



WALKING AND CYCLING STRATEGY 2023-2028

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1. Introduction

As one of the smaller Local Government Areas in NSW, Mosman enjoys an intimate village atmosphere as well as being home to some of Sydney's most iconic destinations. All of this is within a simple walk or cycle from the front doorstep.

Getting around in Mosman, like most of Sydney, is dominated by private vehicle travel. Around the world however, communities are increasingly realising the benefits and importance of reducing our reliance on cars and our carbon footprint, with the trend towards alternative travel modes surging.

Mosman is fortunate to be serviced by a well-connected public transport network. We have the B-line services along the Military-Spit corridor providing high-frequency regional connections, numerous local bus services connecting our local precincts, and of course, Sydney's Ferry Services, which are now completely bike-friendly.

A huge proportion of our trips made in our day to day lives however are locally based. A trip to the shops, the doctor, for exercising, dropping kids to school, and countless more examples are often within 5km – an ideal catchment for walking and cycling, or 'Active Transport' (Figure 1).

When the active transport option is not always viable due to conditions such as wet weather or need to carry a heavy or bulky load, the advent of electric bikes or similar has opened up active transport. These alternative transport options would encourage further community participation due to need of less efforts specially to overcome difficulties faced with active transport including negotiating Mosman's hilly terrain.

Past strategies, including the Mosman Bike Plan 2014-2019, have led to the development of a well-established and attractive on-road cycling network (Figure 2). It should be noted that some links of the bicycle network are yet to be completed. Mosman Walking & Cycling Strategy 2023-2028 (WCS) will continue to build on this work, with a focus on slowing down traffic, improving walking and cycling safety around schools and other key directions. However, it should be noted that the cycle network in Mosman is yet to be completed.

The primary function of the WCS is to lay out a 5-year program of works to implement walking and cycling infrastructure and programs, between 2023 and 2028. This strategy will bring Mosman's active transport environment closer into alignment with the needs of the Mosman community and the objectives of the MOSPLAN 2018-28.

All programs and works detailed in this plan will be subject to budget availability, detail designs, community consultations as required, Traffic Committee and Council approvals.

Adoption of this strategy does not bind Council to any of these projects but this document will be used to inform Councillors in the annual budget process when determining priorities.

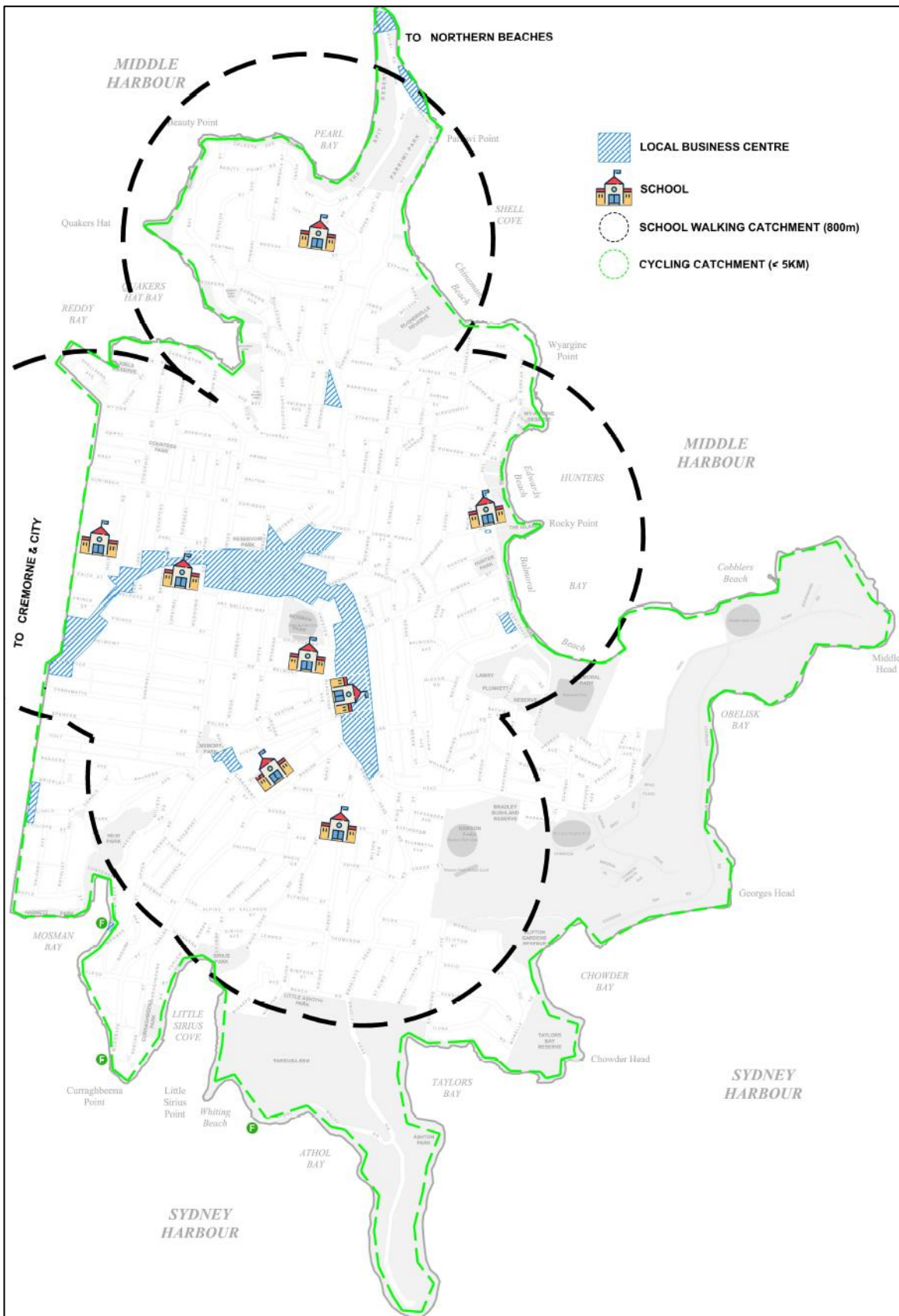


Figure 1 - Mosman LGA with walking and cycling catchments



Figure 2 - Existing Mosman Cycling Network

2. Relation to MOSPLAN

The objectives, adapted from the MOSPLAN 2018-28 Strategic Directions, are as follows:

Table 1 - MOSPLAN Strategic Directions

Reference	Strategic Direction
SD.3.2	Use and encourage sustainable practices
SD.4.1	Actively involve the community in planning and delivering Mosman's future
SD.6.1	Enhance daily life by providing high-quality public infrastructure and public spaces
SD.6.3	Improve access for everyone to, from and within Mosman
SD.7.1	Protect and enhance Mosman's village atmosphere
SD.7.2	Support active, healthy lifestyles
SD.7.3	Provide safe environments for everyday living.

3. Research & Consultation

Mosman-wide community surveys were carried out in Mosman in 2016 and 2017, highlighting the key priorities and concerns of the Mosman Community. It was found that the single largest priority for the community was creating opportunities for a healthy lifestyle. Moreover, some of the greatest concerns for Mosman's future were relating to traffic congestion and management, and parking availability.

A further community-wide consultation was carried out by Council from March to April 2020, asking the community about their feelings towards walking and cycling around Mosman, both for themselves and for children. This survey raised similar common themes around wanting less traffic and safer streets, including slower vehicle speeds, more cycling facilities designed for vulnerable cyclists, and improved amenity and pedestrian infrastructure.

It is understood globally that environments that encourage walking and cycling do effectively address the above priorities and concerns. Research conducted around the world by private and government planning and transport agencies consistently demonstrate these benefits. Moreover, the desire for this active transport uptake is there; surveys of NSW residents found that 70% would like to ride a bike more if cycling could be made safer (NSW Government, Sydney's Cycling Future 2013). This desire was also reflected in Mosman's own 2020 surveys. Increasing the uptake of walking and cycling, therefore, must be prioritised.

Council can explore various initiatives through infrastructure upgrades, maintenance of existing pedestrian footpaths and corridors, signage and delineation and shared paths to help improve pedestrian access and connection to local centres and popular destinations within the Mosman Local Government Area, subject to adequate funding availability.

Whilst the benefits are clear, however, the implementation of walking- and cycling-friendly environments comes with various challenges and barriers. Foremost among these challenges is the highly limited road space that must be shared amongst such a diverse group of users. Australia has an entrenched car culture, and as a natural consequence, our roads and our mindsets have historically been developed around prioritising car travel, both with respect to land usage and right-of-way. This has created both real and perceived safety concerns for individuals considering walking and cycling trips. To add to this, many pedestrians are reluctant to share footpaths with cyclists, despite research pointing to little evidence. Therefore, attempting to establish a separated and attractive walking and cycling network in a built-up area with a car-driven culture inevitably faces challenges from several mindsets.

Research has shown that there is no one way in which to navigate these challenges. In former Mosman Bicycle Strategies, the focus was on establishing a strong on-road cycling network. This network is considered a good achievement and a necessary first step, catering for safe local travel for many cyclists, whilst minimising costs and loss of parking, and has moved Mosman closer to the objectives of the MOSPLAN. Careful planning would be required to implement off-road cycle paths and shared paths. This would require the availability of road space without reducing parking unnecessarily and also meeting the required standards for shared paths and off-road/separated cycle paths. Whilst, shared paths allow the utilisation of both cyclist and pedestrians, there are safety implications with such scenarios as collisions between pedestrians and cyclists. However, it should be noted that the cycle network in Mosman is yet to be completed.

In exploring how this current Strategy can continue to further these MOSPLAN objectives, Council has consulted with numerous stakeholders, including community groups, State Government agencies, and transport professionals. Moreover, the Strategy has been informed by various other sources including:

- Previous Mosman strategies
- Design guidelines and regulatory standards
- Crash data
- Mosman site auditing
- Contemporary walking and cycling strategies at a local and state level.
- Various transport planning studies.

This research process concluded that the implementation of a separated walking and cycling network from vehicles was an important long-term goal for Mosman, for which this Strategy will commence the groundwork on to establish the vision. In the short to medium term, the investigation pointed towards some major opportunities for projects that are not only cost-effective but will benefit all user groups, including drivers. These projects include investigations for reducing traffic speed limits on key local roads and building better walking infrastructure around schools to protect and encourage our future generations. Further, this initiative could be extended to provide better walking infrastructure around aged care facilities and the access into the village, busy shopping centres.

4. The Vision

4.1 Healthy people, Connected village, Happy planet

Why are we doing this? Well, there is an abundance of reasons why walking and cycling are things to be encouraged.

The benefits range from a personal level to the greater community, and right up to the sustainability of our global ecosystem. The main considerations are summarised as follows:

Personal health – walking and cycling is a great way to keep fit and healthy and should be encouraged. The best part is that it is suitable for all ages.

A cleaner atmosphere – walking and cycling trips produce no harmful emissions, thereby reducing our carbon footprint¹.

A stimulus for village activity – walking and cycling keeps trips local, reduces the one-stop destination car trips, allow to browse and discover the village. This provides a great stimulus for local business and in turn, encourages a vibrant village atmosphere.

Time and Money Saver – We all travel and that takes time out of our day. Could you be getting more use out of that time by cycling or walking instead of driving? You can, it is called incidental exercise and it can save you a lot of time and expense.

Reduce traffic congestion and parking demands – More people walking and cycling for local trips means fewer cars on the roads and less demand for parking, freeing up that space for other uses. Private vehicle trips, whether single occupant or not, are recognised as the least efficient use of road space by a wide margin.

Social streets – One is more inclined to enjoy their trip and stop off at destinations like local businesses and parks when walking and cycling. Where vehicle volumes and speeds are reduced, the safety benefits and lower ambient noise inevitably create a more social atmosphere which encourages higher footfall. This can then be further encouraged with the introduction of more outdoor seating and dining and parklets.

Maintain Mosman's housing appeal – Sydney is experiencing explosive population growth, and like cities all over the world, must find ways to cater for huge travel demand increases. As roads are already congested, existing and prospective residents are paying more attention to suburbs that offer strong alternative modes of travel around their local area.

¹ Well...almost none. It could be said that active trips require more fuel for the body in the form of food. This would technically count towards emissions as a result of extra food production.

5. Directions: How do we get there?

In the previous section, we looked at an overview of the benefits of walking and cycling. The WCS has identified the primary Active Transport Directions for the 2023-2028 period to help realise these benefits and align with the MOSPLAN Objectives outlined in Section 2. These Directions and their relevance to the WCS are detailed in the table below.

Table 2 - WCS Directions

Reference	WCS Direction	MOSPLAN Strategic Directions
D.1	Investigate the feasibility for reduction of speed to 40km/h on Mosman local roads	SD.7.3, SD.7.2, SD.7.1, SD.6.3, SD.3.2
D.2	Improve walking and cycling infrastructure around Mosman schools	SD.7.3, SD.7.2, SD.7.1, SD.6.3, SD.6.1, SD.3.2
D.3	Maintain and enhance Mosman’s existing cycling network	SD.7.3, SD.7.2, SD.7.1, SD.6.3, SD.3.2
D.4	Maintain and enhance Mosman’s existing pedestrian infrastructure	SD.7.3, SD.7.2, SD.7.1, SD.6.3, SD.3.2
D.5	Promote walking and cycling to the Community	SD.7.3, SD.7.2, SD.7.1, SD.6.3, SD.3.2
D.6	Strengthen the active transport focus in Local and State planning policy	SD.7.2, SD.3.2, SD.4.1
D.7	Develop an off-road ‘Easy Rider’ cycling network concept	SD.7.3, SD.7.2, SD.7.1, SD.6.3, SD.3.2

Given the wide range of benefits of increasing walking and cycling in the community, there is a high degree of compatibility between each WCS Direction and the Strategic Directions of the MOSPLAN.

5.1 Direction 1 – Investigate the feasibility of speed reduction on Mosman local roads

Lowering traffic speeds is a cost-effective and beneficial measure in creating a better and safer local environment for pedestrians, cyclists, drivers, adjacent properties and businesses.

Case studies show that whilst lower speed limits have a minimal discernible impact on individual vehicle travel times in urban areas, the improvement in local amenity and safety is immense. Did you know that a pedestrian has a 10% chance of surviving a collision with a vehicle travelling at the default 50km/h speed limit? Just a small reduction to 40km/h however, and survival rates increase dramatically to 60% (Ref: Centre for Road Safety).

Moreover, at lower travel speeds, the actual likelihood of an accident occurring in the first place is lowered. Accidents aside, lower speed limits simply make negotiating roads and crossings a more comfortable experience for pedestrians, cyclists and drivers alike. As shown in public opinion surveys undertaken in Europe, the perception of road safety risks is one of the primary impediments to walkers – a generalised reduction in speed limit represents a major step towards a safer road culture that encourages more people to walk and ride.

These benefits are not limited to road users either, but also to occupants of properties and businesses on adjoining roads who benefit from lower ambient noise and a more social atmosphere. Many studies around the world point towards economic growth in local areas that have transitioned towards walking and cycling, as it attracts local residents to spend time in their own local centre –once they hop in that car however, it often becomes far more attractive to skip the local shops in favour of something bigger instead.

In other parts of the world such as Europe, these measures are already well underway. With the support of Transport for NSW, some Councils such as Parramatta and Sydney City are starting to make the move to 40km/h zones mostly in busy town centres.

This Direction entails a feasibility study into the implementation of 40km/h speeds limits on identified local roads. Council has identified eight (8) streets as part of a feasibility study to consider reducing the speed limit to 40km/h. Council will engage a traffic consultant to further investigate these roads to identify the traffic calming requirements such as speed humps and associated processes and procedures in accordance with TfNSW guidelines to obtain relevant approvals in order for the speed to be reduced to 40km/h.

It should be noted that speed reduction often requires the installation of traffic calming devices (e.g. speed humps, narrowing of roads), associated parking loss) and other forms of infrastructure to approve a 40km/h speed limit. However, this is not always received with positive support from the community and therefore would require extensive consultation.

While Council originally explored the opportunity for area wide reduction of the speed limit to 40km/h, it is now been identified that not all roads would meet the criteria for speed reduction. Whilst there are broader benefits for a 40km/h zone, there could be localised adverse impacts. These could include loss of parking, physical devices, increase in signage, operational and enforcement issues. These will no doubt come to the fore during community consultation.

Further, Transport for NSW (TfNSW) is the authority to setting and reviewing speed limits in NSW. Council would be required to meet specific guidelines prior to TfNSW considering or approving the reduction of speed limits to 40km/h in the Mosman LGA. This may include pedestrian counts, vehicle counts, consultation and installation of traffic calming devices.

As this direction represents a major change to the existing street network, a policy direction will be required by Council.

Hence, to allow Council to make an informed decision on this matter, the following needs to be ascertained:

1. Seek directions to undertake a feasibility study for 40km/h speed for local roads identified across Mosman LGA.

2. Plan and undertake a feasibility study for 40km/h speed limit, including liaison with relevant stakeholders, TfNSW and Police.
3. Report to Council with findings to proceed with a comprehensive community consultation process.

It should be noted that whilst there are broader benefits for 40 km/h speed limit in local roads, perceived adverse impacts will need to be carefully addressed. The implementation should aim at self-enforcing with a minimum of signage and physical traffic calming devices and with no loss of parking. What has worked and not worked in other jurisdictions should inform the approach taken.

Taking all these factors into consideration, for investigating the feasibility of speed reduction the below listed roads will be considered:

1. Brady Street
2. Clifford Street
3. Horsnell Lane
4. Field Way
5. Mandolong Road
6. Military Road (between Spit Road and Bradleys Head Road)
7. The Esplanade
8. Spencer Road

5.2 Direction 2 - Improve walking and cycling infrastructure around Mosman schools

Encouraging better travel habits for our youngest generations is an investment towards a culture of sustainable healthy travel. In September 2022, the NSW Government released the Future Transport Strategy setting the vision for safe, healthy, sustainable, accessible and integrated journeys in NSW (ref: Active Transport Strategy 2022). The purpose of the Active Transport Strategy is to double active transport trips in 20 years. The NSW government wants walking and bike riding trips to be preferred mode of transport for short trips and a viable, safe and efficient option for longer trips.

The core focus areas as set out in the Active Transport Strategy is to enable 15-minute neighbourhoods, deliver connected and continuous cycling networks, provide safer and better precincts and main streets, promote walking and riding and encourage behaviour change and support partners and accelerate change.

There is a growing concern with the lack of physical activity in adults. On average, children spend 18 minutes per day – less than one third of their recommended daily minutes, walking or riding a bike. Communities face growing congestion with more than two million car trips made each day for distances of less than two kilometres and another six million made for distances of less than five kilometres (ref: Active Transport Strategy 2022).

Notwithstanding, as vulnerable users, the necessary local infrastructure and support measures must be in place to enable parents to feel comfortable that their children can walk or ride safely, supervised or otherwise.

In a community consultation undertaken with Mosman school parents in 2020, it was estimated that around 60% of students live within 1km of their school, being an easy walk or cycle. Notwithstanding, road safety was a major concern in citing why students are driven to school instead. For this reason, surveyed parents were supportive of any measures to address this issue.

This direction seeks to make improvements to physical walking & cycling infrastructure around Mosman Schools, such as pedestrian crossings, refuge islands, kerb build-outs and traffic calming measures.

Council undertook an audit of the following ten (10) school catchments to identify any deficiencies and need for upgrades to existing infrastructure.

1. Beauty Point Public School
2. Mosman Prep School
3. Queenwood Junior School
4. Blessed Sacrament School
5. Mosman High School
6. Mosman Public School
7. Queenwood School (Senior)
8. Middle Harbour Public School
9. Sacred Heart Primary School
10. Mosman Church of England Preparatory School

Council will look to engage a consultant to undertake a detailed study within the school catchment area to identify and review any deficiencies and need for infrastructure upgrades to improve walking and cycling around Mosman schools with safety being of importance.

Once the preliminary investigations are completed, we would consult the relevant schools to discuss the strategies to promote “Walking to School” and to gauge the interest to decide the needs and works required to achieve the intended objectives. Accordingly, the identified projects will be prioritised, designed and delivered over the 5 years of this strategy.

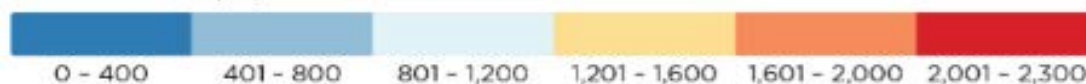
Based on research from the Movement and Place NSW website, a colour based metric system is available that identifies distance from schools and the consideration given to the distance based on the colour code. The data within the website show that 800m-1200m is deemed acceptable and anything further starts to be considered less suitable.

It should be noted that 400m walking catchment is equivalent to approximately 5-minute walk and 800m catchment is equivalent to 10-minute walk.

Below is an image provided in the Movement and Place NSW website.

Assign colour based on the classification below:

Unit: Metres (m)



Note: 400m walking catchment is equivalent to approximately 5 minutes' walk, 800m walking catchment is equivalent to approximately 10 minutes' walk.

Using the above metric system, the study to be undertaken can identify public transport options within the reasonable catchment area to ensure there is sufficient facilities available.

5.3 Direction 3 – Maintain and enhance Mosman’s existing cycling network

Council has already developed a strong on-road cycling network throughout Mosman, supported by end-of-trip facilities strategically located throughout the region. This direction is aimed at:

- Maintaining this existing network to a high standard.
- Auditing the existing on-road cycling network for opportunities to address missing links and safety improvements. As with the former bicycle plan, improvements under this Strategy will seek to minimise any impacts on existing parking arrangements.
- Investigate and review existing line marking and bicycle symbols and repair any faded markings within Mosman LGA.
- Planning for regular road maintenance and renewal of line markings as appropriate
- Investigate possibilities of bridging the gaps in the existing cycling network such as Rangers Avenue, Spofforth Street, around Mosman Village and around Spit Junction.
- Improving cyclist and pedestrian safety where vehicles enter main roads from side roads with relevant signage or other measures
- Addressing the priority list of deficiencies in the Mosman Bicycle Network

5.4 Direction 4 - Maintain and enhance Mosman’s existing pedestrian infrastructure

Most of the roads in Mosman have an existing network of footpaths along both sides of the roads to aid pedestrians. Similarly, there exists a network of walking tracks through Harbourside bushland and parks to support nature walkers.

These walking tracks are a wonderful asset for the residents of Mosman and wider community though most of these tracks are not under the control of Mosman Council. Walking tracks not located in the lands owned or managed by Mosman Council area are owned and managed either by Sydney Harbour Federation Trust (SHFT) or NSW National Park and Wildlife Services (NP&WS).

The walking bush tracks in Council or Council managed lands and Zoological Gardens (NSW Government) include:

- Quakers Hat (connecting Quakers Hat Bay area to Spit West) – Foreshore Walk
- Don Goodsir (connecting Coronation Avenue area to Balmoral foreshore) – Historic Walk
- Lawry Plunket (connecting Mulbring Street area to Balmoral foreshore) - Balmoral Tram Walk
- Sirius Cove (connecting Sirius Cove Reserve to Taronga Zoo and Athol Wharf) – Cultural Walk
- Harnett Walk (connecting Mosman Bay with North Sydney / Cremorne Reserve) – Mosman Bay Walk
- Curlew Camp Walk (connecting Raglan Street to Sirius Cove and the Zoo) – Cultural Walk

- Bradley's Reserve Walk (Connecting back of Rawson Park with Middle Head Road - Balmoral Tram Walk)
- Wyargine Bush track (connecting Burran Avenue to Balmoral foreshore) – Bondi to Manly Walk

These tracks are currently maintained and monitored by Council as part of a 5-year bushland management contract. The scope of works of this contract includes cleaning of debris, pruning back vegetation for track clearance, reporting any damage (and in turn programming repairs as required). The tracks are also audited on a regular basis. Any repair works needed are prioritised on a risk rating within budgetary restraints. Further information regarding the walking tracks can be found in the Mosman Council website.

With respect to improving the walking tracks across parklands and bushlands to promote walking and enhance safety, this direction aims at:

- Liaise with SHFT and NP&WS to obtain the relevant Plans of Management including maps with respect to the bushland tracks. Understand their plans for improvements, auditing, maintenance and management of these tracks
- Updating maps showing details of all types of walking tracks within Mosman LGA noting the ownership and management responsibilities
- Auditing the network of bush tracks, in liaison with SHFT and NP&WS to check feasibility for maintenance and improve signage

To promote and encourage pedestrian activities, it is important to enhance safety of the infrastructure and improve convenience. As such, this direction is aimed at:

- Condition and safety audit of the existing network of footpaths for opportunities to improve condition of footpaths and pedestrian safety.
- Consider possibilities for raised pedestrian crossings on all streets in the section of Military Road from Spit Junction to Cremorne.
- Check for opportunities to widen the footpath wherever practicable.
- Check for logical areas for more seating along the roads to take rests as required specially for vulnerable community.
- Looking at possibilities for additional planting of trees with wide canopies to provide more shade to mitigate the heat effects.
- Investigate feasibility of green barriers such as shrubs, small hedges along busy roads to enhance safety and reduce pollution.

5.5 Direction 5 - Promote walking and cycling to the community.

To encourage walking and cycling in the community, we need to focus on different groups and their individual needs and challenges. There are advantages to develop programs, trials and provide incentives to walk into around the village.

The Get NSW Active program provides local Councils with funding for projects that create safe, easy and enjoyable walking and cycling trips (Ref: TfNSW).

The Get NSW Active's strategic objectives are aimed at:

- improving bike riding to and within centres, neighbourhoods and to key destinations
- improving walkability in centres, neighbourhoods and at key destinations, and
- enable vibrant centres and liveable neighbourhoods through the creation of street environments that prioritise walking and cycling.

Transport for NSW under this grants program, encourages Councils to plan ahead, develop a program of works and consider different funding options for proposed projects.

The shift to walking and cycling-friendly cultures is as much a mental transition as it is a transition of the physical environment. Promoting awareness and education around active transport is a low-cost and effective means to help understand the nature of active transport, overcome uncertainties, and build healthier travel behaviours.

Council is already involved in a range of programs that aim to achieve this. This direction establishes Council's continued involvement in these programs. It will also seek new programs and initiatives that Council may get involved in to take leadership in the cultural push towards sustainable travel.

Transport for NSW (TfNSW) provide initiatives through the Road Safety Program and Active Transport in promoting walking and cycling and Council will continue to work in collaboration with TfNSW to promote this culture.

5.6 Direction 6 - Strengthen active transport focus in Local and State planning policy

Planning policy is an essential tool in influencing long-term travel behaviours across a community. Through policy, we can improve design principles and considerations around active transport for all future private and public developments in Mosman. With development lifespans measuring in the decades, it is essential to get it right the first time.

5.7 Direction 7 - Develop an off-road 'Easy Rider' cycling network concept

Cycling on roads is a major barrier for a large proportion of would-be cyclists due to both real and perceived safety risks. Many of the directions covered thus far will make notable contributions towards overcoming this, including a lower general speed limit (D.1), improve walking and cycling infrastructure (D.2), cycling network maintenance and improvement (D.3), enhance existing pedestrian infrastructure (D.4) and active transport safety education (D.5).

Ultimately, however, Council is seeking to implement an 'Easy Rider' cycling network. The 'Easy Rider' network would primarily consist of reasonably safe cycleways and shared paths with a local focus, enabling less confident riders to enjoy local Mosman attractions (schools, shops, parks, beaches, etc) in a more comfortable riding environment. The 'Easy Rider' network will be investigated and designed so as to not compromise on pedestrian safety, nor result in excessive loss of on-street parking.

The development of this new network will require considerable investigation, planning, preparation, budget, political will and community support. Under this direction, the WCS 2023-2028 will establish the initial steps for the 'Easy Rider' network, being concept design, feasibility and an implementation framework. These steps will help pave the way for developing the 'Easy Rider' network in subsequent Active Transport Strategies.

Based on the NSW Government City Deals programme, neighbourhood deals will bring together local community, businesses and Councils to develop and transform places. Neighbourhood Deals will focus on funding local works to improve access to everyday destinations and public transport stops, such as filling in missing cycleway links, removing barriers for walking routes, or improving shading along key active transport corridor (Ref: Bicycle NSW).

6. Implementation

6.1 List of Actions

A list of actions has been derived from the Directions identified in the previous section. These are described in the following table.

Direction	Project Name	Project Description
D1 <i>Investigate the feasibility of speed reductions on nominated Mosman local roads</i>	A1.1 40km/h Streets	Investigate feasibility for the implementation of 40km/h speed limits on nominated Local Roads. This process requires a Council policy decision, further studies to identify the key parameters followed by a community-wide consultation and directions from TfNSW, the Local Traffic Committee and Council. Implementation will be subjected to design feasibility, TfNSW approval and availability of grants and funds.
	A1.2 'Slow Down' Campaign	Design and installation of temporary corflute 'Slow Down' signs around local roads. Maintain and replace signage as required.

Direction	Project Name	Project Description
D2 <i>Improve walking and cycling infrastructure around Mosman schools</i>	A2.1 School Catchment Audit & Survey	Undertake audits of walking infrastructure around a 500m approximate radius of selected Mosman Schools. Audits will consider the suitability and condition of footpaths, crossing facilities, pedestrian obstacles, landscaping, street shade and amenity. A survey will also be offered to each school for parents, students, and teachers to participate in. The survey will provide an opportunity to give feedback on areas around their school that they consider most in need of improvement.
	A2.2 Pedestrian infrastructure upgrades within school catchments	Implement pedestrian infrastructure upgrades around selected schools. Upgrades shall typically be improvements including pedestrian crossings, refuge islands or kerb buildouts. Upgrades shall be determined on a priority basis, informed through the School Catchment Audit (A2.1). Implementation will be subject to design feasibility, approvals and availability of grants and funding.
	A2.3 Open Space improvements within school catchments	Implement Open Space amenity improvements around each selected school. This may include landscaping and improvements for shade and amenity, pavement art to increase interest for school children and to encourage lower speeds for drivers, and more.

Direction	Project Name	Project Description
D3 <i>Maintain and enhance Mosman's existing cycling network.</i>	A3.1 Almora St Cycle Route	Investigate and design a cycle route along Almora St connecting Balmoral to Military Road, with a bike stair rail linking Upper Almora to Lower Almora. Implementation will be subject to design feasibility, approvals and funding.
	A3.2 Improve End-of-trip facility offerings	Installation of bicycle parking stations, maintenance stations, water fountains, seating, etc. at strategic locations around Mosman. Locations to be identified via site audits.
	A3.3 Audit, maintain and undertake minor upgrades of existing cycling network infrastructure	Undertake general maintenance, as well as annual audits of the existing cycling network to identify hazards and/or improvements that can be addressed through minor works. This may include visibility improvements, wayfinding improvements, regular renewal of line marking, and other measures.
	A3.4 Enhancement of existing cycle network	There are a few previously identified cycle networks that are yet to be completed. These include Rangers Avenue, Spofforth Street, Ourimbah Road and Carney Lane. Design and implementation of these improvement are subject to approvals from TfNSW, Local Traffic Committee and Council and grant funding opportunities.

Direction	Project Name	Project Description
D4 <i>Maintain and enhance the Mosman's existing pedestrian infrastructure</i>	A4.1 Audit of pedestrian infrastructure	Condition and safety audit of the existing network of footpaths for opportunities to improve condition of footpaths and pedestrian safety
	A4.2 Review and update walking track maps	Updating maps showing details of all types of walking tracks within Mosman LGA noting the ownership and management responsibilities.
	A4.3 Audit walking tracks	Auditing the network of bush tracks, in liaison with SHFT and NP & WS to develop strategies for maintenance and improve signage.

Direction	Project Name	Project Description
D5 <i>Promote walking and cycling to the community</i>	A5.1 Council staff E-bike program	Purchase up to 4 electric bikes for Council Staff to use, demonstrating leadership in sustainable travel to the community. Provide a bicycle storage area for staff, to accommodate the proposed eBike fleet as well as personal staff bikes to encourage commuting via bike. Implementation will be subject to approvals and funding.
	A5.2 Active Transport Promotion events	Arrange and participate in active transport promotion events, such as a bike mechanic stall during markets, eBike promotions, Biketober, etc.
	A5.3 Support TfNSW road safety educational programs targeted at school children and parents.	Continue to support and participate in TfNSW road safety campaigns, with an emphasis on campaigns targeted at promoting walking and cycling.
	A5.4 Encourage community involvement	Encourage community involvement in Mosman's walking and cycling environment.

Direction	Project Name	Project Description
D6 <i>Strengthen the active transport focus in Local and State planning policy</i>	A6.1 Review of Local Planning Provisions	Review local planning provisions and make recommendations to Council regarding potential opportunities to enhance active transport through planning.
	A6.2 Review State Planning Provisions, Road Rules and Technical Directions	Review state-based regulatory documents in consultation with community groups and other Council's and endorse change where appropriate.

Direction	Project Name	Project Description
D7 <i>Develop an off-road 'Easy Rider' cycling network concept</i>	A7.1 Develop concept "Easy Rider" bicycle network	Investigate, check feasibility and develop a concept cycling network for vulnerable cyclist groups to complement the existing on-road cycling network. This network will be termed the 'Easy Rider' network and will be presented to Council for consideration in subsequent Active Transport Strategies.
	A7.2 Trial "Easy Rider" passage	Subject to resolution by Council of the "Easy Rider" concept, plan and design an "Easy Rider" trial around an appropriate area to demonstrate its potential

6.2 Indicative Cost Estimate of Works

The below table indicates cost of each proposed project. Adoption of this plan does not mean projects will be funded or endorsed by Council. Council has in place a budgetary process whereby Council reviews proposed projects for all Management Plans and based on priority and funding, will approve projects. Approved projects will be detailed in Council's MOSPLAN document.

REF	Project Name	Cost Est. (Exc GST)	Expected TfNSW Funding
A1.1	40km/h Streets – Feasibility Study	\$ 100,000	
A1.2	'Slow Down' Campaign	\$ 10,000	-
A2.1	School Catchment Audit	\$ 20,000	-
A2.2	Pedestrian infrastructure upgrades within school catchments	\$ 450,000	75%
A2.3	Open Space improvements within school catchments	\$ 50,000	-
A3.1	Almora St Cycle Route	\$ 50,000	75%
A3.2	Improve End-of-trip facility offerings	\$ 50,000	
A3.3	Audit, maintain and undertake minor upgrades of existing cycling network infrastructure	\$ 100,000	
A 3.4	Enhancement of existing cycle networks	\$ 600,000	75%
A4.1	Audit of pedestrian infrastructure	\$ 20,000	
A4.2	Review and update walking track maps	\$ 10,000	50%
A4.3	Audit of walking tracks	\$ 20,000	50%
A5.1	Council staff E-bike program	\$ 20,000	
A5.2	Active Transport Promotion events	\$ 20,000	50%
A5.3	Support TfNSW road safety educational programs targeted at school children and parents.	\$ -	
A5.4	Encourage community involvement	\$ -	
A6.1	Review of Local Planning Provisions	\$ -	
A6.2	Review State Planning Provisions, Road Rules and Technical Directions	\$ -	
A7.1	Develop concept 'Easy Rider' bicycle network	\$ 80,000	75%
A7.2	Trial "Easy Rider" passage	\$ 250,000	75%
	Total Funding (over 5 years)	\$ 1,850,000	
	TfNSW Funding (over 5 years)*	\$ 1,097,500	
	Council Funding (over 5 years)*	\$ 752,500	

* Budget allocations are based on estimates of project costs and available grant funding from Transport for NSW. Subject to Council budget (estimated average = \$ 150,000) approval on yearly basis.

6.3 Schedule of Works

Table 3 - Schedule of Works

REF	Project Name	2023	2024	2025	2026	2027-28
A1.1	40km/h Streets	<p>Council directions to pursue a feasibility study for 40kmp speed for nominated local roads across Mosman LGA</p> <p>Plan and engage a consultant to undertake a feasibility study for 40kmp speed limit liaising with stakeholders, TfNSW and Police.</p>	<p>Report to Council with findings to proceed with a comprehensive community consultation process.</p> <p>Undertake community Consultation, education and promotion. Report outcome to Council for further direction.</p>	<p>Prepare draft implementation plan for discussion and approval. Continue to liaise with TfNSW. Report to the Local Traffic Committee and Council as required.</p>	<p>Implementation of plan, subject to approvals and funding.</p>	
A1.2	'Slow Down' Temporary Signage Program	<p>Design temporary signage to Council's satisfaction, prepare a program detailing implementation, monitoring and maintenance program.</p>	<p>Continuation of program.</p>	<p>Continuation of program.</p>	<p>Continuation of program.</p>	<p>Continuation of program.</p>

REF	Project Name	2023	2024	2025	2026	2027-28
A2.1	Audit of school catchment footpaths	<p>Undertake audit of pedestrian/cycling infrastructure around school catchments.</p> <p>Identify and prioritise infrastructure upgrade projects and amenity improvements.</p>	<p>Prepare list of works to be undertaken.</p> <p>Liaise with relevant schools, canvass their support and conduct educational programs.</p>			
A2.2	Pedestrian infrastructure upgrades within school catchment		Complete 1-2 infrastructure upgrades, as identified in Audit (A2.1)	Complete 1-2 infrastructure upgrades, as identified in Audit (A2.1)	Complete 1-2 infrastructure upgrades, as identified in Audit (A2.1)	Complete 1-2 infrastructure upgrades, as identified in Audit (A2.1)
A2.3	Open Space improvements within school catchments		Complete 1-2 amenity upgrades, as identified in Audit (A2.1)	Complete 1-2 amenity upgrades, as identified in Audit (A2.1)	Complete 1-2 amenity upgrades, as identified in Audit (A2.1)	Complete 1-2 amenity upgrades, as identified in Audit (A2.1)

REF	Project Name	2023	2024	2025	2026	2027-28
A3.1	Almora St Cycle Route			Develop a detailed design for LTC approval. Implement upgrades, subject to approvals and funding.		
A3.2	Improve end-of-trip facility offerings	Undertake audits to identify the needs for end of trip facilities at suitable locations.	Identify and install end of trip facilities at suitable locations.	Identify and install end of trip facilities at suitable locations.	Identify and install end of trip facilities at suitable locations.	Identify and install end of trip facilities at suitable locations.
A3.3	Audit, maintain and undertake minor upgrades of existing cycling network infrastructure	Undertake annual audit. Action maintenance works and minor upgrade works as required	Undertake annual audit. Action maintenance works and minor upgrade works as required	Undertake annual audit. Action maintenance works and minor upgrade works as required	Undertake annual audit. Action maintenance works and minor upgrade works as required	Undertake annual audit. Action maintenance works and minor upgrade works as required
A.3.4	Enhancement of existing cycle network		Identification of practical enhancement options of cycle network and concept design	Detailed designs of selected missing links	Approval and implementation of works subject to availability of funding	Continue implementation of cycle network enhancements subject to availability of funding

REF	Project Name	2023	2024	2025	2026	2027-28
A4.1	Audit of pedestrian infrastructure		Undertake condition and safety audit. Action priority safety aspects.	Undertake condition and safety audit. Action priority safety aspects and minor improvements.	Continue condition and safety audit. Action priority safety aspects, maintenance and upgrades subject to availability of funding.	Continue condition and safety audit. Action priority safety aspects, maintenance and upgrades subject to availability of funding.
A4.2	Review and update walking track maps	Source and review SHFT and NP & WS relevant maps and other documents with respect to the bushland tracks.	Liaise with these agencies to better understand their plans for improvement, maintenance and management of these tracks with indicative timelines.	Update maps showing details of all types of walking tracks within Mosman LGA noting the ownership and management responsibilities.		
A4.3	Audit of walking tracks		Auditing the network of bush tracks, in liaison with SHFT and NP & WS to check feasibility for maintenance and improve signage	Auditing the network of bush tracks, in liaison with SHFT and NP & WS to check feasibility for maintenance and improve signage		

REF	Project Name	2023	2024	2025	2026	2027-28
A5.1	Establish E-bike fleet and bike storage for Council staff		Undertake a need assessment for an E-bike program in consultation with relevant Council staff	Develop a draft E-Bike program with a timeline and cost to get approvals Implement first stage of work as appropriate	Complete the establishment of E-bike fleet and storage.	Annual review of program
A5.2	Active Transport Promotion programs		Host bike promotion events at Mosman Markets	Host bike promotion events at Mosman Markets	Host bike promotion events at Mosman Markets	Host bike promotion events at Mosman Markets
A5.3	Support TfNSW road safety educational programs targeted at school children and parents	Look for opportunities and prepare a calendar of events	Participate in TfNSW safety educational programs	Participate in TfNSW safety educational programs	Participate in TfNSW safety educational programs	Participate in TfNSW safety educational programs
A5.4	Encourage community involvement in Mosman's walking and cycling environment		Establish community feedback page on Council's website under the cycling page. Monitor, investigate and action on feedback accordingly.	Monitor community feedback, and action accordingly	Monitor community feedback, and action accordingly	Monitor community feedback, and action accordingly

REF	Project Name	2023	2024	2025	2026	2027-28
A6.1	Review of Local Planning Provisions		Review Local planning provisions and provide recommendations to Council			
A6.2	Review State Planning Provisions, Road Rules and Technical Directions		Review State planning provisions and provide recommendations to Council	Follow-up works with NSW Department of Planning and Environment		

REF	Project Name	2023	2024	2025	2026	2027-28
A7.1	Develop concept 'Easy Rider' bicycle network			Prepare concept bicycle network plan targeted for vulnerable users and submit to Council for review and approval in principle for subsequent Active Transport Strategies.		
A7.2	Establish a trial "Easy Rider" passage				Identify the most appropriate location for a trail "Easy Rider" Undertake community consultation and apply for grant funding	Establish trial "Easy Rider" passage subject to receiving grant funding

7. Matters of General Practice

7.1.1 Design, Approval and Implementation Process

All infrastructure projects outlined in this Strategy shall have detailed design plans professionally prepared. These designs shall be prepared in accordance relevant Australian Standards, TfNSW requirements and industry guidelines, and will consider the safety and usability of all road users. These plans shall be advertised to the community as appropriate and submitted to the Local Traffic Committee (LTC) for approval. As projects are approved by Council 'in principle' upon adoption of this plan, matters shall generally not need a referral to, and subsequent re-approval by Council, unless explicitly stated so within Table 3. Subject to the availability of funding, projects will be implemented as per the resolution of the LTC.

7.1.2 Significant Projects

Significant projects that require policy directions shall be reported to Council. The implementation of significant projects shall be done in accordance with Council's approval, inclusive of appropriate community consultation. Adoption of this plan does not mean that the project will be funded or endorsed by Council. Council has in place a due budgetary process whereby Council reviews all proposed projects. Approved projects will be detailed in MOSPLAN documents.

7.1.3 Local Traffic Committee

The LTC is a technical review committee that is required to advise the Council on traffic-related matters referred to it by Council. It is represented by Transport for NSW, NSW Police, Local Member of Parliament, and Council.

Any reports relating to the roads on the bicycle network will consider the impact on cyclists. New traffic devices will be designed with bicycle riders in mind.

7.1.4 Stakeholder Consultation

Council will uphold a high level of communication with the general Mosman Community on the progress of implementing this strategy. Where individual projects may affect specific locations, property owners, businesses and organisations, tenants and the like, Council will consult with, and seek feedback from those persons to consider in the implementation of that project.

Maintenance and certain minor works may not warrant consultation.

7.1.5 Signage and Line Marking

Signage and line marking shall be designed, installed, and maintained in accordance with relevant Australian Standards and the RMS Delineation Manual. Where customised solutions may be required, advice shall be sought from TfNSW before implementation.

To preserve visual amenity, signage shall be minimised where practicable.

Roads on the bicycle network that are being resurfaced will have line marking replaced that is consistent with the designs adopted across the existing cycling network.

7.1.6 Funding

Considerable effort has gone into the identification of projects that have far-reaching benefits for a comparatively low implementation cost. Funding for these projects will be sought from Council's allocated capital budget, as well as State funding grants. Due to the alignment of this strategy with TfNSW objectives, many projects identified within this Strategy will qualify for State funding.

The allocation of Council funding will be subject to further review based on MOSPLAN projects and annual budget reviews and approvals.

7.1.7 Monitoring and Evaluation

Data collection will be conducted before and after each yearly work program to determine if the works result in a positive outcome for the locality. Accident data will be analysed as part of this process. The ATWG will assist in monitoring the effectiveness of works and make adjustments based on feedback from cyclists, pedestrians and other road users.

7.1.8 Mapping

Council will provide up-to-date cycle route information to TfNSW to incorporate in their 'Cycleway Finder' program.

8. Acknowledgements

Mosman Council would like to thank the Active Transport Working Group for their time and advice in the preparation of this strategy.

9. References

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- The Economic Benefits of Sustainable Streets (2013), *New York City DOT*
- Mosman Pedestrian Access & Mobility Plan (2012), *Mosman Council*
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- Cycling Aspects of Austroads Guides (2017), *Austroads*
- MOSPLAN (2018-2028), *Mosman Council*
- Shared paths: Discussion of research findings and key safety issues (2015), *Transport for NSW, Centre for Road Safety*
- Guide to Road Design Part 6A: Paths for Walking and Cycling (2017), *Austroads*
- North District Plan (2018), *Greater Sydney Commission*
- Future Transport Strategy 2056
- Beaches Link & Gore Hill Freeway Connection Environmental Impact Statement (2020), *Transport for NSW*
- Military Road Corridor Planning Study Stage 1, Neutral Bay Town Centre (2021), *North Sydney Council*
- North Sydney Integrated Cycling Strategy (2014), *North Sydney Council*
- Northern Beaches Bike Plan (2020), *Northern Beaches Council*

**WALKING
AND CYCLING
STRATEGY 2023-2028**

**Mosman
COUNCIL**

