance program.	 Once cycleways have been built, we need to let the community know how to get there	Moderate Ongoing
N4	Connect Neighbourhoods to the bike network	1. Map and prioritise neighbourhood feeder routes that connect residential areas to the bike network, considering desired lines, attractors, and barriers. 2. Consider installing local street treatments to create safe, lowstress bike environments that connect to the priority routes. 3. Conduct regular monitoring of neighbourhood links through safety audits, usage counts, and maintenance inspections. 4. Develop and implement local wayfinding strategies to guide residents from neighbourhoods to the bike network.		

Ref	Actions	To do this, Council will...	Example illustration	Priority
ENGAGE WITH THE COMMUNITY				
E1	Community Skills	1. Fund and provide community courses on bike maintenance. 2. Provide bike riding courses to schools, businesses and residents, with particular attention to inviting under-represented riders to participate. Partner with local providers to offer bike maintenance courses, cycling skills courses, and try-before-you-buy bicycle trial events. 3. Work with potential local community groups to offer a 'bike buddy' program, escorting less confident riders on a first 'commute' to help them find the most comfortable bike route to their regular destinations. 4. Continue to promote the bike network to our community.	 Waverley Council regularly hosts bike repair and maintenance workshops to equip the community with skills for safe bike riding.	Medium Timeframe: Ongoing
E2	Invite kids and teens to participate	1. Develop youth-focused communications and engagement strategies to connect with younger riders through social media, school newsletters, and local youth groups. 2. Empower young community members as biking ambassadors to share bike safety tips, promote bike events, and provide input on bicycle infrastructure improvements. 3. Create family-friendly bike events in partnership with schools, community organisations, and parent groups, including 'Bike Bus to School' initiatives and community bike rides that bring young bike riders together.	 It's important to include kids and teens in our consultation for bike riding.	Moderate Timeframe: 1-3 years And ongoing
E3	Driver Awareness	1. Partner with local police and TfNSW to establish a road safety campaign that promotes drivers' responsibility in slowing down to keep people on foot and bikes safe. 2. Provide bin stickers for residents that encourage drivers to slow down, such as "Life Happens Here. Slow down." Or "Our Streets are Made for Living".		Moderate Timeframe: 1-3 years And ongoing
E4	Safe E-bikes	1. Liaise with TfNSW to undertake annual educational campaigns that promote safe e-bike storage and battery maintenance, and how to ride safely. 2. Actively encourage appropriate use of e-bikes to support bike riding as a viable option and mitigate physical barriers.	 Some cities provide safe battery charging lockers on the street for e-bikes.	Moderate Timeframe: 1-3 years And ongoing
E5	Delivery Riders	1. Engage with delivery riders to understand how to most effectively communicate and support safe and compliant e-bike riding and charging. 2. Explore provisions to provide places for delivery riders to rest near popular takeaway shops and restaurants. 3. Explore provisions for seating, shade, water, and a place to park and charge bikes that is out of the way of people walking or riding.	 It's important that we provide safe, equitable resting locations for people who serve our businesses and communities	Medium Timeframe: 2-4 years
E6	Lead by Example	1. Continue to expand and maintain Council's fleet of bikes, e-bikes and cargo bikes as part of Council's fleet of vehicles for staff use. 2. Implement an incentivisation scheme to encourage bike riding for staff commutes and daily Council business.	Our staff lead by example. We have a fleet of e-bikes for Council staff to ride for work purposes.	Moderate Timeframe: Ongoing

Ref	Actions	To do this, Council will...	Example illustration	Priority
COORDINATE WITH OTHERS				
C1	Advisory Committee and Advocates	- Continue to hold regular meetings of the Sustainability, Environment and Transport Committee to prioritise works and gain feedback on implementation planning and bike infrastructure designs. - Continue to maintain regular two-way communication with Bicycle NSW, BIKEast, Better Streets, Cycling Without Aging and other local community groups regarding Bike Network planning and implementation progress. - Continue to seek community groups' input and feedback on design strategies (large and small) to improve access, comfort and safety for people riding.	 Community consultation is an important part of our work to improve cycling access and safety.	Medium Timeframe: Ongoing
C2	E-bike Subsidy	- Explore partnerships with local bike, e-bike, and cargo bike providers. - Work with partners to offer bike, e-bike and cargo bike subsidy subscription scheme for residents on or adjacent to newly completed bike network projects.	 An e-bike subsidy scheme could offer rebates covering the cost of e-bikes.	Moderate Timeframe: 2-5 years
C3	Active Travel to Schools	- Continue to actively work with local schools in Waverley to improve walking and bike riding access, and encouraging children, staff and parents to shift their travel habits away from driving. - Prioritise projects from this Action Plan (including improving footpaths, crossing and street trees) that are within school catchments to make it easier and safer for children to travel to school. - Continue to seek funding from the Active Transport to School Program, initiated by the NSW Government, which supports small projects that enhance walking, scooting and bike riding within public school catchments.	 Clovelly School Ride2School day, showing a wide range of electric cargo bikes.	High Timeframe: 1-3 years And ongoing
C4	Shared Bikes	- Partner with shared bike providers to trial designated parking areas for shared micromobility devices at key locations. Clearly mark the parking areas and use geofencing, which doesn't allow a trip to end until the shared bike is parked within one of the designated areas. - Continue to work with the NSW Government and others on improving the way shared schemes are run and regulated.	 Share bikes lined up neatly in the Oxford Street Mall.	Moderate Timeframe: 1-4 years And ongoing
C5	Monitor and Report	- Continue collecting Waverley-specific data about riding, such as surveys. - Monitor rider numbers before and after bike infrastructure is installed. - Evaluate outcomes and user feedback from trials, tactical and temporary bike infrastructure solutions to guide permanent infrastructure decisions. - Keep up to date with the use and needs related to new micromobility devices as they enter the market.	 Through continuous monitoring, we can ensure we're providing the right infrastructure and support.	Moderate Timeframe: Ongoing
C7	Existing residential Strata Buildings	- Develop and implement a Strata Bike Storage Program to support strata committees in converting underutilised spaces into secure bike storage and retrofitting existing apartment buildings with bike parking facilities. - Create guidelines and streamline approval processes for strata buildings to implement shared bike schemes and convert car spaces to bike storage areas.	 Example of a 'bike hanger' used to secure bikes in a car parking bay or similar location.	High Timeframe: 1-3 years And ongoing
C8	End of Trip Facilities and Bicycle Parking Requirements	- Review and update DCP requirements to specify minimum standards for bicycle parking ratios, end of trip facility provisions, and site access designs in new developments. - Include specific provisions in the DCP for through-site links and pedestrian/bike connections where developments can address network gaps.		Moderate Timeframe: Ongoing

11 Appendix B – Guidance Documents

This Strategy and the key interventions included in Appendix A – Action Plan are informed by the following documentation:

#	Document	Comment
1	TfNSW's Strategic Cycleway Corridors	Network planning must align
2	Cycleway Design Toolbox	Cycling infrastructure projects seeking Get NSW Active funding must align with this Toolbox
3	Walking Space Guide	Sets a clear vision for walking path widths
4	Road User Space Allocation Policy	Contributes to assessing where road space can be reallocated to active transport and place outcomes
5	Network Planning in Precincts Guide	Application of the principles for design and tactical projects
6	The Design of Roads and Streets Guide	Application of new road typologies that favour active transport
7	The Temporary Delegation	To identify locations where Council could propose its own walking and cycling interventions that do not require TfNSW approval
8	The Speed Zoning Standard	To identify where new lower road speeds can be applied (Sections 6 and 9 in particular) https://standards.transport.nsw.gov.au/_entity/annotation/b9e36361-dd84-ee11-8179-000d3ae176e8
9	Identification of funding streams	e.g. Get NSW Active, Road Safety Funding, road re-sheeting, developer contributions, other departmental programs, etc.
10	Council's Local Environmental Plan	Identification of parking controls to be applied to development, and introduced into council's planning instruments
11	Waverley Bike Plan (2013)	Previous cycling plan for Waverley LGA. It has been replaced by this Bike Strategy
12	Waverley's People, Movement and Places (2017)	Recommendations for Council to improve transport options by prioritising pedestrians first, then people riding bikes and using public transport.
13	Waverley 2032 Community Strategic Plan	Collective aspirations and community-driven initiatives to shape the future of Waverley towards 2032 and beyond
14	TfNSW's Future Transport Strategy (2022)	Sets the high-level strategic direction to support walking and cycling for short trips, and public transport as part of the 30-minute city concept.
15	TfNSW's Active Transport Strategy (2022)	Guides the planning, investment and priority actions for walking and cycling in NSW.
16	TfNSW's Strategic Cycleway Corridors – Eastern Harbour City (2022)	Identifies the major cycleway corridors to connect key centres and destinations including City of Sydney, Randwick, Woollahra and beyond.
17	National Cycling Participation Surveys	Data on cycling participation at national, state levels. More recent data includes walking. This is collected every two years (e.g. 2021, 2023).
18	Local Government Cycling Participation Survey 2019	Data on cycling participation in Waverley (2019).
19	Movement and Place Practitioners Guide	The framework for Movement and Place to achieve successful streets that balance movement and place functions.



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