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HORNSBY BIKE PLAN REVIEW

FOR

HORNSBY SHIRE COUNCIL

WORKING PAPER 2 – DRAFT BICYCLE STRATEGY

Prepared for

Hornsby Shire Council

31 May 2018

**17115 Hornsby Bike Plan Review
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- B SCHOOL ROUTES SCHEDULE OF WORKS AND MAPS
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1. INTRODUCTION

The 2018 bicycle network takes into consideration:

- The National and State policies and funding which presently address cycling access to the Sydney CBD. On the North Shore, the plans only extend as far north as Roseville for the next ten years. The State policy for Hornsby Shire is to progress local, not long distance cycling links.
- Previous Bike Plans and Updates which placed a priority on regional routes, many of which are on RMS roads which require RMS co-operation in development and funding.
- Hornsby Shire growth and land use distribution, specifically the higher density residential developments and the industrial/business zones, some of which are in construction phase.

This 2018 Bike Plan has an emphasis on local cycling facilities and links between suburbs. The longest distances are proposed for commuter links to the Hornsby Town Centre/Hornsby Station, Pennant Hills Shopping Centre and Cherrybrook Station.

The basis of this Bike Plan, are the three Planning Districts in the settled urban areas of the Shire. These are further divided into ten Planning Sub Districts which contain suburb groupings as illustrated in Table 2.1 below.

Table 1.1 Planning Districts and Suburbs

| Sub District | Suburbs |
|--------------|------------------------------------|
| North 1 | Mount Colah & Mount Ku-ring-gai |
| North 2 | Hornsby Heights |
| North 3 | Berowra, Berowra Heights |
| Central 1 | Asquith |
| Central 2 | Hornsby |
| Central 3 | Waitara, Wahroonga |
| South 1 | Westleigh, Thornleigh, Normanhurst |
| South 2 | Pennant Hills West Pennant Hills |
| South 3 | Cherrybrook, Castle Hill |
| South 4 | Becroft, Cheltenham, Epping North |

The Planning District maps have been used as a basis for developing the local networks. These maps have used Council's GIS data as well as generated data by TEF to present the road hierarchy as well as cycling generators and attractors.

Bicycle routes both on street and off street have been developed taking into consideration the following acceptable user risk exposure levels:

- Vulnerable cyclists (inexperienced, elderly, children);
- Experienced cyclists (adult, able bodied);
- Very experienced (adult commuters, fit and agile).

The trip purpose also has input into the appropriate facility type which have varying catchment areas and levels-of-service requirements. Specific engineering works are required to establish a bicycle network. Essentially the 2018 bicycle network consists of a hierarchy of routes in the following four categories:

1. Local school routes to public primary schools which constitute shared paths of 2.5m immediately around the school and continuous footpaths for up to 500m radius around each school. Where



necessary, traffic management is recommended to address crossing streets. 20 public primary schools are addressed.

2. Model cycling routes which are evenly dispersed throughout the Shire and serve the purpose of introducing higher level facilities for a range of cycling proficiencies as examples of contemporary cycling facility provision. Seven such routes are identified.
3. Local routes to attractors such as neighbourhood centres, recreation areas and ovals, as well as local railway stations.
4. Commuter routes to the Hornsby Town Centre and Hornsby railway station, which would be used by experienced cyclists. The routes are continuous and have consistent signage and pavement markings as well as motor vehicle traffic speed management and bicycle facility accommodation though devices and intersections where necessary.

In this Bike Plan, the emphasis on 'bike/parking lanes' is reduced. From experience, it is clear that in many cases this does not constitute a usable facility, due to the rider exposure to doors being opened by car drivers into the space designated as the cycling area. The law in NSW has been changed, and drivers must allow at least one metre in distance when passing a cyclist. For roads with a speed limit of more than 60 kilometres per hour, 1.5 metres is needed when passing. If it is safe to pass a cyclist, drivers are allowed to move across a centre dividing line, broken or unbroken, into the other lane. They can also drive on a flat dividing strip and a painted island.

Council's traffic volume and speed data has been examined, and in those cases where an unseparated bike facility is proposed to share with cars, traffic calming devices are also proposed. It is highly recommended that these are implemented at the time of bicycle facility implementation with the appropriate community consultation. It is stressed that unless existing speeds on some roads in the Shire are lowered there will be community resistance to exposing themselves and their families to the unsafe road environment.

Maps 1 and 2 in Appendix A illustrate the 2018 Bicycle Network for the urban area of the Shire.

2. NORTHERN DISTRICT ROUTES

2.1 MT KURING-GAI AND MT COLAH

Mt Kuring-gai is a very small settlement spanning west and east of the Pacific Highway. There are three distinct areas – the eastern side has a primary school, community centre and access to the railway station while west of the Pacific Highway there are two settlements. The Beaumont Road industrial area is isolated on a ridge one kilometre north of the railway station area. The local primary school (Kuring-gai PS) has an estimated 10 cyclists per day. This school is the main cycling generator in the suburb. There were 178 children enrolled in the school in 2017, and the school is expected to grow modestly to 190 enrolments in the next five years. The new Aldi supermarket and associated shops lie on the western side, this is a potential cycling attractor due to the level of service in the centre.

The traffic environment is as follows:

- Beaumont Road in the industrial area is classified as a collector, all other streets are classified as local.
- Brisbane Avenue is a local road with volumes of 426vpd and 85th percentile speeds of 55km/h in a 50km/h speed limit.
- Bicycle crashes have occurred only on the Pacific Highway.
- The 1998 Bike Plan proposed no facilities in this area.
- The principal constraint is the Pacific Highway which dissects the suburb and isolates half the catchment from the school and the shops, however this is spanned by a pedestrian/cyclist bridge over the Highway. The connection to the road bridge on the eastern side is not safe for child pedestrians/cyclists.

The main opportunities are:

- To ensure that as many children as possible are able to cycle to school, from both sides of the Highway.
- That shoppers are encouraged to cycle to the shops.

Mt Colah is an expanding settlement spanning west and east of the Pacific Highway. There are three distinct ridge areas on the western side of the Highway and a small settlement on the eastern side eastern side which has a primary school, community centre and access to the railway station. The new development is five storey residential bounded by the Pacific Highway and the railway line north of Yirra Road which will yield 477 dwellings. The local primary school (Mt Colah PS) has an estimated 10-15 cyclists per day. This is the main cycling generator in the suburb. There were 460 children enrolled in the school in 2017, and the school is expected to grow to 500 enrolments in the next five years. The principal constraint is the topography which constrains development to isolated ridges west of the Highway.

The traffic environment is as follows:

- There is signalised access to the railway station and Yirra Road.
- All the entry ridge roads from the Highway are classified as collectors; most of the other streets are local.
- There are no speed/volume counts in the area.
- Bicycle crashes have occurred only on the Pacific Highway and Kuring-gai Chase Road – a State Road.
- The 1998 Bike Plan proposed no bicycle facilities in this area.
- The Pacific Highway which dissects the suburb and isolates most of the school catchment from the school is a major constraint.

The main opportunity is to ensure that as many children as possible are able to cycle to school, from both sides of the Highway, and especially from the new high rise residential developments.

Figure 2.1 Mt Kuring-gai and Mt Colah Bicycle Routes

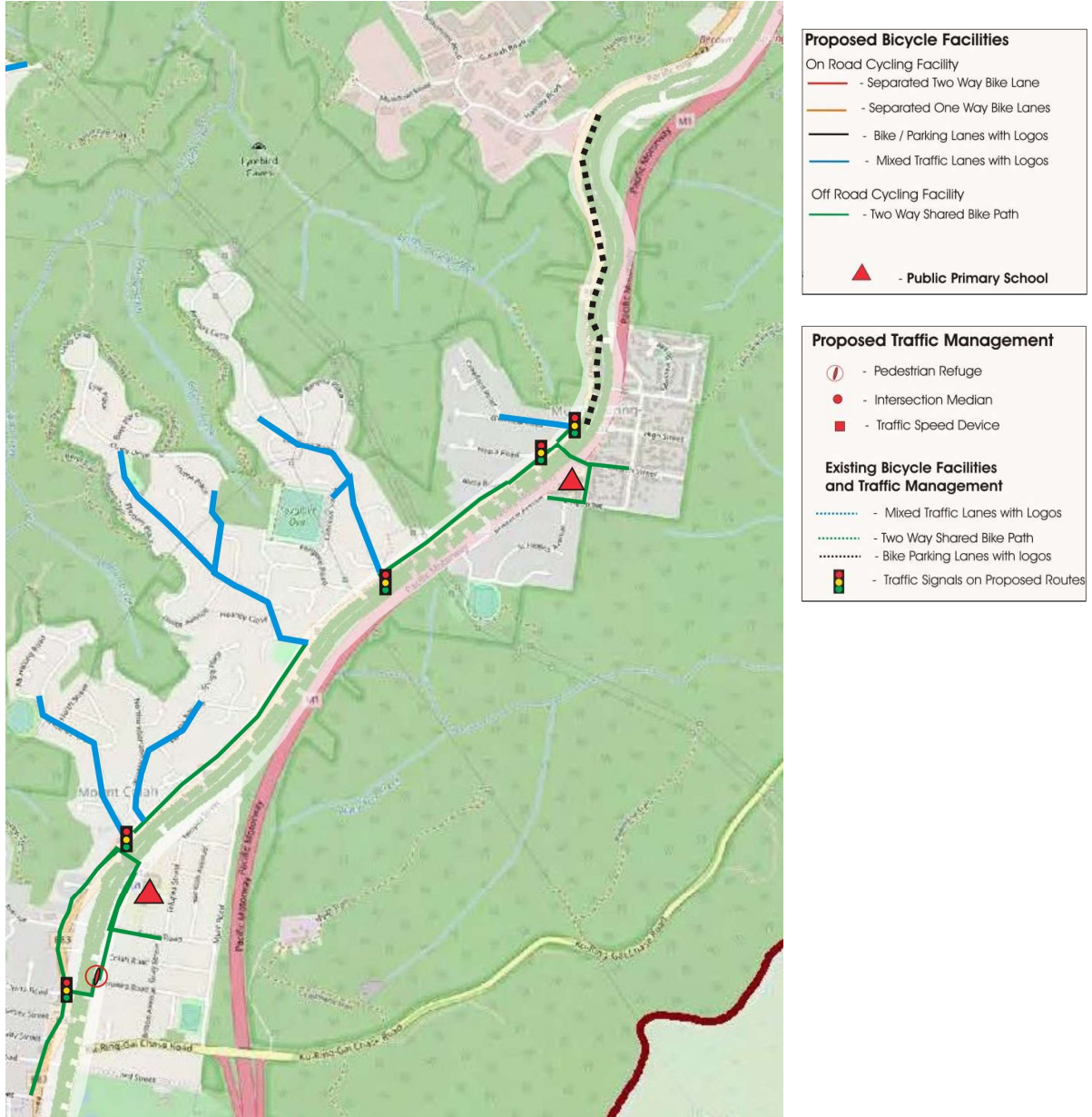


Table 2.1 Mt Kuring-gai and Mt Colah Bicycle Routes

| Route | Location | Facility Type |
|--------------------------------------|---|---|
| Mt Kuring-gai PS shared paths | Church St southern side from Low St to Leeming St (school side) | 2.5m shared path |
| | Leeming St (school side) from Church St to King St | 2.5m shared path |
| | King St (school side) to Brisbane Avenue | 2.5m shared path |
| | Church St west from Leeming St to narrowing of footpath on overbridge | 2.5m shared path |
| | Access roads from Pacific Highway to railway overbridge | a foot crossing (zebra) to access pedestrian bridge over Pacific Highway |
| Mt Kuring-gai Local Connector Routes | Pacific Highway western side from Glenview St to Excelsior Road | 2.5m shared path |
| | Pacific Highway on eastern side from Glenview St to Kuring-gai station | 2.5m shared path |
| | Glenview St from Pacific Highway to Crawford Road | Mixed traffic lanes with logos |
| Mt Kuring-gai commuter routes | Pacific Highway on eastern side from Glenview St to Kuring-gai station | 2.5m shared path |
| | Mt Kuring-gai Industrial area from Beaumont Road intersection on Pacific Highway to Mt Kuring-gai Station. | Road shoulder travelling north and south – crossing over at Glenview St signals to travel north |
| Mt Colah PS shared paths | Pierre Close from Community Centre on school side to Cowan Road | 2.5m shared path |
| | Cowan Road (south side) to Gray St | 2.5m shared path |
| | Pierre Close from Cowan Rd east side (school side) to Berowra Road | 2.5m shared path |
| | Cross over new pedestrian refuge on Pierre Close north of Berowra Road to west side then to Yirra Road bridge | 2.5m shared path Pedestrian refuge |
| | Yirra Road bridge (north side) onto Pacific Highway east side along the frontage of the new high rise | 2.5m shared path |
| | Pacific Highway on western side from signals at Mt Colah railway station north to Northumberland Road | 2.5m shared path |
| | Pacific Highway western side from signals at Mt Colah railway station south to Rupert Street | 2.5m shared path |
| | | |
| Mt Colah Local Connector Routes | Excelsior Road from Pacific Highway to Galahad Close | Mixed traffic lanes with logos |
| | Lancelot St from Excelsior Road to Foxglove Oval | Mixed traffic lanes with logos |
| | Beryl Avenue from Pacific Highway to Oxley Drive | Mixed traffic lanes with logos |
| | Chestnut Road | Mixed traffic lanes with logos |
| | Northumberland Road from Pacific Highway to Landra Avenue | Mixed traffic lanes with logos |
| | Landra Avenue to Sprigg Place | Mixed traffic lanes with logos |
| Mt Colah commuter route | Pacific Highway western side from Excelsior Road to Parklands Road signals then across to Mt Colah station | 2.5m shared path |

2.2 HORNSBY HEIGHTS

Hornsby Heights is a ridge settlement focussed on Sommerville Road with an entry to Galston Road. The local primary school (Hornsby Heights PS) has an estimated 20 cyclists per day. This is the main cycling generator in the suburb. There were 432 children enrolled in the school in 2017. The closest small shopping centre with a supermarket and associated shops is on the northern side of Galston Road.

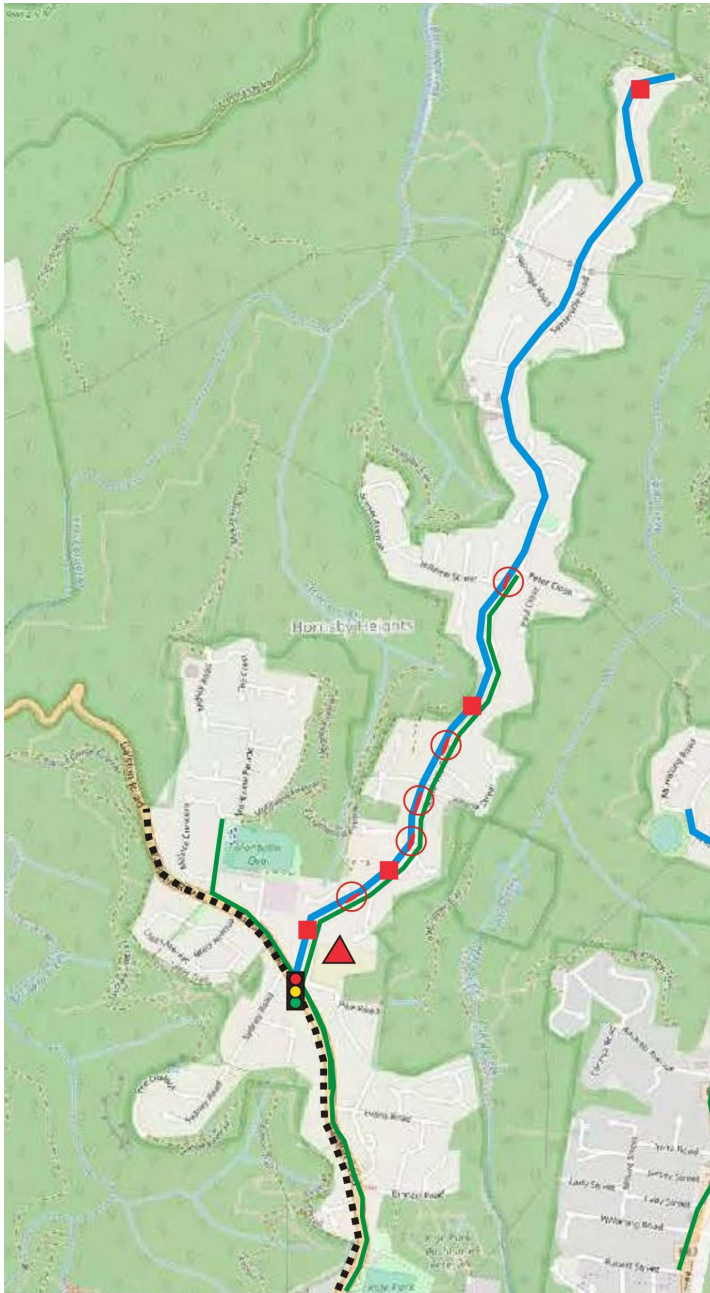
The traffic environment is as follows:

- Galston Road a State road.
- Sommerville Road is a collector with volumes of 5-6,000vpd and 85th percentile speeds of 58km/h in a 50km/h speed limit, indicating a measure of speeding.
- A bicycle/ parking lane is the bicycle facility on Galston Road, however the width of this facility is constrained with cyclists subject to parked car door collisions. Local cyclists tend to use the footpath.
- A bicycle crash has occurred at the intersection of Galston Road with Sommerville Road in the last five years.
- The 1998 Bike Plan proposed on road facilities on Sommerville Road in this area.
- The principal constraint is Galston Road which dissects the suburb and isolates the southern catchment from the school and the shops, however the intersection with Sommerville Road is signalised.

The main opportunities are:

- To ensure that as many children as possible are able to cycle to school, especially down Sommerville Road which is essentially flat.
- That shoppers are encouraged to cycle to the local shops on Galston Road.
- That the open space/oval complex at Rofe Park is easily accessible to children and their parents by cycling.

Figure 2.2 Hornsby Heights Bicycle Routes



Proposed Bicycle Facilities

On Road Cycling Facility

- Separated Two Way Bike Lane
- Separated One Way Bike Lanes
- Bike / Parking Lanes with Logos
- Mixed Traffic Lanes with Logos

Off Road Cycling Facility

- Two Way Shared Bike Path

▲ - Public Primary School

Proposed Traffic Management

- Ⓜ - Pedestrian Refuge
- - Intersection Median
- - Traffic Speed Device

Existing Bicycle Facilities and Traffic Management

- ⋯ - Mixed Traffic Lanes with Logos
- ⋯ - Two Way Shared Bike Path
- ⋯ - Bike Parking Lanes with logos
- 🚦 - Traffic Signals on Proposed Routes

Table 2.2 Hornsby Heights Bicycle Routes

| Route | Location | Facility Type |
|--|---|--------------------------------|
| Hornsby Heights PS shared paths | Sommerville Road from Galston Road to Altona Street on eastern side | 2.5m shared path |
| | Galson Road eastern side from Sommerville Road to Evans St | 2.5m shared path |
| Local Connector Routes | Galson Road eastern side from Evans St to Rofe Park | 2.5m shared path |
| | Galson Road eastern side from Sommerville Road to Montview Parade | 2.5m shared path |
| | Montview Parade from Galson Road along frontage of Montview Park & Oval | 2.5m shared path |
| Local Connector/ Recreation/Commuter / Model Route | Sommerville Road from Galston Road to entry to Berowra Valley Regional Park | Mixed traffic lanes with logos |
| | Sommerville Road from Galston Road to entry to Berowra Valley Regional Park – - at 40km road pavement marking - midpoint Camiri St/Armen Way - south of Retford Way -entry/exit from Berowra Valley Regional Park | 4 raised thresholds |
| | Sommerville Road from Galston Road to entry to Berowra Valley Regional Park close to bus stops – - north of Koala Close - south of Armen Way - south of Altona St - north of Plateau Close | 4 pedestrian refuges |

2.3 BEROWRA AND BEROWRA HEIGHTS

These two suburbs merge west of the Pacific Highway. There is one continuous area which is bisected by Berowra Waters Road. The railway station is east of the Highway accessed by signals. It is the northernmost substantial village settlement before the Hawkesbury River. There are two public primary schools in the area. Wideview PS has 390 students, with a prediction of only 10 or so student increase in the next 5 years. Berowra PS did not respond to the survey. Additionally there are two private schools in the area. There are two supermarkets with associated shops on the western side of Turner Road in Berowra Heights.

The traffic environment is as follows:

- Berowra Waters Road is a Regional Road with speed/volume counts at two separate locations.
 - At 27 Berowra Waters Road there were volumes of approximately 12,600vpd and 85th percentile speeds of 52km/h in a 50km/h speed limit zone.
 - At 1 Kita Road there were volumes of approximately 1404vpd and 85th percentile speeds of 49km/h in a 50km/h speed limit zone.
- Alan Road is also a Regional Road with volumes of approximately 4,300vpd and 85th percentile speeds of 56km/h with a speed limit of 50km/h.
- All other streets are classified as collectors or local streets.
- Bicycle crashes have occurred only on Berowra Waters Road and at the intersection of the Pacific Highway. One crash on Turner Road has occurred in the last five years.
- The 1998 Bike Plan proposed access to local facilities and bike parking at the railway station. A cycling loop incorporating Galston Road and Berowra Waters Road for cycling clubs and distance cyclists was also proposed, with no specific infrastructure for this, except signage.
- Presently there is a bike/parking lane on Berowra Waters Road, used on weekends by club cyclists, while local families and children tend to use the footpath.

The principal constraint is Berowra Waters Road which dissects the suburb and is a regional road. There are no signals but pedestrian refuges and crossing facilities to accommodate schools and shops.

The main opportunities are

- To ensure that as many children as possible are able to cycle to school, from both sides of Berowra Waters Road.
- Shoppers are encouraged to cycle to the local supermarkets and shops.
- Children are able to access the parks and ovals by bicycle where the gradient is not prohibitive.
- Commuters can access the railway station the full length of Berowra Waters Road.

Figure 2.3 Berowra and Berowra Heights Routes

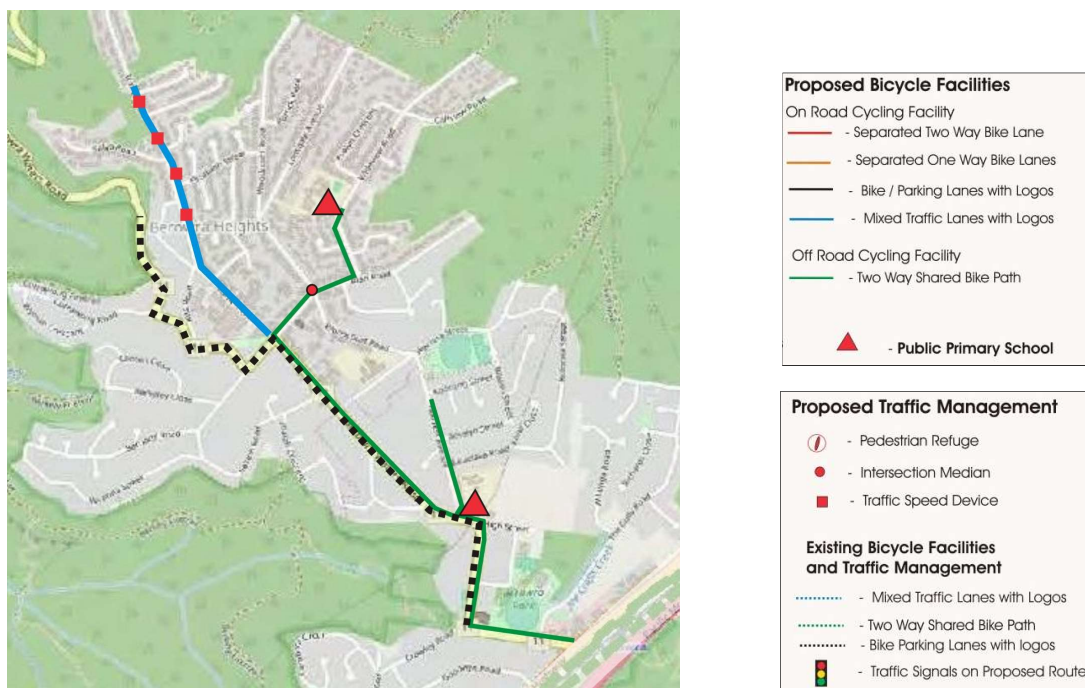


Table 2.3 Berowra and Berowra Heights Bicycle Routes

| Route | Location | Facility Type |
|----------------------------------|--|--|
| Wideview PS shared paths | Wideview Road from school gates to Alan Road on western side | 2.5m shared path |
| | Alan Road from Berowra Waters Road to Wideview Road on northern side | 2.5m shared path |
| | Woodcourt Road northern intersection with Alan Road | Centre median with gap to accommodate cyclists |
| | Berowra Waters Road from Alan Road to Warrina St on north-eastern side | 2.5m shared path |
| Berowra PS shared paths | Hillcrest Road from Koorong St to Berowra Waters Road on eastern side | 2.5m shared path |
| | Berowra Waters Road from Warrina St to Hillcrest Drive on north-eastern side | 2.5m shared path |
| | Berowra Waters Road from Hillcrest Drive to Crowley Road on eastern side | 2.5m shared path |
| Local Connector Routes | Turner Road from Alan Road to Gooraway Place | Mixed traffic lanes with logos |
| | Turner Road from Mangaloo St to Gooraway Place | 4 Speed humps |
| Local connector / Commuter Route | Berowra Waters Road from Crowley Road to Pacific Highway on northern side | 2.5m shared path |

3. CENTRAL DISTRICT ROUTES

3.1 ASQUITH

Asquith is a growth area spanning west and east of the Pacific Highway. There are two distinct areas – the eastern side has a primary school, while west of the Pacific Highway is the commercial centre - a Coles supermarket and various strip shops. The Asquith residential growth area is on the Pacific Highway from Mt Colah to Hornsby either side of the Highway in the following precincts:

- Lord Avenue - five storey residential – 715 dwelling units yield.
- Baldwin Avenue – town houses - 118 dwelling units yield.
- Stokes Avenue - town houses - 47 dwelling units yield.
- Jersey Street North - five storey residential – 353 dwelling units yield.
- Hyacinth Street - five storey residential – 332 dwelling units yield.
- Bouvardia Street - five storey residential – 363 dwelling units yield.
- Citrus Avenue/Pacific Highway - five storey residential – 162 dwelling units yield.
- Asquith Commercial Centre - ten storey mixed use – 265 dwelling units and 8,000 m² retail/commercial.

The local primary school (Asquith PS) has an estimated 5-6 cyclists per day. There were 410 children enrolled in the school in 2017, and the school is expected to grow to 550 enrolments in the next five years.

The traffic environment is as follows:

- The principal constraint is the Pacific Highway/ Peats Ferry Road which dissects the suburb and isolates part of the school catchment from Asquith PS, and the eastern part of the suburb from the shops.
- Royston Parade is classified as a Regional Road with volumes of about 6,600vpd and 85th percentile speeds of 68km/h in a 60km/h speed limit area; Sherbrook Road, a regional road has volumes over 10,000vpd near Winston Street.
- Amor Street is a collector road with volumes of about 2,600vpd and 85th percentile speeds of 56km/h with a speed limit of 50km/h.
- Bicycle crashes have occurred at the intersections of Bridge Road with Peats Ferry Road and Sherbrook Road.
- The 1998 Bike Plan proposed a local route along Sherbrook Road linking to Bridge Road and a trunk route along Jersey Street linking to the station.
- Traffic management improvements as set out in the DCP include a pedestrian footbridge over the Highway south of the Baldwin Street, extension of Wattle Street to Amor Street, centre median on the Highway to prevent right hand turns and road widening of the Baldwin Avenue/Royston Parade intersection.

The main opportunities are

- Cycling shoppers/commuters both east and west of the Highway can access the Hornsby Town Centre and railway station safely.
- Cycling facilities are incorporated into the DCP traffic management improvements.
- Children who reside on the eastern side of the Pacific Highway can cycle safely to Asquith PS.

Figure 3.1 Asquith Bicycle Routes

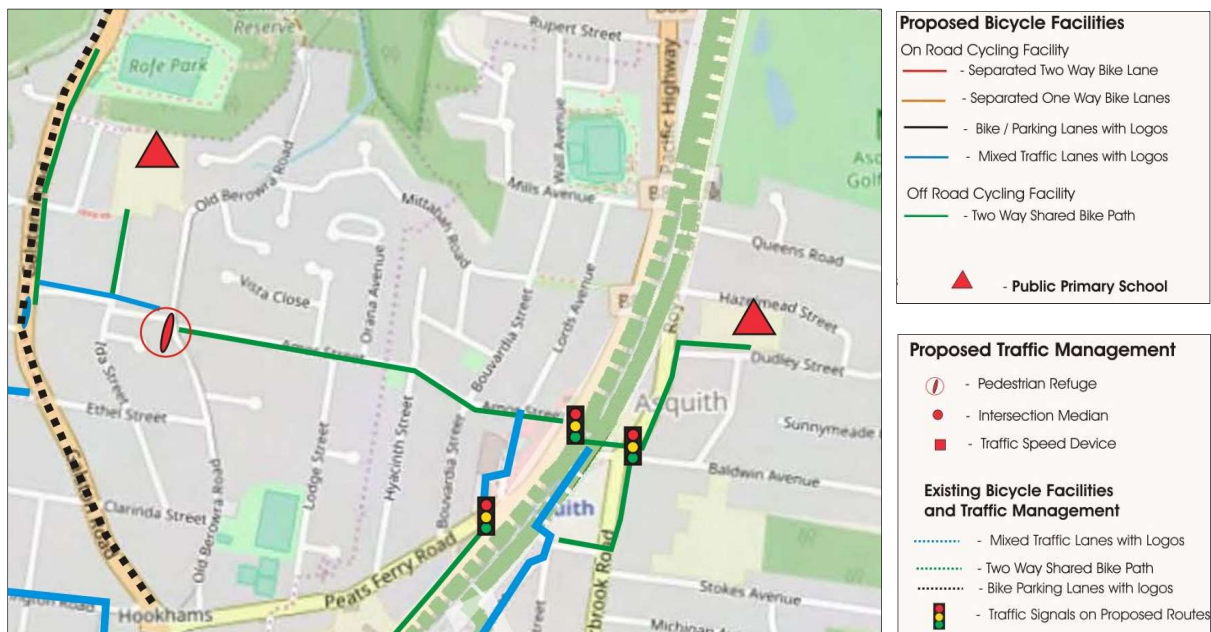


Table 3.1 Asquith Bicycle Routes

| Route | Location | Facility Type |
|--|--|--------------------------------|
| Asquith PS shared paths | Dudley St along school frontage and to Royston Parade | 2.5m shared path |
| | Along Royston Parade on eastern side to signals, then across Baldwin Avenue on Sherbrook Road to Stokes Avenue | 2.5m shared path |
| | Along Baldwin Avenue from signals to Haldane St pedestrian refuge | 2.5m shared path |
| Local Connector Routes | Sutton Street from Galston Road to Ida Street | Mixed traffic lanes with logos |
| | Old Berowra Road south of Amor Street | Pedestrian/bike refuge |
| Commuter Route to Hornsby Town Centre - start of route | Wattle Street from Amor Street to Pacific Highway signals | Mixed traffic lanes with logos |
| | Haldane Street from Baldwin Avenue to Lockwood Street | Mixed traffic lanes with logos |
| Local Connector/Commuter / Model Route | Amor Street from Pacific Highway to Old Berowra Road on southern side | 2.5m shared path |

3.2 HORNSBY AND HORNSBY NORTH

Hornsby and Hornsby North is a sprawling area which includes the Hornsby Town Centre, Hornsby Station, the old Hornsby Centre on Peats Ferry Road, the TAFE, the Aquatic Centre, a business/industrial area abutting the Hornsby Town Centre and the Hornsby Hospital. There are three distinct areas – the eastern side from George Street to the M2, the western section from the railway line to the Hornsby Quarry and the south western area which is primarily residential west of Pacific Highway and south of Hornsby Centre.

The Hornsby North growth area is:

- Galston road - town houses - 167 dwelling units yield.
- Belair Close - five storey residential – 217 dwelling units yield.
- Hornsby West Side – 16-20 storey mixed use – 1000 dwelling units and 30,000 m2 retail/commercial.
- Centre Masterplan on Peats Ferry Road indicates redevelopment with high rise housing up to 20 storeys high.

The local primary schools are Hornsby North PS and Hornsby South PS, and both are west of the Pacific Highway. Hornsby South PS on Clarke Road has an estimated 3 cyclists per day. There were 642 children enrolled in the school in 2017, and the school is expected to grow to 740 enrolments in the next five years. Hornsby North PS on Ida Parade did not respond to the survey. Waitara PS services the Hornsby suburb east of Sherbrook Road.

The Traffic Environment is as follows:

- The Pacific Highway, George Street and Jersey Street are State Roads.
- Regional roads include Edgeworth David Avenue, Sherbrook Road, College Crescent and the Pacific Highway from Galston Road to Jersey Road.
- The highest volumes on the Regional Roads are:
 - Edgeworth David Avenue with 13,000-22,000vpd
 - Sherbrook Road with over 13,000vpd,
 - Malsbury Road with over 13,000vpd,
 - Clarke Road with over 12,500vpd.
- The highest volumes and speeds on the local roads are:
 - Albert Street, is a local road accessing Hornsby Town Centre carries over 11,000vpd.
 - Silvia Street with 1800vpd and 85th percentile speeds of 46km/h with a speed limit of 50km/h in the area.
 - Stephen Street with 1000vpd and 85th percentile speeds of 45km/h with a speed limit of 50km/h in the area.
 - Clarinda Street with 450vpd and 85th percentile speeds of 44km/h with a speed limit of 50km/h in the area.
 - Pretoria Parade has 85th percentile speeds of 59km/h in a 50 km/h zone. No other speed counts were available.
- Bicycle crashes have occurred on Edgeworth David Avenue at the intersections with the Pacific Highway, Arthur Street and Balmoral Street; also in Derby Street behind the hospital. At Palmerston/Burdett intersection and on Peats Ferry Road in the shopping area.
- The 1998 Bike Plan proposed trunk facilities on Jersey Street, Sherbrook Road and an off road route from Pretoria Parade to Clarke Road. Local routes were also indicated.

The constraints to local cycling in this area are

- The steep topography and poor visibility on road curves west of the Pacific Highway.

- State Roads, and high volumes on Regional Roads.
- The railway line with overbridges which form significant pinch points.

The main opportunities are

- To ensure that as many children as possible are able to cycle to school locally where the topography permits and streets are continuous away from the trafficked roads.
- Longer distance shopping and commuter routes encourage cycling to Hornsby Town Centre, the TAFE and Hornsby Station.

Figure 3.2 Hornsby and Hornsby North Bicycle Routes

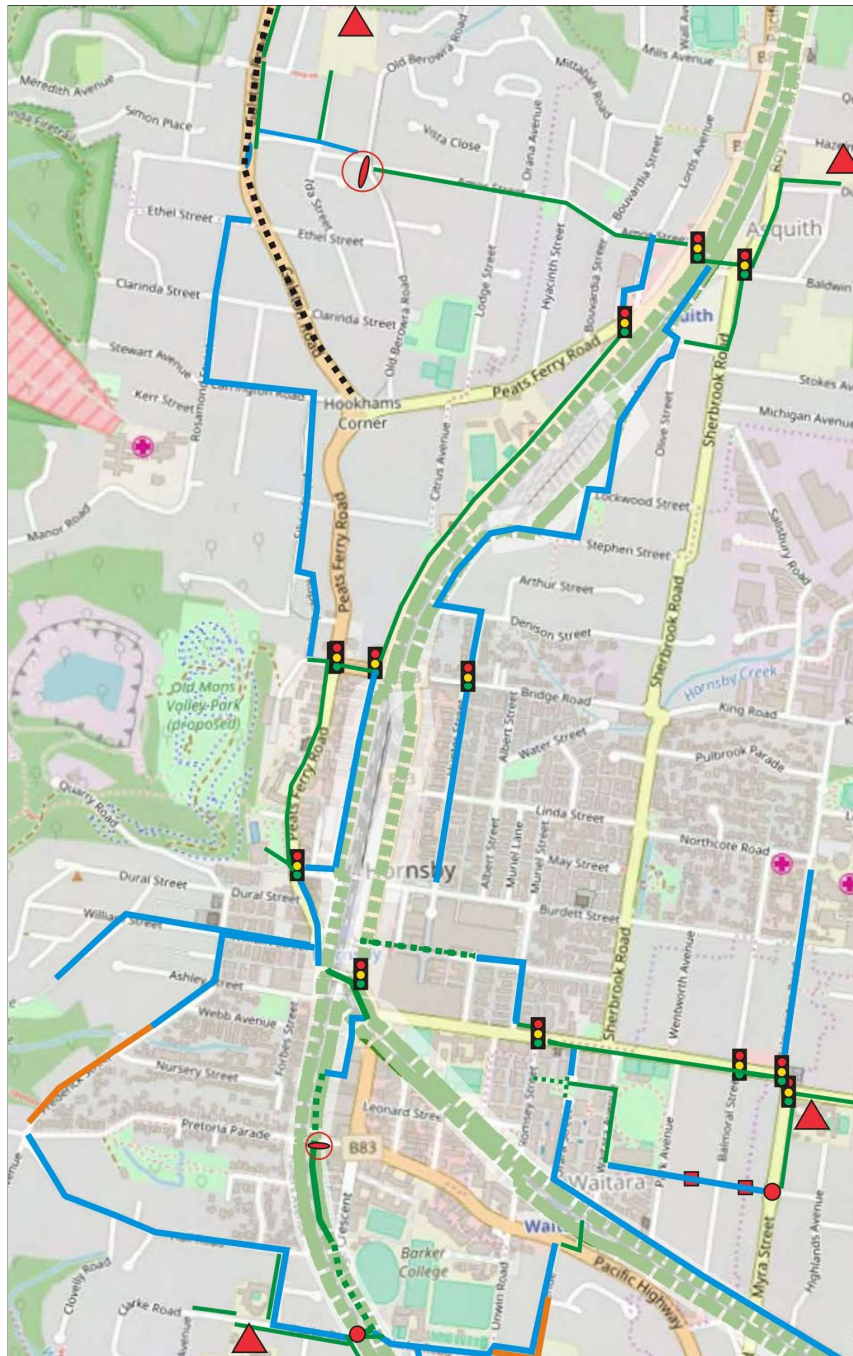


Table 3.2 Hornsby and Hornsby North Bicycle Routes

| Proposed Bicycle Facilities | |
|-----------------------------|-----------------------------------|
| On Road Cycling Facility | - Separated Two Way Bike Lane |
| | - Separated One Way Bike Lanes |
| | - Bike / Parking Lanes with Logos |
| | - Mixed Traffic Lanes with Logos |
| Off Road Cycling Facility | - Two Way Shared Bike Path |
| | - Public Primary School |

| Proposed Traffic Management | |
|--|--------------------------------------|
| | - Pedestrian Refuge |
| | - Intersection Median |
| | - Traffic Speed Device |
| Existing Bicycle Facilities and Traffic Management | |
| | - Mixed Traffic Lanes with Logos |
| | - Two Way Shared Bike Path |
| | - Bike Parking Lanes with logos |
| | - Traffic Signals on Proposed Routes |

| Route | Location | Facility Type |
|---|---|--------------------------------|
| Hornsby North PS shared paths | Galston Road (east-side) from Cawthorne St to refuge near Sutton St | 2.5m shared path |
| | Ida St west side from school to Link Road | 2.5m shared path |
| Hornsby North Local connector routes | Sutton Street from Galston Road to Ida Street | Mixed traffic lanes with logos |
| | Link Road from Sutton Street to Old Berowra Road | Mixed traffic lanes with logos |
| | Old Berowra Road south of Amor Street | Pedestrian/bike refuge |
| Commuter Route Asquith to Hornsby station | Jersey Street on western side from Peats Ferry Road signals to Bridge Road signals | 2.5m shared path |
| | Jersey Street from Peats Ferry Road signals to Station Street | Mixed traffic lanes with logos |
| Hornsby North Model Route/ Local Connector/ Commuter Route to HTC | Ethel Street from Galston Road to Rosamund Street | Mixed traffic lanes with logos |
| | Rosamund Street from Ethel Street to Carrington Road | Mixed traffic lanes with logos |
| | Carrington Road from Rosamund Street to Sylvia Street | Mixed traffic lanes with logos |
| | Sylvia Street from Carrington Road to Roper Lane | Mixed traffic lanes with logos |
| | Roper lane from Sylvia Street to Bridge Road | Mixed traffic lanes with logos |
| | Bridge Road on northern side from Roper Lane to Peats Ferry Road signals | 2.5m shared path |
| | Bridge Road on northern side from Peats Ferry Road signals to Jersey Street signals | 2.5m shared path |
| | Peats Ferry Road western side from Bridge Road signals to Dural Street | 2.5m shared path |
| Commuter Route from HTC to Asquith | Lockwood Street from Heath Street to Lessing Street | Mixed traffic lanes with logos |
| | Lessing Street from Lockwood Street to Stephen Street | Mixed traffic lanes with logos |
| | Stephen Street/Railway Parade to Denison Street | Mixed traffic lanes with logos |
| | Denison Street from Railway Parade to Miller Avenue | Mixed traffic lanes with logos |
| | Miller Avenue from Denison Street to Bridge Road signals | Mixed traffic lanes with logos |
| | Hunter Street from Bridge Road signals to Hornsby Town Centre | Mixed traffic lanes with logos |
| Hornsby South PS | Clarke Road from school crossing eastwards to Malsbury Road on school side (southern) | 2.5m shared path |
| | Clarke Road from school crossing westwards on northern verge to bend in road | 2.5m shared path |
| | Neutral Road on western side to Hall Road. | 2.5m shared path |
| Recreation Route to Lisgar Gardens | William Street from Peats Ferry Road to Lisgar Road | Mixed traffic lanes with logos |
| | Lisgar Road from William Street to entry of park | Mixed traffic lanes with logos |

| Route | Location | Facility Type |
|---|---|--|
| Commuter Route to HTC from south-west | William Street from Peats Ferry Road to Frederick Street | Mixed traffic lanes with logos |
| | Frederick Street from William Street to No Stopping signs north of Nursery Street | Mixed traffic lanes with logos |
| | From No Stopping signs north of Nursery Street to Pretoria Parade roundabout | Separated one way bike lanes on both sides of the road |
| | Clovelly/Hall Roads from to Pretoria Parade roundabout to Neutral Road | Mixed traffic lanes with logos |
| | Neutral Road | Mixed traffic lanes with logos |
| Commuter Route from HTC to Hornsby Hospital | Clarke Road from Neutral Road to Malsbury Road | Mixed traffic lanes with logos |
| | Florence Street from Hornsby Mall to Muriel Street roundabout | Mixed traffic lanes with logos |
| | Muriel Street from roundabout to Edgeworth David Avenue | Mixed traffic lanes with logos |
| | Edgeworth David Avenue on northern side eastwards from Muriel Street to signals | 2.5m shared path |
| | Edgeworth David Avenue on southern side eastwards from Muriel Street signals to Palmerston Road signals | 2.5m shared path |
| | Palmerston Road from Edgeworth David Avenue signals to hospital entry | Mixed traffic lanes with logos |

3.3 WAITARA AND WAHROONGA

The Waitara and Wahroonga area spans west and east of the Pacific Highway. It is adjacent to the Hornsby Town Centre, includes Waitara Station, a business/industrial area south of the railway line, existing high rise south of Edgeworth David Road to the railway line, which is still being developed. There are two distinct areas – the area east of the Highway, and the area west of the Highway which is low density residential with two large private colleges. There is a small shopping centre at the intersection of Palmerston Road/Edgeworth David Avenue. There is no shopping area west of the Highway, the nearest being Normanhurst.

The Waitara growth area is:

- Balmoral Street - five storey residential – 1213 dwelling units yield.
- Park Avenue - ten storey residential – 920 dwelling units yield.
- Palmerston Road – five storey mixed use - 91 dwelling units and 4,200 m² retail/commercial.

Waitara PS is the only public primary school in the area. It has an estimated 5 cyclists per day. There were 881 children enrolled in the school in 2017, and the school is expected to grow to 1000 enrolments in the next five years.

The Traffic Environment is as follows:

- The Pacific Highway and Pennant Hills Road are State Roads. Regional Roads include Edgeworth David Avenue and Sherbrook Road.
- The highest volumes on the Regional Roads are
 - Edgeworth David Avenue with 22,000vpd and 85th percentile speeds of 54km/h in a 60km/h speed limit area,
 - Sherbrook Road with over 13,000vpd,
 - Ingram Road with about 10,500vpd,
 - Alexandria Parade with between 8,500-10,000vpd and
 - Romsey Street with 9,000vpd.
- Jubilee Street is a local road with volumes of approximately 3,700vpd and 85th percentile speeds of 42km/h with a speed limit of 50km/h.
- Bicycle crashes have occurred on Edgeworth David Avenue at the intersection with Balmoral Street; at Unwin/Clarke Roads intersection and on the Pacific Highway at the M1 Motorway.
- The 1998 Bike Plan proposed a trunk facility on Yardley Avenue/Waitara Avenue/Sherbrook Road. Edgeworth David Avenue was indicated as a local route to Sherbrook Avenue.

The principal constraint is the Pacific Highway which dissects the area and isolates half the catchment from the Hornsby Town Centre. The crossings over the Highway are at signals.

The main opportunities are:

- Cycling a potential mode for local and cross suburban trips due to a fairly level topography.
- To ensure that as many children as possible are able to cycle to Waitara PS and the local parks and ovals, especially from the high rise developments and from both sides of Edgeworth David Avenue.
- Shoppers are encouraged to cycle to the local shops, as well as Hornsby Town Centre.
- A commuter route from Hornsby Station to Hornsby Hospital is developed which avoids the topographic constraints.

Figure 3.3 Waitara and Wairoa Bicycle Routes

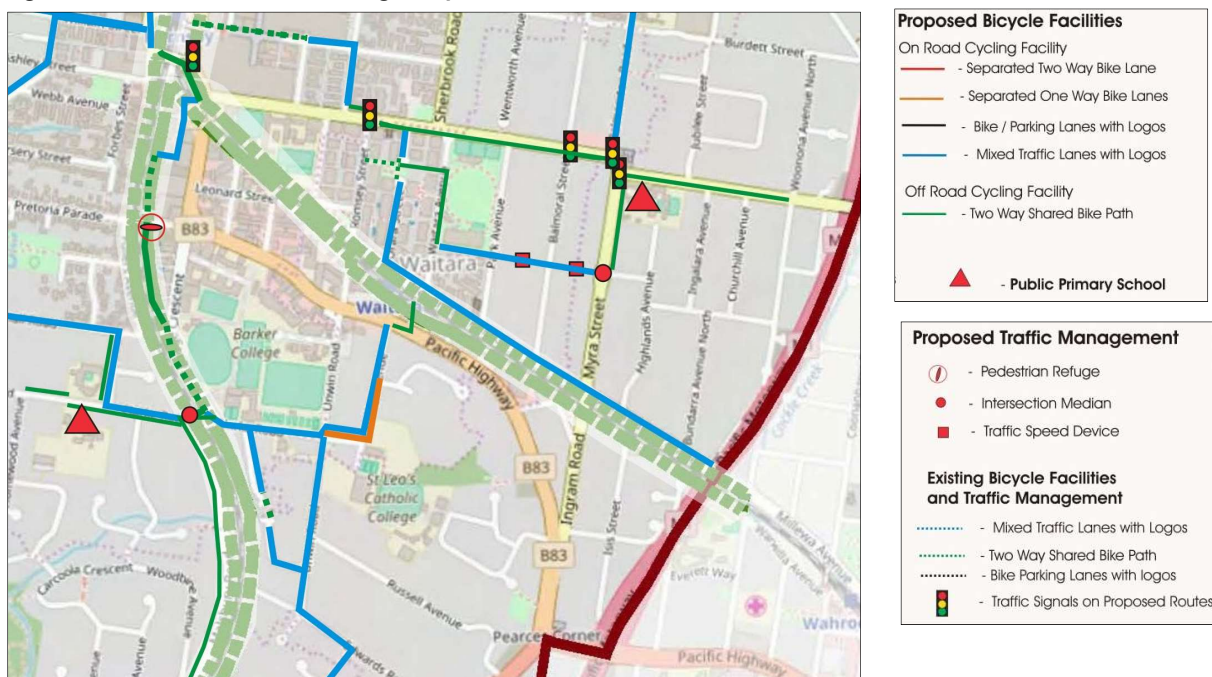


Table 3.3 Waitara and Wairoa Bicycle Routes

| Route | Location | Facility Type |
|--|--|--|
| Waitara PS shared paths | Edgeworth David Avenue eastwards from Myra St to Churchill Ave, southern side | 2.5m shared path |
| | Edgeworth David Ave westwards from Myra St to Balmoral Ave, southern side | 2.5m shared path |
| | Myra St (school side) to Oleander Rd | 2.5m shared path |
| Local connector route Waitara | Edgeworth David Ave westwards from Balmoral Avenue to signals at Romney Street, southern side (as in Hospital Route) | 2.5m shared path |
| Local connector/recreation route Waitara | Through open space from Romney Street to Orana Street cul-de sac | Existing shared path |
| | Orana Street cul-de sac to Waitara Avenue | 2.5m shared path |
| | Waitara Avenue eastern side along reserve to Park lane | 2.5m shared path |
| | Park Lane from Waitara Avenue to Myra Street | Mixed traffic lanes with logos |
| | Park Lane from Park Avenue to Myra Street | Speed humps |
| Waitara Commuter Route to HTC | Myra Avenue at Park Lane | Pedestrian/cyclist gaps in existing median |
| | Florence Street from Hornsby Mall to Muriel Street (as in Hospital Route) | Mixed traffic lanes with logos |
| | Muriel Street from Florence Street to Edgeworth David Ave (as in Hospital Route) | Mixed traffic lanes with logos |
| | Edgeworth David Avenue on northern side eastwards from Muriel Street to signals (as in Hospital Route) | 2.5m shared path |

| Route | Location | Facility Type |
|---|---|--|
| | Orara Street from Edgeworth David Ave to cul-de-sec head | Mixed traffic lanes with logos |
| | Orara Street from cul-de-sec head to Alexandra Parade | Mixed traffic lanes with logos |
| | Alexander Parade from Orara Street to Kuring-gai Council boundary at freeway overbridge | Mixed traffic lanes with logos |
| Waitara/Wahroonga Commuter Route to Waitara Station | Clarke Road from roundabout at railway overbridge to Unwin Road | Mixed traffic lanes with logos |
| | Clarke Road from Unwin Road to Yardley Avenue eastbound | Mixed traffic lanes with logos |
| | Clarke Road from Yardley Avenue westbound to Unwin Road | Separated one-way bike lane |
| | Yardley Avenue from Clarke Road northbound to Pacific Highway | Mixed traffic lanes with logos |
| | Yardley Avenue southbound from Pacific Highway to Clarke Road | Separated one-way bike lane |
| | Pacific Highway southern side from Yardley Avenue to pedestrian signals | 2.5m shared path |
| | Dismount and cross over to station entry | Mixed pedestrian/bike shared way |
| Wahroonga Commuter Link to Normanhurst | Unwin Road from Clarke Road to Edwards Road | Mixed traffic lanes with logos |
| | Edwards Road from Unwin Road to Denman Parade | Mixed traffic lanes with logos |
| Wahroonga/Waitara Commuter Route to HTC | Karinya Place from Unwin Road to walkway | Mixed traffic lanes with logos |
| | Marillian Avenue from walkway to Clarke Road | Mixed traffic lanes with logos |
| | Clarke Road through roundabout to College Crescent off road path on western side | |
| | College Crescent off road path on western side to pedestrian refuge on Pretoria Parade | Existing 2.5m shared path on western side |
| | Pretoria Avenue Link from College Crescent to Pretoria Avenue | 2.5m shared path behind residential properties |
| | Across Pretoria Avenue east of railway overpass | Pedestrian/bike refuge |
| | Wanderers Way from Pretoria Avenue to Pound Road | Mixed traffic lanes with logos |
| | Pound Road and Government Road to Pacific Highway | Mixed traffic lanes with logos |
| | Pacific Highway from Government Road on southern side to High Street | 2.5m shared path |

4. SOUTHERN DISTRICT ROUTES

4.1 NORMANHURST, THORNLEIGH AND WESTLEIGH

Normanhurst and Thornleigh form a large low density residential settlement and industrial area west and east of the Pacific Highway. Westleigh is an outlying residential suburb. East of Pennant Hills Road, the topography slopes to Coups Creek. West of Pennant Hills Road, the topography is more level, but with some distinct valley areas.

There are two railway stations in this area – Normanhurst and Thornleigh.

The Normanhurst Road Commercial centre growth area is:

- Denman Parade - five storey mixed use - 79 dwelling units and 3,700 m² retail/commercial.

Thornleigh Station area growth is:

- Station Street - five storey residential - 439 dwelling units.

Pennant Hills Road Commercial Centre - ten storey mixed use - 390 dwelling units and 7,000 m² retail/commercial.

There are three public primary schools in the area. Thornleigh West PS in Giblet Avenue has an estimated 10-15 cyclists per day. There were 600 children enrolled in the school in 2017, and the school is expected to grow modestly to 630 enrolments in the next five years. Normanhurst West PS on Dartford Road and Normanhurst PS on Normanhurst Road did not respond.

The main shopping areas are Thornleigh shopping centre at the Pennant Hills Road/The Comenara Parkway intersection, Normanhurst Village near Normanhurst station and Westleigh neighbourhood centre on Duffy Avenue. A small local clutch of shops is on Sefton Road/Gilgandra intersection in Thornleigh.

The Traffic Environment is as follows:

- The area has highly trafficked Regional roads in the area some of which carry industrial traffic:
 - The Esplanade – at Wells Street – 24,400vpd+ (2009)
 - Sefton Road – west of Adamson Street – over 19,500vpd
 - Milson Parade – between Harris Road and Bryan Avenue – close to 18,700vpd with 85th percentile speeds of 63km/h in a 60km/h speed limit zone.
 - Chilvers Road – south of Sefton Road – over 18,500vpd (2009)
 - Duffy Avenue near Pioneer Avenue – over 10,00vpd (2009)
 - Quarter Sessions Road – between Duffy Avenue and Bottle Brush Road – approximately 4,500vpd with 85th percentile speeds of 57km/h in a 50km/h speed limit zone.
- Bicycle crashes have occurred on the Pacific Highway, Sefton Road near Lockerbie Avenue, and in the Central Avenue industrial area, Thornleigh.
- The 1998 Bike Plan indicated RTA Regional routes on The Esplanade, Chilvers Road, Duffy Avenue. Trunk routes were also indicated on Midson Road/Malsbury Road.

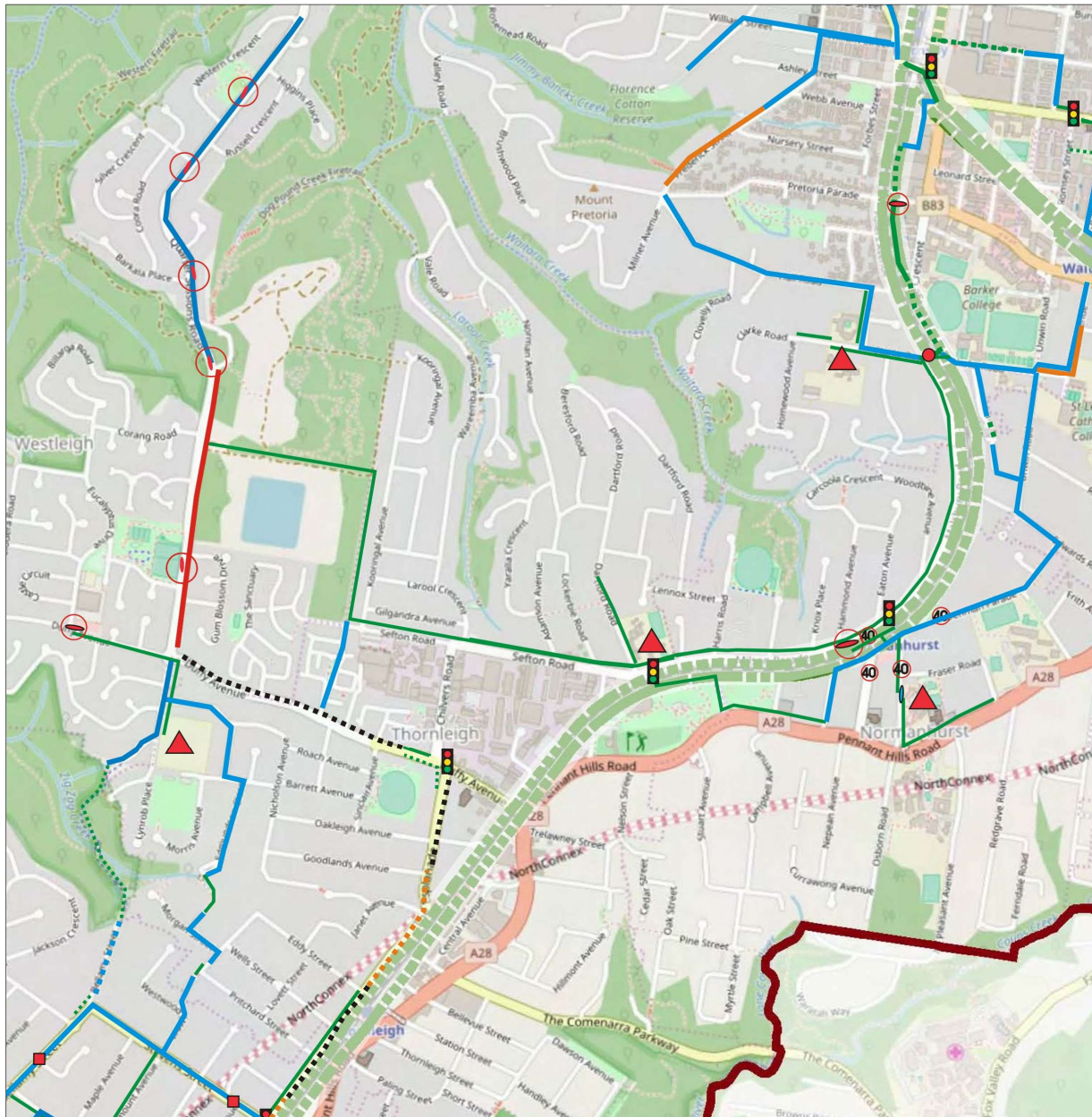
The principal constraint is the number of regional roads which carry high volumes of industrial traffic. While Pennant Hills Road dissects the suburbs, connections across are available at signals and in one instance, an overbridge.



The main opportunities are:

- to create local bypass routes to the highly trafficked routes
- to ensure that footpaths are of a high standard and safe crossing facilities are installed in order to encourage children to cycle to school where the topography permits,
- shoppers are encouraged to cycle to local shops
- a safe commuting route is established to link to Hornsby Town Centre.

Figure 4.1 Normanhurst, Thornleigh and Westleigh Bicycle Routes



| Proposed Bicycle Facilities | |
|-----------------------------|-----------------------------------|
| On Road Cycling Facility | |
| | - Separated Two Way Bike Lane |
| | - Separated One Way Bike Lanes |
| | - Bike / Parking Lanes with Logos |
| | - Mixed Traffic Lanes with Logos |
| Off Road Cycling Facility | |
| | - Two Way Shared Bike Path |
| | - Public Primary School |

| Proposed Traffic Management | |
|--|--------------------------------------|
| | - Pedestrian Refuge |
| | - Intersection Median |
| | - Traffic Speed Device |
| Existing Bicycle Facilities and Traffic Management | |
| | - Mixed Traffic Lanes with Logos |
| | - Two Way Shared Bike Path |
| | - Bike Parking Lanes with logos |
| | - Traffic Signals on Proposed Routes |

Table 4.1 Normanhurst, Thornleigh and Westleigh Bicycle Routes

| Route | Location | Facility Type |
|--|--|--------------------------------|
| Thornleigh West PS shared paths | Quarter Sessions Road on school side from Duffy Ave to pedestrian refuge south of Nicholson Ave. | 2.5m shared path |
| | Duffy Ave west of Quarter Sessions Road southside to Eucalyptus Drive | 2.5m shared path |
| Normanhurst West PS | Duffy Ave east of Eucalyptus Drive | Pedestrian/bike refuge |
| | Dartford Road from Sefton Road to bend on eastern side | 2.5m shared path |
| | Sefton Road to Larool Crescent on northern side | 2.5m shared path |
| Normanhurst Rd PS | Milson Parade from Dartford Road to Harris Rd northern side | 2.5m shared path |
| | Normanhurst Road from pedestrian school crossing to Pennant Hills Road | 2.5m shared path |
| | Normanhurst Road on western side from pedestrian school crossing to Denham Parade | 2.5m shared path |
| Normanhurst local Link to Brickpit Park/Kenley Park | Pennant Hills Rd from Normanhurst Road to Fraser Road northside | 2.5m shared path |
| | Dartford Road from signals at Milson Parade to signals at Pennant Hills Road on western side | 2.5m shared path |
| | Across signals at Pennant Hills Road on northern side to Huddart Avenue | 2.5m shared path |
| | Huddart Avenue from Pennant Hills Road to Denman Parade | Mixed traffic lanes with logos |
| Westleigh local Link to Berowra Valley off road path | Denman Parade from Huddart Avenue to railway overbridge | Mixed traffic lanes with logos |
| | Quarter Sessions Road from Duffy Avenue to Timbarra Road | Mixed traffic lanes with logos |
| Westleigh local Link from Sefton Road to Duffy Avenue | Timbarra Road from Quarter Sessions Road to entry to off road shared path | Mixed traffic lanes with logos |
| | Wild Ash Way from Sefton Road to Duffy Avenue | Mixed traffic lanes with logos |
| Thornleigh/Normanhurst local Link to Brickpit Park/Kenley Park | Dartford Road from signals at Milson Parade to signals at Pennant Hills Road on western side | 2.5m shared path |
| | Across signals at Pennant Hills Road on northern side to Huddart Avenue | 2.5m shared path |
| | Huddart Avenue from Pennant Hills Road to Denman Parade | Mixed traffic lanes with logos |
| | Denman Parade from Huddart Avenue to railway overbridge | Mixed traffic lanes with logos |
| Westleigh/Pennant Hills Town Centre Link | Nicolson Avenue from Quarter Sessions Road to Dobson Street | Mixed traffic lanes with logos |
| | Dobson Street from Nicolson Avenue to Giblett Avenue from Dobson Street to Edmonson Close | Mixed traffic lanes with logos |
| | Over Zig Zag Creek and Reserve to Dale Close | 2.5m shared path |
| | Dale Close to Morgan Close | Mixed traffic lanes with logos |
| | Morgan Close from Dale Close to Tillock | Mixed traffic lanes with logos |

| Route | Location | Facility Type |
|---|--|------------------------------------|
| | Street Tillock Street southbound to off road walkway | Mixed traffic lanes with logos |
| Westleigh/Thornleigh commuter route to Normanhurst Station | Off road from Quarter Sessions Road opposite Coorang Road through reservoir reserve to Sefton Road | 2.5m shared path |
| | Sefton Road on northern side from off road path to Milson Parade east of Hammond Avenue | 2.5m shared path |
| | Milson Parade between Hammond Avenue/Denman Avenue railway bridge | Pedestrian/bike refuge |
| | Milson Parade between pedestrian/bike refuge and Denman Avenue railway bridge on southern side | 2.5m shared path |
| Quarter Sessions Road Model Route / commuter / recreation & school link | Denman Avenue railway bridge on eastern side then northern side to railway station entry | 2.5m shared path |
| | Quarter Sessions Road from Duffy Avenue to Warrigal Drive (south) | On road separated 2 way bike lanes |
| | Quarter Sessions Road from Warrigal Drive to Western Crescent (north) | Mixed traffic lanes with logos |
| | Opposite Ruddock Park | Pedestrian/bike refuge |
| | Near Warrigal Drive (south) | Pedestrian/bike refuge |
| Normanhurst Commuter Route to HTC | Near Barkala Place | Pedestrian/bike refuge |
| | Near Silver Crescent | Pedestrian/bike refuge |
| | Opposite playground north of Western Crescent | Pedestrian/bike refuge |
| | Milson Parade/Malsbury Road from Hammond Avenue to Clarke Road on north/western side | 2.5m shared path |
| Thornleigh/Normanhurst local Link to Brickpit Park/Kenley Park | North of Clarke road rail bridge cross over Malsbury Road | centre median |
| | Malsbury Road short link to Normanhurst shops and station through Eaton Avenue signals, then on southern side of Malsbury Road to railway bridge | 2.5m shared path |
| | Dartford Road from signals at Milson Parade to signals at Pennant Hills Road on western side | 2.5m shared path |
| | Across signals at Pennant Hills Road on northern side to Huddart Avenue | 2.5m shared path |
| Normanhurst Commuter Route from Normanhurst shops Wahroonga/Waitara | Huddart Avenue from Pennant Hills Road to Denman Parade | Mixed traffic lanes with logos |
| | Denman Parade from Huddart Avenue to railway overbridge | Mixed traffic lanes with logos |
| | Denman Parade from railway station entry to Edwards Road | Mixed traffic lanes with logos |
| Commuter link from Duffy Avenue to The Esplanade | Duffy Avenue from end of bike/parking lane northern side to Chilvers Road signals | 2.5m shared path |
| | The Esplanade eastern side from Duffy Avenue to start of bike/parking lane | 2.5m shared path |

4.2 PENNANT HILLS AND PENNANT HILLS WEST

Pennant Hills and Pennant Hills West are principally low density residential settlement with a small residential area east of Pennant Hills Road together with Pennant Hills Park. There is one railway station in the area which attracts commuters from Cherrybrook, Castle Hill and the villages in the rural area. A multistorey commuter car park services the parking demand, which is accessed from Pennant Hills Road.

Pennant Hills redevelopment is:

- Fisher Avenue - five storey residential - 133 dwelling units.

West Pennant Hills area growth is:

- Thompsons Corner - five storey mixed use - 347 dwelling units and 16,000m² retail/commercial.

There are two public primary schools in the area. Pennant Hills PS in Weemala Avenue which has about 8 cyclists per day. There were 550 children enrolled in the school in 2017, and the school is expected to grow modestly to 600 enrolments in the next five years. Pennant Hills West PS on Church Street has about 20 cyclists per day. There were 651 children enrolled in the school in 2017, and the school is expected to grow to 700 enrolments in the next five years.

The main shopping areas are Pennant Hills shopping centre accessed from Yarra Road and West Pennant Hills Shopping Centre at the Pennant Hills Road/Castle Hill Road intersection.

Bicycle crashes haven occurred on

- Pennant Hills Road,
- Yarra Road near Ramsay Road,
- Bellamy Street east of Boundary Road,
- Victoria Road west of Wilson Road and at New Line Road.

The Traffic Environment is as follows:

- The area has some highly trafficked Regional Roads in the area:
 - Yarra Road – near Wells Street – 24,100vpd+ (2016)
 - Bellamy Street - between Malahide Road and Laurence Street – approximately 17,200vpd with 85th percentile speeds of 55km/h in a 50km/h speed limit area.
 - Stevens Street – near Willis Avenue – over 15,500vpd (2010)
 - Bellamy Street – near Boundary Road – about 11,500vpd (2016)
 - Victoria Road – between Loftus Road and Wilson Road – around 3,400vpd with 85th percentile speeds of 56km/h in a 50km/h speed limit area.
- Ramsay Street is a local road with volumes of about 5,000vpd and 85th percentile speeds of 37km/h with a speed limit of 50km/h.
- The 1998 Bike Plan indicated RTA Regional routes on The Esplanade, Bellamy Road and Victoria Road. Boundary Road is indicated as a trunk route. The only local routes indicated are connectors to Pennant Hills High School.

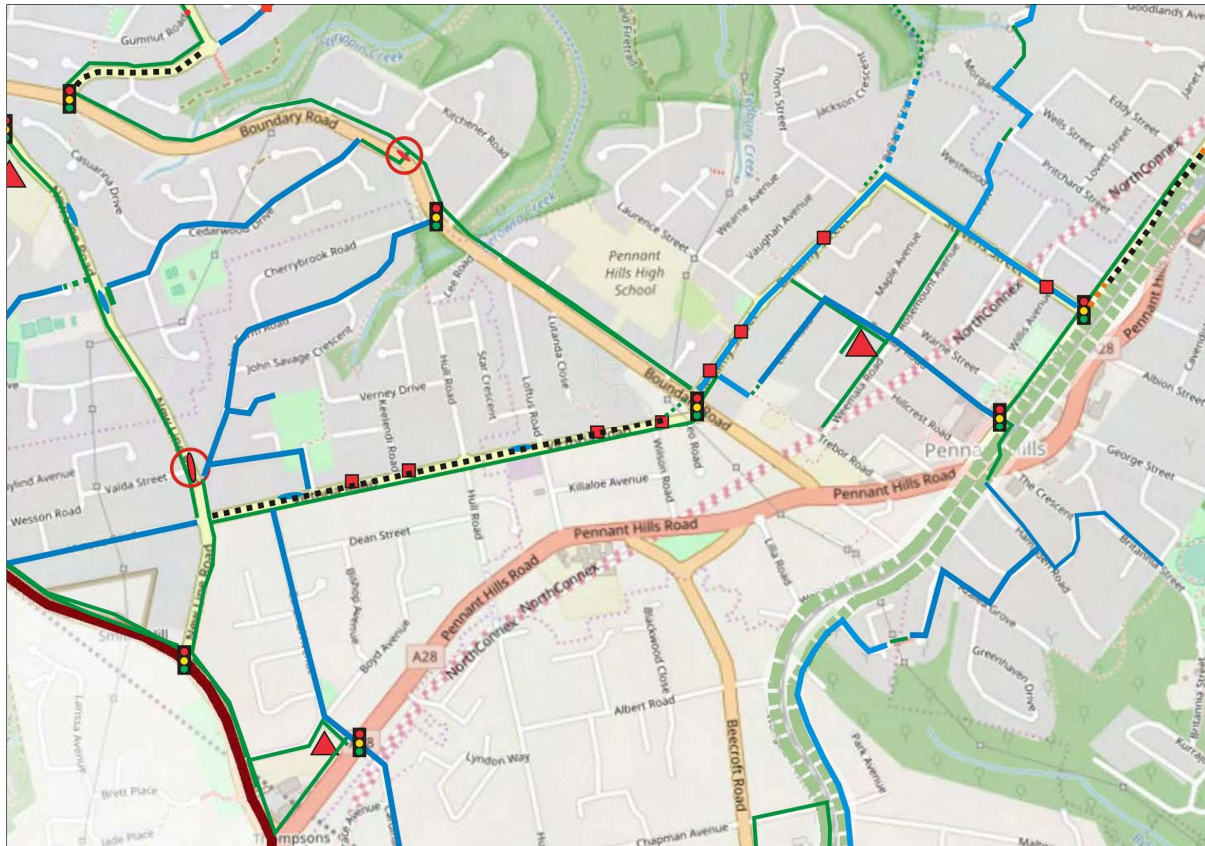
The principal constraint is the trafficked Regional Roads which surround the Pennant Hills shopping centre area. These are all residential streets with driveways and on street parking.

The main opportunities are:

- Create local bypass routes to the highly trafficked routes and/or create high quality facilities by restricting on street parking where feasible and traffic management to restrict speeds.

- Ensure that footpaths are of a high standard and safe crossing facilities are installed in order to encourage children to cycle to school where the topography permits.
- Shoppers are encouraged to cycle to the Pennant Hills regional shopping centre and the local Pennant Hills West centre.

Figure 4.2 Pennant Hills and Pennant Hills West Bicycle Routes



| Proposed Bicycle Facilities | |
|-----------------------------|-----------------------------------|
| On Road Cycling Facility | |
| | - Separated Two Way Bike Lane |
| | - Separated One Way Bike Lanes |
| | - Bike / Parking Lanes with Logos |
| | - Mixed Traffic Lanes with Logos |
| Off Road Cycling Facility | |
| | - Two Way Shared Bike Path |
| | - Public Primary School |

| Proposed Traffic Management | |
|--|--------------------------------------|
| | - Pedestrian Refuge |
| | - Intersection Median |
| | - Traffic Speed Device |
| Existing Bicycle Facilities and Traffic Management | |
| | - Mixed Traffic Lanes with Logos |
| | - Two Way Shared Bike Path |
| | - Bike Parking Lanes with logos |
| | - Traffic Signals on Proposed Routes |

Table 4.2 Pennant Hills and Pennant Hills West Bicycle Routes

| Route | Location | Facility Type |
|---|--|--------------------------------|
| Pennant Hills PS shared paths | Weemala Road from Trebor Road to Ramsay Rd on north-western side | 2.5m shared path |
| | Rosemount Avenue from Ramsay Road to Stephens Street on north-western side | 2.5m shared path |
| | Ramsay Rd from Weemala Road to Bellamy Street south-west (school side) | 2.5m shared path |
| | Greycliffe Avenue fronting school | 2.5m shared path |
| Pennant Hills West PS shared paths | Church Street southern side | 2.5m shared path |
| | Cardinal Avenue western side from Church Street to Pennant Hills Road | 2.5m shared path |
| | Castle Hill Road eastern side from New Line Road to overhead bridge over Castle Hill Road | 2.5m shared path |
| Thornleigh/Pennant Hills Park Recreation Link | Yarra Road northside from Eddy Street to Ramsey Road signals | 2.5m shared path |
| | Ramsey Road signals on southside to overpass on Pennant Hills Road | 2.5m shared path |
| | On overpass to Hampden Road then to The Crescent | Mixed traffic lanes with logos |
| | The Crescent from Hampden Road to Charlotte Road/ Britannia Street into Pennant Hills Park | Mixed traffic lanes with logos |
| Westleigh/Pennant Hills Town Centre Link | From walkway on Tillock Street to Westwood Street | Mixed traffic lanes with logos |
| | Westwood Street from Tillock Street to Stevens Street | Mixed traffic lanes with logos |
| | From Westwood Street north to existing raised pedestrian crossing on Stephens Street | 2.5m shared path |
| | Rosemount Avenue northern side from Stephens Street to Ramsay Road (also school route) | 2.5m shared path |
| Cherrybrook/Pennant Hills Town Centre Link | Boundary Road eastern side from Francis Greenway Drive to Bellamy Street signals | 2.5m shared path |
| | Bellamy Street south eastern side from signals to Malahide Road | 2.5m shared path |
| | Malahide Road to shared path link to Leith Road | Mixed traffic lanes with logos |
| | Leith Road from shared path to Ramsay Road | Mixed traffic lanes with logos |
| | Ramsay Road from Leith Road to Yarra Road | Mixed traffic lanes with logos |
| Victoria Road/ Bellamy Street Commuter Route | Victoria Road from New Line Road to Boundary Street signals – change treatment | Mixed traffic lanes with logos |
| | Victoria Road from New Line Road to Boundary Street signals | 4 speedhumps |
| | Bellamy Street from Boundary Road signals to Stephens Street | Mixed traffic lanes with logos |
| | Bellamy Street from Boundary Road signals to Stephens Street | 3 speedhumps |

| Route | Location | Facility Type |
|---------------------------|---|--------------------------------|
| Shopping/station link | Stephens Street from Bellamy Street to Yarra Road | Mixed traffic lanes with logos |
| | Stephens Street near Willis Avenue | 1 speedhump |
| | Cardinal Avenue from Victoria Road to Pennant Hills Road | Mixed traffic lanes with logos |
| | Pennant Hills Road north-western side from Cardinal Avenue to shopping centre | 2.5m shared path |
| New Farm Road local links | Castle Hill Road eastern side from New Line Road to Cherrybrook Station | 2.5m shared path |
| | New Farm Road from New Line Road to Boundary Road signals | Mixed traffic lanes with logos |
| | Cheyne Walk from New Farm Road to Campbell Park | Mixed traffic lanes with logos |
| | Attunga Avenue/Wilga Street to Campbell Park | Mixed traffic lanes with logos |

4.3 CHERRYBROOK AND CASTLE HILL

Cherrybrook and Castle Hill are low density residential settlements on the fringe of the urban area.

The Cherrybrook station is being constructed on Castle Hill Road. This will be completed within the next 3 years. Presently there is a high reliance on the private car for commuting. The Cherrybrook Station Precinct will include - five storey mixed use - 2815 dwelling units and 2,400m² retail/commercial.

There are three public primary schools in the area:

- Oakhill Drive PS on Oakhill Drive has a catchment area which extends east over New Line Road to the James Henty Drive area, it has about 2-3 cyclists per day. There were 753 children enrolled in the school in 2017. The principal pointed out that the hilly area mitigates against cycling.
- John Purchase PS and Cherrybrook PS did not respond to the survey.

The main shopping areas are Cherrybrook Shopping Village on Shepherds Drive, the Apple Tree neighbourhood shopping centre on Shepherds Drive and the Oakhill Village Shopping Centre on David Road /Oakhill Drive intersection.

The existing Traffic Environment is as follows:

- Boundary Road is a State Road;
- The area has the following Regional Roads:
 - County Drive – between Treetops Road and John Road – approximately 15,900vpd with 85th percentile speeds of 65km/h in a 60km/h speed limit area.
 - New Line Road – near Cedarwood Drive – over 14,000vpd (2016).
- Major collectors and local collectors are:
 - Shepherds Drive –speed/volume counts at two separate locations.
 - 24 Shepherds Drive - approximately 13,400vpd and 85th percentile speeds of 54km/h in a 50km/h speed limit zone.
 - 91 Shepherds Drive - approximately 7,400vpd and 85th percentile speeds of 54km/h in a 50km/h speed limit zone.
 - Macquarie Drive – near Callistemon Crescent - over 6,300vpd (2016)
 - Purchase Road – between Hancock Drive and Kentia Parade - approximately 2,100vpd with

- 85th percentile speeds of 63km/h with a designated speed limit of 50km/h.
- Cedarwood Drive – near Maybush Place – around 1,400vpd with 85th percentile speeds of 60km/h in a 50km/h speed limit area.
- Only one bicycle crash was documented on Shepherds Drive at the Apple Tree neighbourhood shopping centre.
- The 1998 Bike Plan indicated a trunk route on Boundary Road to David Road, then along Oakhill Drive to Tawmii Place, then Old Northern Road.

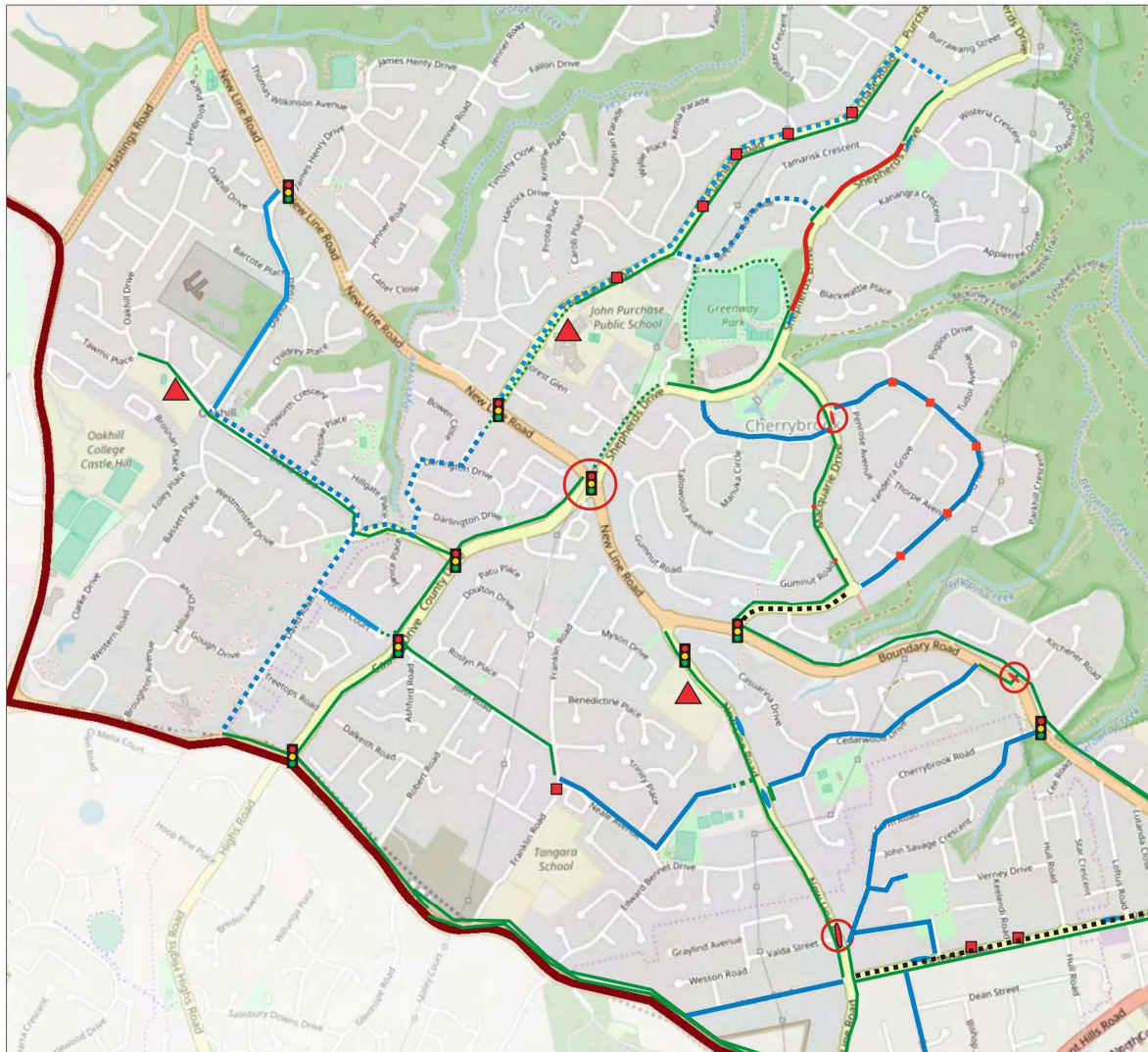
The principal constraints are:

- Very steep gradients on approach to Castle Hill Road.
- Lack of speed restrictions and safe crossing points on collector roads.
- Curvilinear roads which encourage speeding and visibility problems for active transport.
- Lack of crossing facilities for pedestrians/cyclists at the Boundary Road/County Drive intersection encouraging vehicle use for short local trips.

The main opportunities are:

- Create a safer local road environment by restricting the speed of vehicles.
- Ensure that footpaths are of a high standard and safe crossing facilities are installed in order to encourage children to cycle to school.
- Upgrading of the Boundary Road/County Drive intersection to signals to encourage active transport for the shopping trip to Cherrybrook Village Centre and recreation facilities which exist in that precinct.

Figure 4.3 Cherrybrook and Castle Hill Bicycle Routes



| Proposed Traffic Management | | Proposed Bicycle Facilities | |
|---|--------------------------------------|-----------------------------|-----------------------------------|
| | - Pedestrian Refuge | | - Separated Two Way Bike Lane |
| | - Intersection Median | | - Separated One Way Bike Lanes |
| | - Traffic Speed Device | | - Bike / Parking Lanes with Logos |
| | - 40km/h zone | | - Mixed Traffic Lanes with Logos |
| | - Traffic Signals | | - Off Road Cycling Facility |
| Existing Bicycle Facilities and Traffic Management | | | - Two Way Shared Bike Path |
| | - Mixed Traffic Lanes with Logos | | |
| | - Two Way Shared Bike Path | | |
| | - Bike Parking Lanes with logos | | |
| | - Pedestrian Refuge | | |
| | - Traffic Signals on Proposed Routes | | - Public Primary School |

Table 4.3 Cherrybrook and Castle Hill Bicycle Routes

| Route | Location | Facility Type |
|---|--|--------------------------------|
| Cherrybrook PS shared paths | New Line Road on western side (school side) from park/playground near Boundary Road roundabout to Victoria Road roundabout | 2.5m shared path |
| | Near New Farm Road | Pedestrian/bike refuge |
| John Purchase PS shared paths | Purchase Road from Eldridge St to New Line Road on southern (school) side | 2.5m shared path |
| | Purchase Road from school crossing to Eldridge Street | 5 speed humps |
| Oakhill Drive PS shared paths | David Road from Oakhill Dr roundabout to Woodgrove Ave roundabout on southern (school) side | 2.5m shared path |
| | Cross to south of roundabout | gap in roundabout median |
| | Woodgrove Avenue southern side from David Road to County Drive signals | 2.5m shared path |
| | Oakhill Drive from David Rd roundabout southern (school) side to Springthorpe Way | 2.5m shared path |
| East-west local connector route | Haven Court from David Road to path through reserve | Mixed traffic lanes with logos |
| | Path through reserve and cross at County Drive signals | 2.5m shared path |
| | John Road on northern side from County Drive signals to Franklin Road | 2.5m shared path |
| | Franklin Road western side from John Road to Neale Avenue | 2.5m shared path |
| | Franklin Road south of Neale Avenue intersection at start of 40km/h school zone | speedhump |
| | Neale Avenue from Franklin Road to Bowerman Place | Mixed traffic lanes with logos |
| | Bowerman Place | Mixed traffic lanes with logos |
| | Bowerman Place path from Bowerman Place to New Line Road | 2.5m shared path |
| | New Line Road from Bowerman Place path on western side shared path (school route) to existing pedestrian refuge | Signage |
| | New Line Road eastern side from existing pedestrian refuge to Cedarwood Drive | 2.5m shared path |
| | Cedarwood Drive from New Line Road to Boundary Road | Mixed traffic lanes with logos |
| | Boundary Road on southern side from Cedarwood Road to new pedestrian/bike refuge | 2.5m shared path |
| | Boundary Road 55m south of Cedarwood Drive intersection to link with Boundary Road shared path | Pedestrian/bike refuge |
| David Road/New Line Road connector | David Road from New Line Road to Oakhill Drive | Mixed traffic lanes with logos |
| Macquarie Drive / Francis Greenway Drive Link | Macquarie Drive western side from Shepherds Drive to Francis Greenway Drive | 2.5m shared path |

| Route | Location | Facility Type |
|--|---|--------------------------------|
| | Macquarie Drive between Kenburn Avenue and Francis Greenway Drive | Pedestrian/bike refuge |
| | Kenburn Avenue intersection with Macquarie Drive | Intersection median |
| | Tallowood Avenue intersection with Macquarie Drive | Intersection median |
| | Gumnut Road intersection with Macquarie Drive | Intersection median |
| | Francis Greenway Drive on northern side from Macquarie Drive to Boundary Road signals | 2.5m shared path |
| Kenburn Avenue connector to shops | Kenburn Avenue from Macquarie Drive to Shepherds Drive | Mixed traffic lanes with logos |
| Francis Greenway Drive connector | Francis Greenway Drive from Macquarie Drive near Kenburn Avenue to Macquarie Drive roundabout | Mixed traffic lanes with logos |
| | Mixed traffic lanes with logos | 5 speed humps |
| Shepherds Drive Model Route/ school & shopping connector | Shepherds Drive on northern side from existing shared path to existing pedestrian refuge north of Macquarie Drive | 2.5m shared path |
| | Shepherds Drive on western side from existing pedestrian refuge to 20m from roundabout at Beechworth Parade | Separated 2 way bike lanes |
| | Shepherds Drive on western 20m south and north of roundabout at Beechworth Parade | 2.5m shared path |
| | Shepherds Drive on western side from shared path 20m north of Beechworth Parade roundabout to existing pedestrian refuge opposite Appletree Shopping Centre | Separated 2 way bike lanes |
| | Shepherds Drive on western side from existing pedestrian refuge opposite Appletree Shopping Centre to Elridge Street | 2.5m shared path |
| Cherrybrook Station Castle Hill Road Commuter Route | Castle Hill Road from David Street to overpass at Pennant Hills West shopping centre | 2.5m shared path |
| Cherrybrook Station north-south commuter connector | Shepherds Drive/County Drive/Boundary Road intersection | Traffic signals |
| | County Drive western side from Boundary Road to John Road | 2.5m shared path |
| | County Drive eastern side from John Road to Castle Hill Road | 2.5m shared path |

4.4 CHELTENHAM, BEECROFT AND EPPING NORTH

Cheltenham, Beecroft and Epping North constitute that part of the Shire from which all land south of the M2 motorway was re-distributed to Parramatta Council. Links still exist with that land in the form of the Hornsby DCP designating land use changes, an operating school catchment, and links to a the Epping regional centre which services the Epping North area.

The commercial centres in the area are:

- Epping Town Centre – just outside the Shire
- Beecroft Village at the railway station.
- Malton Road neighbourhood centre in North Epping.

The Beecroft area growth is:

- Beecroft Road in commercial centre - five storey mixed use - 8557 dwelling units and 2,300m² retail/commercial.

There are three public primary schools which service the area. Unfortunately none of these schools responded to the survey:

- Beecroft PS (712 students in 2013) and Epping North PS (414 students in 2013) have a catchment which is fully within the Shire.
- Epping Heights PS (322 students in 2013) is located south of the M2 motorway with a catchment north of the motorway.

The area is serviced by the Beecroft and Cheltenham railway stations within the Shire as well as Epping station.

The Traffic Environment is as follows:

- Beecroft Road is a State Road.
- Copeland Road in Beecroft is classified as a Regional Road.
- All other streets are classified as collector and local Council roads.
- Volumes are available for the following roads:
 - Sutherland Road Beecroft, a collector – over 1,300vpd (2016), with 85th percentile speeds of 62km/h in a 50km/h zone.
 - Kirkham Street Beecroft, a major collector - over 5,300vpd (2012), with 85th percentile speeds of 50km/h in a 50km/h zone.
- Bicycle crashes have occurred:
 - At the Beecroft Road/Copeland Road intersection, and one on the overbridge of the M2 motorway.
 - At the On Castle Howard Road mid block
 - At the Dalton Road/Boundary Road intersection, Epping North.
- The 1998 Bike Plan proposed the following as trunk routes:
 - Sutherland Road.
 - Chapman Avenue/Cardinal Avenue linking across Pennant Hills Road to Victoria Road.

Beecroft Road redevelopment in the area bounded by Chapman Avenue and Wongala Crescent will yield 855 dwellings and 2,300m² of retail and commercial area.

The principal constraint is Beecroft Road which dissects the two northern suburbs and splits the school and

retail village catchments.

The main opportunities are:

- Ensure that as many children as possible are able to cycle to school, from both sides of the Beecroft Road.
- Shoppers and recreation cyclists are encouraged to cycle to the Beecroft shops and recreation facilities, and in the Epping North area to the oval and Epping North neighbourhood centre.

Figure 4.4 Cheltenham, Beecroft and Epping North Bicycle Routes



| Proposed Traffic Management | Proposed Bicycle Facilities |
|---|---|
| <ul style="list-style-type: none"> - Pedestrian Refuge - Intersection Median - Traffic Speed Device | <p>On Road Cycling Facility</p> <ul style="list-style-type: none"> - Separated Two Way Bike Lane - Separated One Way Bike Lanes - Bike / Parking Lanes with Logos - Mixed Traffic Lanes with Logos <p>Off Road Cycling Facility</p> <ul style="list-style-type: none"> - Two Way Shared Bike Path |
| <p>Existing Bicycle Facilities and Traffic Management</p> <ul style="list-style-type: none"> - Mixed Traffic Lanes with Logos - Two Way Shared Bike Path - Bike Parking Lanes with logos - Traffic Signals on Proposed Routes | <ul style="list-style-type: none"> - Public Primary School |

Table 4.4 Cheltenham, Beecroft and Epping North Bicycle Routes

| Route | Location | Facility Type |
|---|--|---|
| Beecroft PS shared paths | Copeland Road, on southern side from existing shared path to Beecroft Rd Cheltenham Rd (part) | 2.5m shared path |
| | Beecroft Road on school side (southern side) to Cheltenham Road | 2.5m shared path |
| | Kirkham Street from Beecroft Road to Boronia Avenue | 2.5m shared path |
| Epping North PS shared paths | Boundary Road southern side from North Epping Oval to Norfolk Road | 2.5m shared path |
| | Norfolk Road from Boundary Road eastern side to Grayston Road | 2.5m shared path |
| Epping North Local connector routes | Norfolk Road from Boundary Road to Epping Oval Athletic Track entry (part school route) | 2.5m shared path |
| | Malton Road from Norfolk Road eastwards past shopping area to Boundary Road | Mixed traffic lanes with logos |
| Beecroft Centre local connector routes | Copeland Road east crossing over rail bridge into Wongala Crescent | shared path |
| | Wongala Crescent from rail bridge on eastern side to Chapman Avenue | 2.5m shared path |
| | Chapman Avenue southern side from Wongala Crescent to Beecroft Road | 2.5m shared path |
| | Beecroft Road eastern side from Chapman Road to Hannah Doyle Street | 2.5m shared path |
| | Hannah Doyle Street | Mixed traffic lanes with logos |
| Beecroft/Cheltenham local routes | Cardinal Avenue from Pennant Hills Road to Copeland Road | Mixed traffic lanes with logos |
| | Beecroft Road northern side from overbridge to The Crescent | 2.5m shared path |
| Cheltenham station connector | Cheltenham Road from Boronia Avenue to The Crescent | Mixed traffic lanes with logos |
| | Railway overbridge eastern side | 2.5m shared path |
| Beecroft/Pennant Hills Park connector | Sutherland Road from north of Copeland Road to Tristania Way | Mixed traffic lanes with logos |
| | Tristania Way to shared path to Clement Close, Pennant Hills | Mixed traffic lanes with logos |
| | Clements Close /Azalea Grove/Liguori Way Pennant Hills connecting to Hampden Road | Mixed traffic lanes with logos |
| Sutherland Road model route/recreation/station commuter route | Sutherland Road from Copeland Road East intersection on eastern side to Brooke Park driveway gates | 2.5m shared path |
| | From Brooke Park to M2 motorway | Separated one way bike lanes in both directions |
| | From Copeland Road East to M2 motorway | 15-16 speedhumps |

5. SCHEDULE OF WORKS

5.1 SCHOOL ROUTES

A Schedule of Works for school routes has been prepared for the school routes for all public Primary Schools in the study area; this is included in **Appendix B** together with maps which illustrate the routes which are in the schedule. The cost estimates for each item are based on site work and unit rates from Council and other sources for replacing footpaths with 2.5m shared paths, and constructing footpaths where none presently exist. Additional on-road traffic management such as medians, pedestrian/cyclist refuges and speed devices are not costed as they lie outside the sole domain of bicycle facility costing.

Table 5.1 summarises the estimated costs of upgrading the school routes so that there are continuous routes for cycling and walking to all public primary schools in the urban area of the Shire. While the 2.5m shared paths are part of Bike Plan costs, the extension of footpaths should not be included in the Bike Plan costs.

Table 5.1 Schedule of Works – School Routes

| Sub District | School | 2.5m footpath | Cost/m | 2.5 m cost | 1.2m footpath | Cost/m | 1.2 m cost | Total | |
|-------------------------------------|-----------------------|---------------|--------|--------------------|---------------|--------|------------|--------------------|------------------|
| N1 | Mount Colah PS | 2250 m | \$120 | \$270,000 | 230 m | \$60 | \$13,800 | \$283,800 | |
| N1 | Mount Kuring-Gai PS | 480 m | \$120 | \$57,600 | 0 m | \$60 | \$0 | \$57,600 | |
| N2 | Hornsby Heights PS | 1350 m | \$120 | \$162,000 | 720 m | \$60 | \$43,200 | \$205,200 | |
| N3 | Berowra PS | 900 m | \$120 | \$108,000 | 1200 m | \$60 | \$72,000 | \$180,000 | |
| N3 | Wideview PS | 650 m | \$120 | \$78,000 | 1300 m | \$60 | \$78,000 | \$156,000 | |
| C1 | Asquith PS | 680 m | \$120 | \$81,600 | 390 m | \$60 | \$23,400 | \$105,000 | |
| C2 | Hornsby South PS | 730 m | \$120 | \$87,600 | 20 m | \$60 | \$1,200 | \$88,800 | |
| C2 | Hornsby North PS | 700 m | \$120 | \$84,000 | 120 m | \$60 | \$7,200 | \$91,200 | |
| C3 | Waitara PS | 750 m | \$120 | \$90,000 | 140 m | \$60 | \$8,400 | \$98,400 | |
| S1 | Thornleigh West PS | 480 m | \$120 | \$57,600 | 1840 m | \$60 | \$110,400 | \$168,000 | |
| S1 | Normanhurst West PS | 1110 m | \$120 | \$133,200 | 490 m | \$60 | \$29,400 | \$162,600 | |
| S1 | Normanhurst PS | 440 m | \$120 | \$52,800 | 480 m | \$60 | \$28,800 | \$81,600 | |
| S2 | West Pennant Hills PS | 760 m | \$120 | \$91,200 | 0 m | \$60 | \$0 | \$91,200 | |
| S2 | Pennant Hills PS | 1850 m | \$120 | \$222,000 | 740 m | \$60 | \$44,400 | \$266,400 | |
| S3 | Cherrybrook PS | 1300 m | \$120 | \$156,000 | 1770 m | \$60 | \$106,200 | \$262,200 | |
| S3 | Oakhill Drive PS | 1350 m | \$120 | \$162,000 | 190 m | \$60 | \$11,400 | \$173,400 | |
| S3 | John Purchase PS | 1600 m | \$120 | \$192,000 | 2960 m | \$60 | \$177,600 | \$369,600 | |
| S4 | Epping North PS | 2000 m | \$120 | \$240,000 | 400 m | \$60 | \$24,000 | \$264,000 | |
| S4 | Epping Heights PS | 750 m | \$120 | \$90,000 | 0 m | \$60 | \$0 | \$90,000 | |
| S4 | Beecroft PS | 3080 m | \$120 | \$369,600 | 800 m | \$60 | \$48,000 | \$417,600 | |
| Total | | | | \$2,785,200 | Total | | | | \$827,400 |
| Total Cost for School Routes | | | | | | | | \$3,612,600 | |

6.2 MODEL ROUTES

In developing the rough costing for the Model Routes, the type of treatment recommended is based on the Engineering Design Principles discussed in Working Paper 1, as well as the 'AUSTRROADS – Guide to Engineering Practice - Bicycles' and the RMS NSW Bicycle Guidelines. The following general principles, based on the AUSTRROADS standards and RMS guidelines, are followed in calculating generalised costs:

- Bicycle warning signs are located on all side roads;
- Shared off-road path regulatory signage is located every 500 metres and/or at intersections;
- Bicycle lane regulatory signage is located every 500 metres and/or at intersections;
- Bicycle network route directional signage is located at decisions points; such as the beginning and end of a route, where two routes intersect or where a route changes direction;
- Bicycle lane logos are located every 75 metres and/or at intersections;
- Shared off-road path logos located every 200 metres and/or at intersections;

Table 5.2 summarises the costs of constructing the Model Routes. Concepts of some of the routes are in **Appendix C** together with the broad schedule of works.

Table 5.2 Schedule of Works Costing – Model Routes

| Sub District | Route | Cost estimate |
|-------------------|---|-----------------------|
| N2 | Somerville Road, Hornsby Heights | \$23,319.34 |
| C1 - C2 | Amor Street / Jersey Street link, Hornsby/Asquith | \$247,755.36 |
| C2 | TAFE –Old Hornsby Town Centre link, Hornsby North/Hornsby | \$71,500.84 |
| S1 | Quarter Sessions Road, Westleigh | \$1,382,469.43 |
| S2 | Victoria Road, Pennant Hills | \$180,610.68 |
| S3 | Shepherds Drive, Cherrybrook | \$1,210,256.64 |
| S4 | Sutherland Road, Beecroft/Cheltenham | \$63,520.25 |
| Total cost | | \$3,179,432.54 |



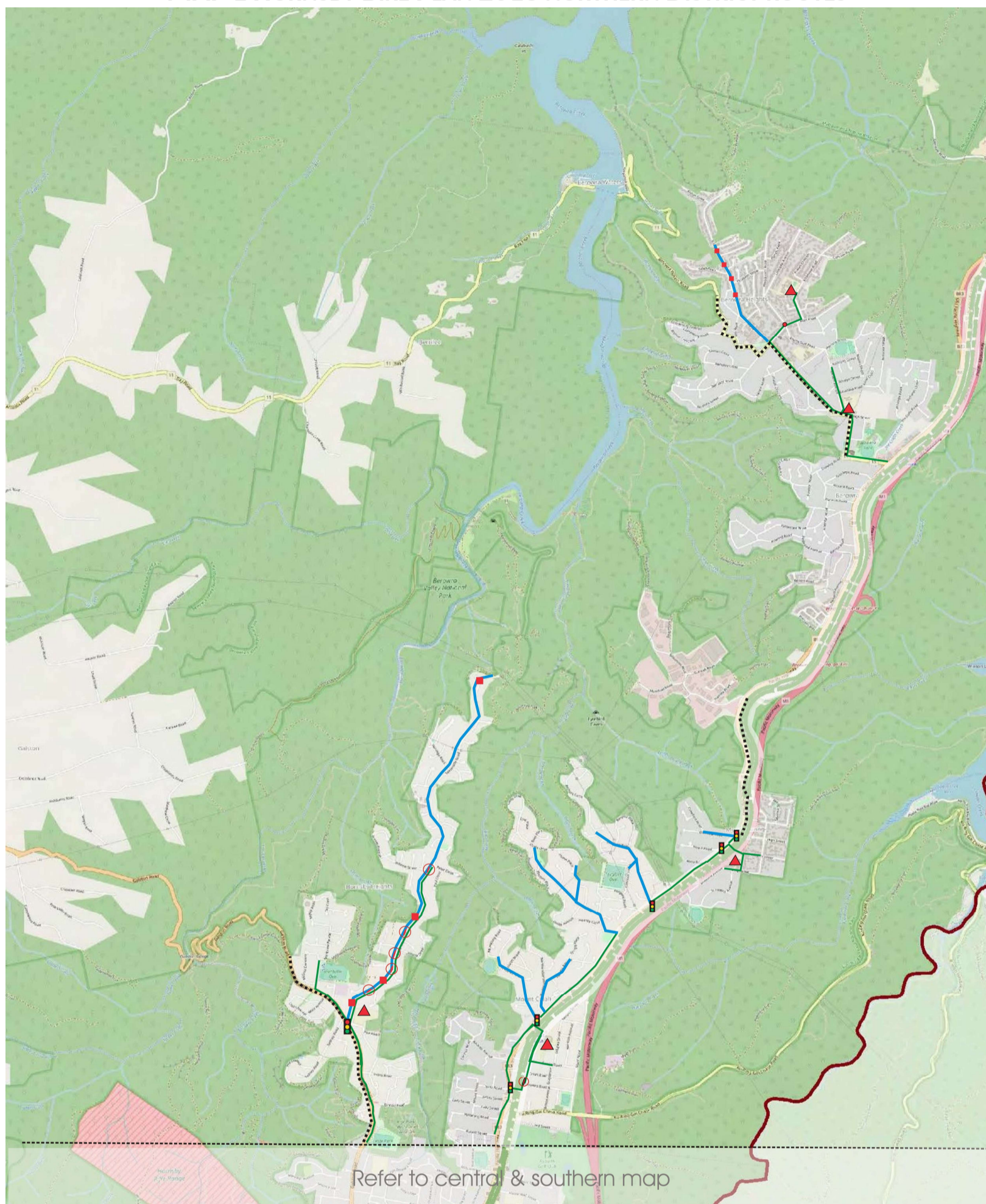
APPENDIX A

DRAFT 2018 BICYCLE NETWORK

MAP 1 - NORTHERN DISTRICTS

MAP 2 - CENTRAL AND SOUTHERN DISTRICTS

MAP 1 HORNSBY BIKE PLAN 2018 NORTHERN DISTRICT ROUTES



Proposed Traffic Management

- Pedestrian Refuge
- Intersection Median
- Traffic Speed Device

Existing Bicycle Facilities and Traffic Management

- Mixed Traffic Lanes with Logos
- Two Way Shared Bike Path
- Bike Parking Lanes with logos
- Traffic Signals on Proposed Routes

Proposed Bicycle Facilities

On Road Cycling Facility

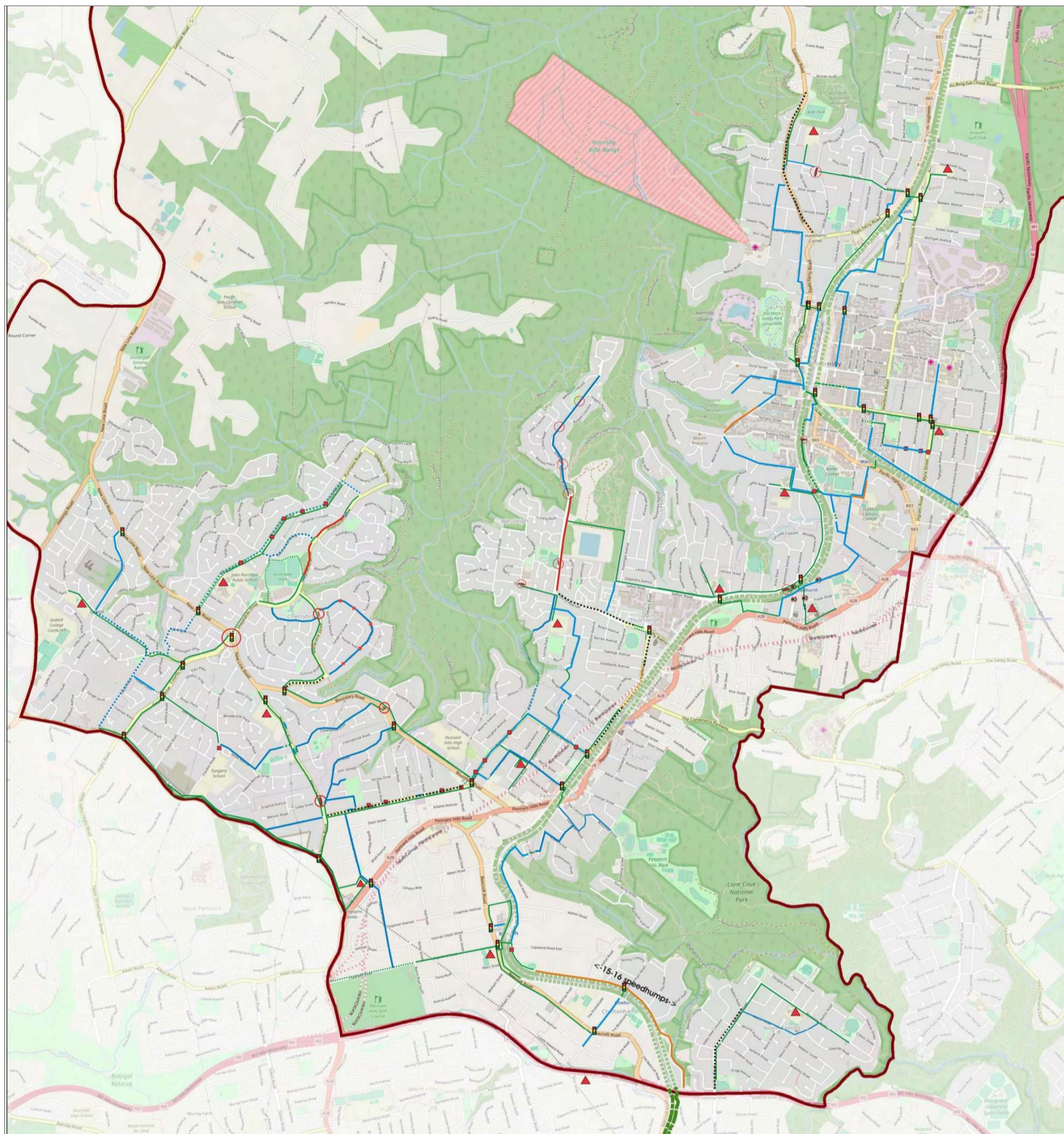
- Separated Two Way Bike Lane
- Separated One Way Bike Lanes
- Bike / Parking Lanes with Logos
- Mixed Traffic Lanes with Logos

Off Road Cycling Facility

- Two Way Shared Bike Path

- Public Primary School

MAP 2 HORNSBY BIKE PLAN 2018 SOUTHERN AND CENTRAL DISTRICT ROUTES



Proposed Traffic Management

- Pedestrian Refuge
- Intersection Median
- Traffic Speed Device
- 40km/h zone
- Traffic Signals

Existing Bicycle Facilities and Traffic Management

- Mixed Traffic Lanes with Logos
- Two Way Shared Bike Path
- Bike Parking Lanes with logos
- Pedestrian Refuge
- Traffic Signals on Proposed Routes

Proposed Bicycle Facilities

On Road Cycling Facility

- Separated Two Way Bike Lanes
- Separated One Way Bike Lanes
- Bike / Parking Lanes with Logos
- Mixed Traffic Lanes with Logos

Off Road Cycling Facility

- Two Way Shared Bike Path

- Public Primary School



APPENDIX B

SCHOOL ROUTES MAPS AND SCHEDULE OF WORKS

| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | | Verge width (m) | | | Comment/Explanation |
|-------------------|---|----------------|----------|------|-----------|-----------|-----------------------|------------------|------|-----------------|------------|------------------------|--|
| | | | Yes/No | Side | Width (m) | Condition | Footpath required (m) | Location missing | Side | | Grass | Type | |
| | Mount Colah Public School | | | | | | | | | | | | |
| Pierra Close | Mount Colah Community Centre (MCCC) site frontage | Local | Yes | E | 1.5 | Good | 250 | | | - | School | MCCC northern driveway | Footpath at kerb. Signposts in footpath. |
| | Mount Colah Public School - Cowan Rd | Local | Yes | E | 2.3 | Good | | | | - | | | Footpath at kerb. Signposts and power poles in footpath. Footpath narrows down to 1.3 m wide towards Cowan Rd |
| | | | | | | | | | | | | | |
| Belmont Parade | Cowan Rd - Berowra Rd | Local | Yes | E | 1.2 | Good | 300 | | | 3.5-8 | | | No kerb. Verge width varies. Trees and cars parked in wide verge areas. New refuge proposed near Berowra Rd intersection |
| | Berowra Rd - Yirra Rd bridge | Local | Yes | W | 1.3 | Good | | | | - | | | No kerb. Verge width varies. Safety fence towards bridge and very narrow towards bridge. |
| | | | | | | | | | | | | | |
| Cowan Rd | Pierra Cl / Belmont Pde - Gray St | Local | No | S | - | Good | 200 | | | 4.5 | | | No footpath. Trees and power poles in verge. No kerbs except at 10 Cowan Rd. Culvert at roadside. |
| | | | | | | | | | | | | | |
| Yirra Road bridge | Belmont Pde - Pacific Hwy | Local | Yes | N | 1.5 | OK | | | | - | Signalised | Pacific Hwy | Footpath at kerb. Signposts and power poles in footpath. |
| | | | | | | | | | | | | | |
| Pacific Highway | Yirra Rd bridge - Werombi Rd | State | Yes | E | 1.2 | Good | 200 | | | 1.6 | Signalised | Yirra Rd bridge | Signposts, trees, power poles and traffic light poles in verge. 1.4 m to property boundary. Steep verge sloping to roadway near Werombi Rd |
| | Northumberland Ave - Parklands Ave | State | Yes | W | 1.5 | Good | 1300 | | | 1.8 | Signalised | Parklands Ave | Signposts and power poles in verge. |
| | Parklands Ave - Jim and Harry's Lotsa Food café | State | Yes | W | 3.8 | Good | | | | - | | | Signposts, power poles, bench, phone box, bin, post box and traffic light poles in footpath. |
| | Jim and Harry's Lotsa Food café - Judith Ave | State | Yes | W | 1.2 | Good | | | | 1.6 | | | Signposts and power poles in verge. Verge slopes slightly towards roadway near Judith Ave |
| | Judith Ave - Amaroo Ave | State | Yes | W | 1.2 | Good | | | | 3.6 | | | Signposts, trees and power poles in verge. Verge slopes slightly towards roadway near Judith Ave. Wide verge near Amaroo Ave. |
| | Armaroo Ave - 559 Pacific Hwy | State | Yes | W | 1.2 | Good | | | | 5+ | | | Wide verge which becomes car parking area. Tree roots, trees and power pole in verge. |
| | 559 Pacific Hwy - Yirra Rd | State | Yes | W | 1.2 | Good | | | | 5-10 | Signalised | Yirra Rd | Wide 10 m verge near at 559 which narrows down to 5 m. Signposts, power poles and culverts in verge. Steep from road. Flat surface at 543 |
| | Yirra Rd - Jersey St | State | Yes | W | 1.2 | Good | | | | 1.7 | Signalised | Yirra Rd bridge | 3.8 m wide footpath at shop frontage. Signposts and power poles in verge. Signposts, power poles and traffic light poles in footpath. |
| | Jersey St - Lady St | State | Yes | W | 1.2 | Good | | | | 3 | | | 4 m wide footpath at shop frontage. Signposts, trees and power poles in verge. |
| | Lady St - Willarong Rd | State | Yes | W | 1.2 | Good | | | | 3.2 | | | Signposts, trees and power poles in verge. Flat verge. |
| | Willarong Rd - Rupert St | State | Yes | W | 1.2 | Good | | | | 3 | | | Signposts and power poles in verge. Verge steep towards roadway near Willarong Rd. No kerb |
| | | | | | | | | | | | | | |
| Bolton Avenue | Ku-Ring-Gai Chase Rd - Berowra Rd | Local | Yes | W | 1.2 | Good | | | | | | | |
| | Ku-Ring-Gai Chase Rd - Berowra Rd | Local | No | E | - | - | | | | | | | |
| | | | | | | | | | | | | | |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | Verge width (m) | | | Comment/Explanation | |
|-----------------------|---------------------------------------|----------------|----------|---|-----|------|-----|-----------|-----------------|------------|-------------|---|--|
| | | | Yes | W | 1.2 | Good | | | | | | | |
| Gray Street | Berowra Rd - 18 Colah Rd | Local | Yes | W | 1.2 | Good | | | | | | | |
| | 18 Colah Rd - Cowan Rd | Local | No | W | - | - | 160 | | | | | | |
| | Berowra Rd - Cowan Rd | Local | No | E | - | - | | | | | | | |
| Parklands Road | Pacific Hwy - 47 Parklands Rd | Local | Yes | W | 1.2 | Good | | | | Signalised | Pacific Hwy | | |
| | 47 Parklands Rd - Binalong Rd | Local | No | W | - | - | | | | | | | |
| | Pacific Hwy - Flora Ave | Local | No | E | - | - | | | | | | | |
| | Flora Ave - 56 Parklands Rd | Local | Yes | E | 1.2 | Good | | | | | | | |
| | 56 Parklands Rd - Binalong Rd | Local | No | E | - | - | 70 | | | | | | |
| Northumberland Avenue | Pacific Hwy - Landra Ave | Local | Yes | E | 1.2 | Good | | | | | | | |
| | Pacific Hwy - Landra Ave | Local | No | W | - | - | | | | | | | |
| Landra Avenue | Northumberland Ave - 21 Landra Ave | Local | Yes | S | 1.2 | Good | | | | | | | |
| | 21 Landra Ave - Spring Pl | Local | No | S | - | - | | | | | | | |
| | Northumberland Ave - 21 Landra Ave | Local | No | N | - | - | | | | | | | |
| | 21 Landra Ave - Spring Pl | Local | Yes | N | 1.2 | Good | | | | | | | |
| Amaroo Avenue | Pacific Hwy - Carinya Rd | Local | Yes | N | 1.2 | Good | | | | | | | |
| | Pacific Hwy - Carinya Rd | Local | No | S | - | - | | | | | | | |
| | Mount Kuring-Gai Public School | Local | | | | | | | | | | | |
| King Street | Brisbane Ave - Leeming St | Local | Yes | N | 1.2 | Good | 170 | | | 3 | | Signposts, trees and power poles in verge. Steep slope towards road near Brisbane Ave. No kerb at school frontage, car parked on grass verge. | |
| Leeming Street | King St - Church St | Local | Yes | W | 1.2 | Good | 150 | | | 3.2 | School | 7 Leeming St | Power poles, trees, signposts and telephone distribution tube in verge. |
| Church Street | Low St - Leeming St | Local | No | S | - | Good | 160 | | | 7 | | | Wide verge. Trees and signpost in verge, No kerbs from Low St to 4 Church St |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | Pram ramp | Verge width (m) | | | Comment/Explanation |
|-----------------|------------------------------------|----------------|----------|----|-----|------|-----------|-----------------|------------|----------|--|
| | | | Yes | S | 1.4 | Good | | | | | |
| | Leeming St - pedestrian overbridge | Local | Yes | S | 1.4 | Good | | | | | Signpost in footpath. Narrows to 0.7 m wide at end of footpath. |
| Seaview Street | Merrilong Ave - Harwood Ave | Local | Yes | W | 1.2 | Good | | | | | |
| | Merrilong Ave - Harwood Ave | Local | No | E | - | - | | | | | |
| Hardwood Avenue | Seaview St - Low St | Local | Yes | S | 1.2 | Good | | | | | |
| | Seaview St - Low St | Local | No | N | - | - | | | | | |
| Low Street | Harwood Ave - Church St | Local | Yes | W | 1.2 | Good | | | | | |
| | Harwood Ave - Church St | Local | No | E | - | - | | | | | |
| Brisbane Avenue | Flanders Ave - King St | Local | Yes | SE | 1.3 | Good | | | | | |
| | Flanders Ave - King St | Local | No | NW | - | - | | | | | |
| Pacific Highway | Alicia Rd - Glenview Rd | State | Yes | W | 1.2 | Good | | | Signalised | Nyara Rd | |
| | Alicia Rd - Glenview Rd | State | No | E | - | - | | | | | |
| Glenview Road | Craw ford Rd - Pacific Hwy | Local | Yes | S | 1.2 | Good | | | | | |
| | Craw ford Rd - Pacific Hwy | Local | No | N | - | - | | | | | Footpath not costed as it is not feasible due to location (no pedestrian connections due to remoteness and topograpy issues) |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | | Verge width (m) | | | Comment/Explanation |
|-----------------|--|------------------|----------|------|-----------|-----------|-----------------------|------------------|------|-----------------|------------|-----------------|--|
| | | | Y/N | Side | Width (m) | Condition | Footpath required (m) | Location missing | Side | | Grass | Type | |
| | Hornsby Heights Primary School | | | | | | | | | | | | |
| Somerville Road | Altona St - 84 Somerville Rd | Collector Road A | Yes | E | 1.2 | Good | 950 | | | 3 | | | Power poles, trees, signposts and bus bench in verge. |
| | 84 Somerville Rd - 76 Somerville Rd | Collector Road A | Yes | E | 1.2 | Good | | | | 1.1 | | | 2 m to boundary. |
| | 76 Somerville Rd - 50 Somerville Rd | Collector Road A | Yes | E | 1.2 | Good | | | | 2.4 | | | Power poles and trees in verge. |
| | 50 Somerville Rd - Camiri St | Collector Road A | Yes | E | 1.2 | Good | | | | - | | | Footpath at kerb. Steep to property boundary and lots of vegetation. |
| | Camiri St- 26 Somerville Rd | Collector Road A | Yes | E | 1.2 | Good | | | | 2.6 | | | Power poles, trees and signposts in verge. Hilly in some areas (footpath not flat due to topography) |
| | 26 Somerville Rd - 3 Somerville Rd (raised crossing) | Collector Road A | Yes | E | 1.2 | Good | | | | 1.6 | Raised | 3 Somerville Rd | Power poles and signposts in verge. |
| | 3 Somerville Rd (raised crossing) - Pike Rd | Collector Road A | Yes | E | 1.2 | Good | | | | 1.6 | | | Power poles and signposts in verge. Bus shelter north of Pike Rd. |
| | Pike Rd - Galston Rd | Collector Road A | Yes | E | 1.2 | Good | | | | 1.7 | Signalised | Galston Rd | Power poles and signposts in verge. |
| | | | | | | | | | | | | | |
| Galston Road | Somerville Rd - 134 Galston Rd | State | Yes | E | 1.2 | OK | 400 | | | 1.7 | | | Power poles, trees and signposts in verge. No kerbs in most sections. A few cracked and uneven footpaths. Wide verges at 134 and 146 (2.5 m) |
| | 134 Galston Rd - Evans Rd | State | Yes | E | 1.2 | OK | | | | 2 | | | Power poles, trees and signposts in verge. No kerbs in most sections. Wide verge at 126 -124 (5 m) |
| | | | | | | | | | | | | | |
| Galston Road | Somerville Rd - Brett Ave | State | Yes | NE | 1.2 | Good | | | | 0.7 | Sig | Sydney Rd | |
| | Somerville Rd - Sydney Rd | State | Yes | SW | 1.2 | Good | | | | | | | |
| | Sydney Rd - Brett Ave | State | No | SW | - | - | 240 | | | | | | |
| | | | | | | | | | | | | | |
| Brett Avenue | Galston Rd - Margaret Ave | Local | No | SE | - | - | 90 | | | | | | |
| | Galston Rd - Margaret Ave | Local | No | NW | - | - | | | | | | | |
| | | | | | | | | | | | | | |
| Sydney Road | Galston Rd - Raphael Dr | Local | Yes | W | 1.3 | Good | | | | 3.8 | Flat | 15 Sydney Rd | |
| | Raphael Dr - 35 Sydney Rd | Local | No | W | - | - | | | | | | | |
| | Galston Rd - 16 Sydney Rd | Local | Yes | E | 1.3 | Good | | | | | | | |
| | 16 Sydney Rd - 35 Sydney Rd | Local | No | E | - | - | | | | | | | |
| | | | | | | | | | | | | | |
| Somerville Road | Altona St - Peter Cl | Collector Road A | Yes | E | 1.2 | Good | | | | | | | |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | Pram ramp | Verge width (m) | | Comment/Explanation |
|-----------------|----------------------------|------------------|----------|---|---|---|-----------|-----------------|--|---------------------|
| | | | No | W | - | - | | | | |
| | Altona St - Peter Cl | Collector Road A | No | W | - | - | | | | |
| | | | | | | | | | | |
| Hillview Street | Somerville Rd - Sunset Ave | Local | No | N | - | - | | | | |
| | Somerville Rd - Sunset Ave | Local | No | S | - | - | 390 | | | |
| | | | | | | | | | | |

| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | | Verge width (m) | | | Comment/Explanation |
|---------------------|---|------------------|----------|------|-----------|-----------|-----------------------|------------------|------|-----------------|--------|----------------------|---|
| | | | Y/N | Side | Width (m) | Condition | Footpath required (m) | Location missing | Side | | Grass | Type | |
| | Berowra Public School | | | | | | | | | | | | |
| Berowra Waters Road | Crowley Rd - King St | Regional Road | Yes | W | 1.2 | Good | 450 | | | 1.9 | Refuge | Crowley Rd | 0.9 m wide verge at parking bays. Signposts, trees and power poles in verge. 3 m wide verge near Crowley Rd. Property boundary unclear. |
| | King St - Hillcrest Rd | Regional Road | Yes | W/S | 1.2 | Good | | | | 1.7 | Raised | 30 Berowra Waters Rd | Signposts and power poles in verge. 3.0 m wide footpath at raised crossing at 59 Berowra Waters Rd |
| | | | | | | | | | | | Raised | 59 Berowra Waters Rd | |
| | Hillcrest Rd - 48 Berowra Waters Rd | Regional Road | Yes | E | 1.2 | Good | | | | 4.5 | | | Signposts, trees and power poles in verge. |
| | 48 Berowra Waters Rd - 64 Berowra Waters Rd | Regional Road | Yes | E | 1.2 | Good | | | | 2.1 | | | Signposts, trees and power poles in verge. |
| | 64 Berowra Waters Rd - 78 Berowra Waters Rd | Regional Road | Yes | E | 1.3 | Good | | | | - | | | Footpath at kerb. 1.7 m to property boundary. |
| | 78 Berowra Waters Rd - Alan Rd | Regional Road | Yes | E | 1.2 | Good | | | | 1.7 | Refuge | Alan Rd | Signposts, trees and power poles in verge. 7 m to property boundary from 128-136 Berowra Waters Rd |
| | | | | | | | | | | | | | |
| Hillcrest Rd | Berowra Waters Rd - Balaclava Rd | Local Road A | Yes | E | 1.2 | Good | 450 | | | 2.6 | Raised | 1 Hillcrest Rd | Signposts and power poles in verge. |
| | Balaclava Rd - Rosslyn St | Local Road A | Yes | E | 1.2 | Good | | | | 0.4 | | | Signposts in verge. 1.8 m to property boundary. Property boundary slopes down towards footpath. |
| | Rosslyn St - Koorong St | Local Road A | Yes | E | 1.2 | Good | | | | 2.4 | | | Signposts, trees and power poles in verge. |
| | | | | | | | | | | | | | |
| Yallambee Road | Pacific Hwy - Melville Cl | Collector Road B | Yes | N | 1.2 | Good | | | | | | | |
| | Pacific Hwy - Bambil Rd | Collector Road B | Yes | S | 1.2 | Good | | | | | | | |
| | Bambil Rd- Melville Cl | Collector Road B | No | S | - | - | 250 | | | | | | |
| | | | | | | | | | | | | | |
| Anembo Road | Yallambee Rd - Waratah Rd | Collector Road B | Yes | W | 1.2 | Good | | | | | | | |
| | Yallambee Rd - Waratah Rd | Collector Road B | No | E | - | - | 150 | | | | | | |
| | | | | | | | | | | | | | |
| Waratah Road | Anembo Rd - 33 Waratah Rd | Collector Road B | Yes | W | 1.7 | Good | | | | | | | |
| | 33 Waratah Rd - Crowley Rd | Collector Road B | Yes | W | 1 | Good | 220 | | | | | | |
| | Anembo Rd - Crowley Rd | Collector Road B | No | E | - | - | 280 | | | | | | |
| | | | | | | | | | | | | | |
| Crowley Road | Rawson Rd - Waratah Rd | Local Road A | Yes | S | 1.2 | Good | | Rawson Rd | S | | | | |
| | Rawson Rd - Waratah Rd | Local Road A | No | N | - | - | | | | | | | |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | Verge width (m) | | Refuge | | Comment/Explanation |
|---------------------|----------------------------------|------------------|----------|----|-----|------|------|-----------|-----------------|--------|-------------------|-------------------|--|
| | | | Yes | S | 1.2 | Good | | | | | | | |
| | Waratah Rd - Berowra Waters Rd | Collector Road B | Yes | S | 1.2 | Good | | | | Refuge | Berowra Waters Rd | | |
| | Waratah Rd - Berowra Waters Rd | Collector Road B | No | N | - | - | 300 | | | | | | |
| | | | | | | | | | | | | | |
| | Wideview Public School | | | | | | | | | | | | |
| Alan Road | Berowra Waters Rd - Woodcourt Rd | Collector Road B | Yes | N | 1.2 | Good | 400 | | | 0.3 | Refuge | Berowra Waters Rd | 4.3 m to property boundary. |
| | Woodcourt Rd - Wideview Rd | Local Road A | Yes | N | 1.2 | Good | | | | 2 | Refuge | 37 Alan Rd | Signposts, trees and power poles in verge. |
| | | | | | | | | | | | | | |
| Wideview Road | Alan Rd - Wideview PS driveway | Local Road A | Yes | W | 1.2 | Good | 250 | | | 2.7 | | | Signposts, trees and power poles in verge. |
| | | | | | | | | | | | | | |
| Turner Road | Alan Rd - Kita Rd | Collector Road B | Yes | W | 1.2 | Good | | | | | Refuge | 8 Turner Rd | |
| | Kita Rd - 130 Turner Rd | Collector Road B | No | W | - | - | 1000 | | | | Refuge | 28 Turner Rd | |
| | Alan Rd - Goorway Pl | Collector Road B | Yes | E | 1.2 | Good | | | | | Refuge | Berowra Waters Rd | |
| | Goorway Pl - 130 Turner Rd | Collector Road B | No | E | - | - | 300 | | | | | | |
| | | | | | | | | | | | | | |
| Berowra Waters Road | Alan Rd - Barnetts Rd | Regional Road | Yes | NW | 1.2 | Good | | | | | Refuge | Alan Rd | |
| | Alan Rd - Barnetts Rd | Regional Road | Yes | SE | 1.2 | Good | | | | | | | |
| | | | | | | | | | | | | | |
| Barnetts Road | Berowra Waters Rd - Easton Rd | Local Road A | Yes | NW | 1.2 | Good | | | | | | | |
| | Berowra Waters Rd - Easton Rd | Local Road A | No | SE | - | - | | | | | | | |
| | | | | | | | | | | | | | |
| Woodcourt Rd | Alan Rd - Hillcrest Rd | Local Road A | Yes | S | 1.2 | Good | | | | | | | |
| Woodcourt Rd | Alan Rd - Hillcrest Rd | Local Road A | No | N | - | - | | | | | | | |
| | | | | | | | | | | | | | |

| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | | Verge width (m) | | | Comment/Explanation |
|----------------|-------------------------------------|----------------|----------|------|-----------|-----------|-----------------------|------------------|------|-----------------|------------|-------------------|---|
| | | | Y/N | Side | Width (m) | Condition | Footpath required (m) | Location missing | Side | | Grass | Type | |
| | Asquith Public School | | | | | | | | | | | | |
| Dudley Street | 5 Dudley St - Royston Pde | Local | Yes | N | 1.2 | Good | 230 | | | 2.5 | Refuge | 6 Dudley St | Power poles, trees and signposts in verge. Obstructions spaced out, lots of free space in verge. |
| Royston Parade | Dudley St - 8 Royston Pde | Regional Road | Yes | E | 1.2 | Good | 220 | | | 3.2 | | | Footpath at kerb. 3.2 m is footpath to boundary. Signposts and power poles in verge. Trees located in very close proximity to footpath. |
| | 8 Royston Pde - Baldwin Ave | Regional Road | Yes | E | 1.2 | Good | | | | 2.7 | Signalised | Baldwin Ave | Power poles, trees and signposts in verge. Bus shelter and bench near Baldwin Ave |
| Sherbrook Road | Baldwin Ave - 170 Sherbrook Rd | Regional Road | Yes | E | 1.2 | Good | 230 | | | 1.8 | Signalised | Baldwin Ave | Power poles, trees and signposts in verge. |
| | 170 Sherbrook Rd - Stokes Ave | Regional Road | Yes | E | 1.3 | Good | | | | 3.2 | Flat | 150a Sherbrook Rd | Footpath at kerb. 3.2 m is footpath to boundary. Signposts and power poles in verge. |
| Heath Street | Industrial driveway - 26 Heath St | Local | Yes | E | 1.2 | Good | | 26 Heath St | W | | | | |
| | 26 Heath St - Olive St | Local | No | E | - | Good | | | | | | | |
| | Industrial driveway - 9-19 Heath St | Local | No | W | - | Good | | | | | | | |
| | 9-19 Heath St - Olive St | Local | Yes | W | 1.2 | Good | | | | | | | |
| Olive Street | Heath St - Winston St | Local | Yes | E | 1.2 | OK | | | | | | | |
| | Heath St - Winston St | Local | Yes | W | 1.2 | OK | | | | | | | |
| Winston Street | Olive St - Sherbrook Rd | Local | Yes | N | 1.2 | Good | | | | | | | |
| | Olive St - Sherbrook Rd | Local | No | S | - | - | | | | | | | |
| Dudley Street | Victory St - Chelmsford Rd | Local | Yes | N | 1.2 | Good | | | | | | | |
| | Victory St - Chelmsford Rd | Local | No | S | - | - | | | | | | | |
| Hazelmead Road | Dudley St - Royston Pde | Local | Yes | N | 1.2 | Good | | | | | Flat | 19X Hazelmead Rd | Unmarked school crossing. |
| | Dudley St - 2 Hazelmead Rd | Local | No | S | - | - | | | | | | | |
| | 2 Hazelmead Rd - Royston Pde | Local | Yes | S | 1.2 | Good | | | | | Flat | 9 Hazelmead Rd | Unmarked school crossing. |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | Verge width (m) | | Comment/Explanation |
|------------------|----------------------------|------------------|----------|---|-----|------|-----|-----------|-----------------|--|---------------------|
| | | | Yes | E | 1.2 | Good | | | | | |
| Royston Parade | Queens Rd - Dudley St | Regional Road | Yes | E | 1.2 | Good | | | | | |
| | Queens Rd - 29 Royston Pde | Regional Road | No | E | - | - | 180 | | | | |
| | 29 Royston Pde - Dudley St | Regional Road | Yes | W | 1.2 | Good | | | | | |
| Baldwin Avenue | Haldane St - Pacific Hwy | Local | Yes | N | 1.2 | Good | | | | | |
| | Haldane St - Pacific Hwy | Local | Yes | S | 1.2 | Good | | | | | |
| Pacific Highway | Baldwin St - Amor St | Local | Yes | W | 3.5 | Good | | | | | |
| | Baldwin St - Amor St | Local | Yes | E | 1.2 | Good | | | | | |
| Amor Street | Pacific Hwy - Orana Ave | Collector Road A | Yes | S | 1.2 | Good | | | | | |
| | Pacific Hwy - Bouvardia St | Collector Road A | Yes | N | 1.2 | Good | | | | | |
| | Bouvardia St - Orana Ave | Collector Road A | No | N | - | - | 210 | | | | |
| Bouvardia Street | Amor St - Peats Ferry Rd | Local | Yes | E | 1.2 | Good | | | | | |
| | Amor St - Peats Ferry Rd | Local | No | W | - | - | | | | | |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | | Verge width (m) | | | Comment/Explanation |
|-----------------|---|------------------|----------|------|-----------|-----------|-----------------------|------------------|------|-----------------|--------|-----------------|---|
| | | | Y/N | Side | Width (m) | Condition | Footpath required (m) | Location missing | Side | | Grass | Type | |
| | Hornsby South Public School | | | | | | | | | | | | |
| Clarke Road | Malsbury Rd - Neutral Rd | Collector Road B | Yes | S | 1.2 | OK | 550 | | | | | | Power poles, trees and signposts. Cracked footpath in some sections. |
| | Neutral Rd - raised crossing (between both schools) | Local | Yes | S | 1.2 | OK | | | | 1.6 | Raised | Between schools | Power poles, trees, signposts and telephone connection tubes in verge. Cracked footpath in some sections. |
| | Raised crossing (between both schools) - 92 Clarke Rd | Local | Yes | N | 1.2 | OK | | | | 1.75 | | | Power poles, trees and signposts in verge. Wide verge from 76-84 Clarke Rd (approx 4 m wide) |
| | | | | | | | | | | | | | |
| Neutral Road | Clarke Rd - 15 Neutral Rd | Collector Road B | Yes | W | 1.2 | OK | 180 | | | 2.5 | Raised | 15 Neutral Rd | Signposts and safety barrier in verge. Bus shelter just north of Clarke Rd |
| | 15 Neutral Rd - Hall Rd | Collector Road B | Yes | W | 1.2 | OK | | | | 3.4 | | | Power poles, trees and signposts in verge. Cracked footpath in some sections. |
| | | | | | | | | | | | | | |
| Warandoo Street | Clarke Rd - Greenvale Grove | Local Road A | Yes | W | 1.2 | Good | | | | | | | |
| | Clarke Rd - Greenvale Grove | Local Road A | No | E | - | - | | | | | | | |
| | | | | | | | | | | | | | |
| Hall Road | Fuller Ave - 44 Hall Rd | Collector Road B | Yes | N | 1.2 | Good | | | | | | | |
| | 44 Hall Rd - Noble St | Collector Road B | No | N | - | - | 20 | | | | | | |
| | Fuller Ave - Noble St | Collector Road B | Yes | S | 1.2 | Good | | | | | | | |
| | | | | | | | | | | | | | |
| Clarke Road | Malsbury Rd - Neutral Rd | Collector Road B | Yes | N | 1.2 | Good | | | | | | | |
| | Neutral Rd - raised crossing (between both schools) | Local | Yes | N | 1.2 | Good | | | | | Raised | Between schools | |
| | Raised crossing (between schools) - 92 Clarke Rd | Local | Yes | S | 1.2 | Good | | | | | | | |
| | | | | | | | | | | | | | |
| | Hornsby North Public School | | | | | | | | | | | | |
| Ida Street | Sutton St - Hornsby North PS entrance | Collector Road A | Yes | W | 1.2 | OK | 300 | | | 1.9 | | | Power poles, trees, signposts and telephone connection tubes in verge. Cracked footpath in some sections. |
| | | | | | | | | | | | | | |
| Galston Rd | 58 Galston Rd (refuge island) - 70 Galston Rd | State Road | Yes | E | 1.2 | Good | 400 | | | 1.2 | Refuge | 58 Galston Rd | Power poles, trees and signposts in verge. Note that there are plants which are potentially privately cultivated outside house number 70. |
| | 70 Galston Rd - Bushlands Ave | State Road | Yes | E | 1.2 | Good | | | | 1.5 | | | Power poles and signposts in verge. |
| | Bushlands Ave - Cawthorne | State Road | Yes | E | 1.2 | Good | | | | 1.9 | Refuge | 82 Galston Rd | Power poles and signposts in verge. 0.9 m verge at refuge island. Bus stop bench near Cawthorne. Narrow near Cawthorne. No kerbs. |
| | | | | | | | | | | | | | |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | Pram ramp | Verge width (m) | | | Comment/Explanation |
|------------------|-------------------------------|------------------|----------|---|-----|------|-----------|-----------------|--|--|---------------------|
| | | | Yes | E | 1.2 | Good | | | | | |
| Galston Road | Ethel St - Sutton St | State Road | Yes | E | 1.2 | Good | | | | | |
| | Ethel St - Sutton St | State Road | Yes | W | 1.2 | Good | | | | | |
| Cawthorne Street | Galston Rd - Hornsby North PS | Local | Yes | N | 1.2 | Good | | | | | |
| | Galston Rd - Hornsby North PS | Local | Yes | S | 1.2 | Good | | | | | |
| Old Berowra Road | Ethel St - 68 Old Berowra Rd | Local Road A | Yes | E | 1.2 | Good | | | | | |
| | Ethel St - 68 Old Berowra Rd | Local Road A | No | W | - | - | | | | | |
| Link Road | Ida St - Old Berowra Rd | Collector Road A | Yes | S | 1.2 | OK | | | | | |
| | Ida St - Old Berowra Rd | Collector Road A | No | N | - | - | 120 | | | | |
| | | | | | | | | | | | |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | | Verge width (m) | | | Comment/Explanation |
|------------------------|---|------------------|----------|------|-----------|-----------|-----------------------|------------------|------|-----------------|------------|---------------------|--|
| | | | Y/N | Side | Width (m) | Condition | Footpath required (m) | Location missing | Side | | Grass | Type | |
| | Waitara Public School | | | | | | | | | | | | |
| Myra Street | Oleander Rd - 46 Myra St | Collector Road A | Yes | E | 1.2 | Good | 250 | | | 1.7 | | | Power poles, trees and signposts in verge. |
| | 46 Myra St - Edgeworth David Ave | Collector Road A | Yes | E | 1.5 | Good | | | | 1.4 | Signalised | Edgeworth David Ave | Power poles, trees and signposts in verge. Safety fence near Edgeworth David Ave. Footpath slopes slightly towards the road. |
| Edgeworth David Avenue | Myra St - bus shelter opposite 85 Edgeworth David Ave | Regional Road | Yes | S | 1.5 | Good | 500 | | | 0.9 | | | Trees, signposts and safety fence in verge. |
| | Bus shelter - Churchill Ave | Regional Road | Yes | S | 1.2 | Good | | | | 1.5 | Refuge | Churchill Ave | Power poles signposts in verge. Bus stop bench at 2 Ingalara Ave |
| | Myra St - 60 Edgeworth David Ave | Regional Road | Yes | E | 1.2 | Good | | | | 1.4 | Signalised | Myra St | Signposts and traffic light pole in verge. Verge slopes down slightly from road. 2.0 m wide verge at the widest point on the bend. |
| | 60 Edgeworth David Ave - Balmoral St | Regional Road | Yes | S | 1.2 | Good | | | | 1.8 | Signalised | Balmoral St | Power poles, trees and signposts in verge. |
| Edgeworth David Avenue | Thomas St - Romsey St | Regional Road | Yes | N | 2 | Good | | | | | | | |
| | Romsey St - Sherbrook Rd | Regional Road | Yes | N | 1.2 | Good | | | | | Signalised | Sherbrook Rd | |
| | Sherbrook Rd - Wentworth Ave | Regional Road | Yes | N | 1.5 | Good | | | | | | | |
| | Wentworth Ave - 49 Edgeworth David Ave | Regional Road | Yes | N | 1.2 | Good | | | | | | | |
| | 49 Edgeworth David Ave - 55 Edgeworth David Ave | Regional Road | Yes | N | 1.8 | Good | | | | | | | |
| | 55 Edgeworth David Ave - Balmoral St | Regional Road | Yes | N | 1.2 | Good | | | | | Signalised | Balmoral St | |
| | Balmoral St - Romsey St | Regional Road | Yes | S | 1.2 | Good | | | | | Refuge | Park Ave | |
| | Romsey St - Thomas St | Regional Road | Yes | S | 2 | Good | | | | | Signalised | Romsey St | |
| | Woonona Ave - Douglas Ave | Regional Road | Yes | N | 1.2 | Good | | | | | | | |
| | Woonona Ave - Douglas Ave | Regional Road | Yes | S | 1.2 | Good | | | | | | | |
| Balmoral Street | Edgeworth David Ave - Burdett St | Local | Yes | W | 1.2 | Good | | | | | | | |
| | Edgeworth David Ave - 58 Balmoral St | Local | Yes | E | 3.3 | Good | | | | | | | |
| | 58 Balmoral St - Burdett St | Local | Yes | E | 1.2 | Good | | | | | | | |
| | Edgeworth David Ave - Alexandria Pde | Local | Yes | E | 1.2 | Good | | | | | | | |
| | Edgeworth David Ave - Alexandria Pde | Local | Yes | W | 1.2 | Good | | | | | | | |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | Pram ramp | Verge width (m) | Signalised | | Comment/Explanation |
|------------------|----------------------------------|------------------|----------|---|-----|------|-----------|-----------------|------------|----------------|---------------------|
| | | | Yes | E | 1.2 | Good | | | Yes | Alexandria Pde | |
| Myra Street | Alexandria Pde - Oleander Rd | Collector Road A | Yes | E | 1.2 | Good | | | Signalised | Alexandria Pde | |
| | Alexandria Pde - Oleander Rd | Collector Road A | Yes | W | 1.2 | Good | | | | | |
| | | | | | | | | | | | |
| Park Lane | Balmoral St - Park Ave | Local | Yes | S | 1.1 | Good | 140 | | | | |
| | Park Ave - Waitara Ave | Local | Yes | S | 1.4 | Good | | | | | |
| | Balmoral St - Park Ave | Local | No | N | - | - | | | | | |
| | Park Ave - Waitara Ave | Local | No | N | - | - | | | | | |
| | | | | | | | | | | | |
| Fern Avenue | Woonona Ave - Highlands Ave | Local | Yes | N | 1.2 | Good | | | | | |
| | Woonona Ave - 12 Fern Ave | Local | Yes | S | 1 | OK | | | | | |
| | 12 Fern Ave - Highlands Ave | Local | No | S | - | - | | | | | |
| | | | | | | | | | | | |
| Highlands Avenue | Waitara PS - Alexandria Pde | Local | Yes | E | 1.2 | Good | | | | | |
| | Waitara PS - Alexandria Pde | Local | No | W | - | - | | | | | |
| | | | | | | | | | | | |
| Burdett Street | King Rd - Jubilee St | Local Road A | Yes | N | 1.2 | Good | | | | | |
| | King Rd - Jubilee St | Local Road A | No | S | - | - | | | | | |
| | | | | | | | | | | | |
| Jubilee Street | Burdett St - Edgeworth David Ave | Local | Yes | W | 1.2 | Good | | | | | |
| | Burdett St - Edgeworth David Ave | Local | No | E | - | - | | | | | |
| | | | | | | | | | | | |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | | Verge width (m) | | | Comment/Explanation |
|-----------------------|---|------------------|----------|------|-----------|-----------|-----------------------|------------------|------|-----------------|--------|---------------------|--|
| | | | Y/N | Side | Width (m) | Condition | Footpath required (m) | Location missing | Side | | Grass | Type | |
| | Thornleigh West Public School | | | | | | | | | | | | |
| Quarter Sessions Road | Duffy Ave - 1 Duneba Dr (refuge island) | Collector Road A | Yes | E | 1.2 | Good | 180 | | | 1.7 | Refuge | 1 Duneba Dr | Power poles, signposts and telephone connection tube in verge. Steep from Duffy Ave. |
| | | | | | | | | | | | Refuge | Duffy Ave | |
| Duffy Avenue | Quarter Sessions Rd - Eucalyptus Dr | Collector Road A | No | S | - | - | 300 | | | 2.75 | Refuge | Quarter Sessions Rd | Power poles, signposts, trees, telephone connection tube and box in verge. |
| Nicholson Avenue | Quarter Sessions Rd - Goodlands | Local Road A | No | N/E | - | - | | | | | | | |
| | Quarter Sessions Rd - Giblett Ave | Local Road A | No | S/W | - | - | 540 | | | | | | |
| | Giblett Ave - Goodlands Ave | Local Road A | Yes | W | 1.2 | Good | | | | | | | |
| Quarter Sessions Road | 45 Quarter Sessions Rd - Duffy Ave | Collector Road A | Yes | W | 1.2 | Good | | | | | | | |
| | 45 Quarter Sessions Rd - Duffy Ave | Collector Road A | No | E | - | - | 400 | | | | | | |
| Duffy Avenue | Quarter Sessions Rd - Kentwell Ave | Collector Road A | Yes | N | 1.2 | Good | | | | | Raised | Quarter Sessions Rd | |
| | Quarter Sessions Rd - Kentwell Ave | Collector Road A | Yes | S | 1.2 | Good | | | | | | | |
| | Elouera Rd - Eucalyptus Dr | Collector Road A | Yes | N | 1.2 | Good | | | | | | | |
| | Elouera Rd - Eucalyptus Dr | Collector Road A | No | S | - | - | 250 | | | | | | |
| Eucalyptus Drive | Duffy Ave - 10 Eucalyptus Dr | Collector Road B | Yes | E | 1.2 | Good | | | | | | | |
| | 10 Eucalyptus Dr - Rocklily Ave | Collector Road B | No | E | - | - | 160 | | | | | | |
| | Duffy Ave - Rocklily Ave | Collector Road B | No | W | - | - | 270 | | | | | | |
| Elouera Road | Duffy Ave - Spotted Gum Rd | Local Road A | No | E | - | - | 220 | | | | | | |
| | Duffy Ave - Spotted Gum Rd | Local Road A | No | W | - | - | | | | | | | |
| | Normanhurst West Public School | | | | | | | | | | | | |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | Verge width (m) | | | Comment/Explanation | |
|-----------------|---|------------------|----------|---|-----|------|-----|-----------|-----------------|-----|------------|--|---|
| | | | Yes | E | 1.2 | Good | 300 | | | | | | |
| Dartford Road | Sefton Rd / Milson Pde - 20 Dartford Rd | Collector Road B | Yes | E | 1.2 | Good | 300 | | | 4 | | Power poles, trees and signposts in verge. | |
| | 20 Dartford Rd - 30 Dartford Rd | Collector Road B | Yes | E | 1.2 | Good | | | | 1.7 | Raised | 15 Dartford Rd | Power poles, trees, signposts and postbox in verge. School frontage. |
| | | | | | | | | | | | Refuge | Sefton Rd / Milson Pde | |
| Milson Parade | Harris Rd - Dartford Rd | Regional Road | Yes | N | 1.2 | Good | 260 | | | 1.6 | Signalised | Dartford Rd | Power poles, signposts, gas main and Traffic Control box in verge. 1.2 m footpath to road safety barrier. |
| | | | | | | | | | | | | | |
| Sefton Road | Dartford Rd - Lockerbie Rd | Regional Road | Yes | N | 1.2 | Good | 550 | | | 1.2 | | | Power poles, trees, signposts and telephone connection tube in verge. |
| | Lockerbie Rd - Larool Cres | Regional Road | Yes | N | 1.2 | Good | | | | 1.8 | Refuge | 2 Sefton Rd | Power poles, trees and signposts in verge. Bus shelter just before Larool Cres. |
| | | | | | | | | | | | | | |
| Milson Parade | Harris Rd - Bryan Ave | Regional Road | Yes | N | 1.2 | Good | | | | | | | |
| | Harris Rd - Bryan Ave | Regional Road | No | S | - | - | | | | | | | Footpath not costed as there are no links to any other pedestrian facilities. |
| | | | | | | | | | | | | | |
| Harris Road | Milson Parade - Lennox St | Local Road A | Yes | E | 1.2 | Good | | | | | | | |
| | Milson Parade - Lennox St | Local Road A | No | W | - | - | | | | | | | |
| | | | | | | | | | | | | | |
| Lennox Street | Harris Rd - Dartford Rd | Local Road A | Yes | N | 1.2 | Good | | | | | | | |
| | Harris Rd - Dartford Rd | Local Road A | No | S | - | - | | | | | | | |
| | | | | | | | | | | | | | |
| Dartford Road | 30 Dartford Rd - Beresford Rd | Collector Road B | Yes | W | 1.2 | Good | | | | | | | |
| | 30 Dartford Rd - Judison Rd | Collector Road B | Yes | E | 1.2 | Good | | | | | | | |
| | Judison Rd - Beresford Rd | Collector Road B | No | E | - | - | 130 | | | | | | |
| | Lennox St - 155 Dartford Rd | Local Road A | No | E | - | - | | | | | | | |
| | Lennox St - 155 Dartford Rd | Local Road A | No | W | - | - | | | | | | | |
| | | | | | | | | | | | | | |
| Larool Crescent | Sefton Rd - Wareemba Ave | Collector Road B | Yes | E | 1.2 | Good | | | | | | | |
| | Sefton Rd - Gilgandra Ave | Collector Road B | Yes | W | 1.2 | Good | | | | | | | |
| | Gilgandra Ave - Wareemba Ave | Collector Road B | No | W | - | - | 160 | | | | | | |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | Verge width (m) | | | Comment/Explanation | |
|------------------|--|------------------|----------|-----|-----|------|-----|-----------|-----------------|-----|------------|---------------------|--|
| | | | No | E | - | - | 100 | | | | | | |
| Wareemba Avenue | Larool Cres - Yarrabung Ave | Collector Road B | No | E | - | - | 100 | | | | | | |
| | Larool Cres - Yarrabung Ave | Collector Road B | No | W | - | - | 100 | | | | | | |
| | Normanhurst Public School | | | | | | | | | | | | |
| Normanhurst Road | Fraser Pde - Pennant Hills Rd | Collector Road A | Yes | E | 1.2 | Good | 230 | | | 2.6 | Raised | 15 Normanhurst Rd | Power poles, trees and signposts in verge. 2.8 m wide footpath from raised crossing to Bus Zone repeater sign. |
| | | | | | | | | | | | Signalised | Pennant Hills Rd | |
| | Denman Pde - 15 Normanhurst Rd (raised crossing) | Collector Road A | Yes | W | 1.2 | Good | 210 | | | 3.1 | Flat | Denman Pde | Power poles, trees signposts and drainage facilities in verge. Steep verge coming down from roadway. 2.1 m verge near raised crossing. |
| Denman Parade | Huddart Ave - Buckingham Ave | Collector Road A | Yes | S | 1.2 | Good | | | | | | | |
| | Huddart Ave - Buckingham Ave | Collector Road A | No | N | - | - | 120 | | | | | | |
| | Buckingham Ave - Edwards Rd | Collector Road A | Yes | N | 1.2 | Good | | | | | Flat | 48 Denman Pde | |
| | Buckingham Ave - Jasmine Rd | Collector Road A | Yes | S | 1.2 | Good | | | | | | | |
| | Jasmine Rd - Edwards Rd | Collector Road A | No | S | - | - | 170 | | | | | | |
| Normanhurst Road | Denman Pde - Fraser Rd | Collector Road A | Yes | E | 1.2 | Good | | | | | Flat | Denman Pde | |
| Fraser Road | Normanhurst Rd - 25 Fraser Rd | Local | Yes | N | 1.2 | Good | | | | | Hump | 14 Normanhurst Rd | Pram ramps leading onto speed hump. No signage. Not official crossing point. |
| | 25 Fraser Rd - Normanhurst Boys HS driveway | Local | No | W | - | - | | | | | | | |
| | Normanhurst Boys HS driveway - Pennant Hills Rd | Local | Yes | W | 1.2 | Good | | | | | | | |
| | Normanhurst Rd - Normanhurst PS gate | Local | No | S | - | - | | | | | | | |
| | Normanhurst PS gate - 14 Fraser Rd | Local | Yes | S | 1.2 | Good | | | | | | | |
| | 14 Fraser Rd - 28 Fraser Rd | Local | No | S/W | - | - | 100 | | | | | | |
| | 28 Fraser Rd - Cumberland Hwy | Local | Yes | W | 1.2 | Good | | | | | | | |
| Hinemoa Avenue | Pennant Hills Rd - Bristol Ave | Local Road A | Yes | E | 1.2 | Good | | | | | Signalised | Pennant Hills Rd | |
| | Pennant Hills Rd - Bristol Ave | Local Road A | No | W | - | - | | | | | | | |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | Pram ramp | Verge width (m) | | Signalised | | Comment/Explanation |
|--------------------|----------------------------------|----------------|----------|---|-----|------|-----------|-----------------|--|------------|----------------|---------------------|
| | | | Yes | N | 1.2 | Good | | | | | | |
| Pennant Hills Road | Normanhurst Rd - Hinemoa Ave | State Road | Yes | N | 1.2 | Good | | | | Signalised | Normanhurst Rd | |
| | Normanhurst Rd - Hinemoa Ave | State Road | Yes | S | 1.2 | Good | | | | Signalised | Jasmine Rd | |
| | | | | | | | | | | Signalised | Hinemoa Ave | |
| Redgrave Road | Pennant Hills Rd - Ferndale Rd | Local Road A | Yes | E | 1.2 | Good | | | | | | |
| | Pennant Hills Rd - Ferndale Rd | Local Road A | No | W | - | - | | | | | | |
| Osborn Road | Pennant Hills Rd - Currawong Ave | Local Road A | Yes | W | 1.2 | Good | | | | | | |
| | Currawong Ave - end | Local Road A | No | W | - | - | 90 | | | | | |
| | Pennant Hills Rd - 16 Osborn Rd | Local Road A | Yes | E | 1.2 | Good | | | | | | |
| | 16 Osborn Rd - end | Local Road A | No | E | - | - | | | | | | |
| | | | | | | | | | | | | |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | | Verge width (m) | | | Comment/Explanation |
|-------------------|--|------------------|----------|------|-----------|-----------|-----------------------|------------------|------|-----------------|------------|-------------------|--|
| | | | Y/N | Side | Width (m) | Condition | Footpath required (m) | Location missing | Side | | Grass | Type | |
| | West Pennant Hills Public School | | | | | | | | | | | | |
| Cardinal Avenue | Pennant Hills Rd - Church St / Boyd Ave | Local Road A | Yes | W | 1.2 | Good | 100 | | | 2.4 | Flat | 66 Cardinal Ave | Power poles, signposts and telephone connection tubes in verge. |
| Church Street | Cardinal Ave - School driveway (at bend) | Local | Yes | S | 1.2 | Good | 260 | | | 1.9 | Raised | 10 Church St | |
| | School driveway (at bend) - Castle Hill Rd | Local | Yes | S | 1.6 | Good | | | | 1.7 | | | |
| Castle Hill Road | Pedestrian bridge - Church St | State Road | Yes | E | 1.2 | Good | 400 | | | 1.05 | | | Approximately 1.0 m to boundary |
| | Church St - New Line Rd | State Road | Yes | E | 1.2 | Good | | | | 2 | | | Approximately 0.8 m to boundary. Speed camera, power pole, and shrubs are obstructions |
| Boyd Avenue | Cardinal Ave - Dean St | Local | Yes | S | 1.2 | Good | | | | 1.8 | | | |
| | Cardinal Ave - Dean St | Local | No | N | - | - | | | | | | | |
| Cardinal Avenue | Church St / Boyd Ave - Victoria Rd | Local Road A | Yes | W | 1.2 | Good | | | | 2.8 | | | |
| | Church St / Boyd Ave - Victoria Rd | Local Road A | No | E | - | - | | | | | | | |
| Victoria Road | Castle Hill Rd - Hull Rd | Collector Road A | Yes | N | 1.2 | Good | | | | | | | No footpath between 93 - 129A Victoria Road (not continuous) |
| | Castle Hill Rd - Hull Rd | Collector Road A | Yes | S | 1.2 | Good | | | | | | | |
| | Pennant Hills Public School | | | | | | | | | | | | |
| Boundary Road | Nunda Close - Victoria Rd | State | Yes | NW | 1.2 | Good | 700 | | | 1.6 | Signalised | Bellamy St | 0.7 m to property boundary. Power poles close close to kerb, 2.5 m should be achievable. Trees and signposts in verge. |
| | | | | | | | | | | | Signalised | 112 Boundary Rd | |
| Ramsay Road | Bellamy St - Rosemount Ave | Local Road A | Yes | S | 1.2 | Good | 350 | | | 3 | Refuge | Greycliffe Ave | Footpath 700 mm to boundary. Narrow near Greycliffe, a few trees and signposts in wide verge. |
| | | Local Road A | | | | | | | | | Raised | 34A Ramsay Rd | |
| Greycliffe Avenue | Ramsay Rd - 3 Greycliffe Ave | Local | Yes | SE | 1.2 | Good | 100 | | | 3.7 | School | 17 Greycliffe Ave | Power poles, trees and signposts in verge. Some overhang in vegetation. Trees and signposts in verge. |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | | Verge width (m) | | | Comment/Explanation |
|-------------------|-------------------------------------|----------------|----------|----|-----|------|-----|------------|----|-----------------|------------|------------------|---|
| | | | Yes | N | 1.2 | Good | 350 | | | | | | |
| Weemala Road | Trebor Rd - Ramsay Rd | Local | Yes | N | 1.2 | Good | 350 | | | 4.1 | Signalised | Ramsay Rd | Verges slightly sloping. |
| Rosemount Avenue | Ramsay Rd - 32 Rosemount Ave | Local | Yes | N | 1.9 | Good | 350 | | | | | | Trees and signposts in concrete. |
| | 32 Rosemount Ave - Stevens St | Local | Yes | N | 1.2 | OK | | | | | | | Trees and signposts in verge. Uneven footpath (due to tree roots) in multiple sections. |
| Ramsay Road | Rosemount Ave - Yarrara Rd | Local Road A | Yes | N | 1.2 | Good | | | | | Signalised | Yarrara Rd | |
| | Rosemount Ave - Yarrara Rd | Local Road A | Yes | S | 1.2 | Good | | | | | | | |
| Greycliffe Avenue | 3 Greycliffe Ave - Weemala Rd | Local | Yes | SE | 1.2 | Good | | | | 3.7 | | | |
| | 3 Greycliffe Ave - Weemala Rd | Local | No | NW | - | - | | | | | | | |
| Trebor Road | Pennant Hills PS - Pennant Hills Rd | Local | Yes | N | 1.2 | Good | | | | | Raised | 10 Trebor Rd | |
| | Pennant Hills PS - Pennant Hills Rd | Local | Yes | S | 1.2 | Good | | | | | Signalised | Pennant Hills Rd | |
| Bellamy Street | Boundary Rd - Thorn St | Regional Road | Yes | NW | 1.1 | Good | 740 | Stevens St | NW | | Raised | 39 Bellamy St | |
| | Thorn St - Stevens St | Regional Road | Yes | NW | 2.5 | Good | | | | | | | |
| | Boundary Rd - Stevens St | Regional Road | Yes | SE | 1.3 | Good | | | | | | | |
| Malahide Road | Bellamy St - Pennant Hills PS | Local | Yes | N | 1.2 | Good | | | | | | | |
| | Bellamy St - Pennant Hills PS | Local | No | S | - | - | | | | | | | |
| Laurence Street | Bellamy St - Wearne Ave | Local Road A | Yes | N | 1.2 | Good | | | | | | | |
| | Bellamy St - Wearne Ave | Local Road A | Yes | S | 1.2 | Good | | | | | | | |
| Stevens Street | Bellamy St - Wearne Ave | Regional Road | Yes | N | 1.2 | Good | | | | | Raised | 26 Stevens St | |
| | Bellamy St - Wearne Ave | Regional Road | Yes | S | 1.2 | Good | | | | | Signalised | Yarrara Rd | |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | Pram ramp | | Verge width (m) | | | Comment/Explanation |
|-------------|---------|----------------|----------|--|--|--|-----------|--|-----------------|--|--|---------------------|
| | | | | | | | | | | | | |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | | Verge width (m) | | | Comment/Explanation |
|------------------------------|--|------------------|----------|------|-----------|-----------|-----------------------|------------------|------|-----------------|------------|-----------------|---|
| | | | Y/N | Side | Width (m) | Condition | Footpath required (m) | Location missing | Side | | Grass | Type | |
| | Cherrybrook Public School | | | | | | | | | | | | |
| New Line Road | New Farm Rd -West Pennant Hills Sports Club driveway | Regional Road | Yes | W | 1.2 | OK | 1300 | | | 1.5 | Refuge | 79 New Line Rd | Power poles and signposts in verge. Uneven footpath and cracked in a few sections. Footpath 2.5 m wide at refuge |
| | West Pennant Hills Sports Club driveway - 51 Bowerman Pl | Regional Road | Yes | W | 1.2 | OK | | | | 8+ | Refuge | 98 New Line Rd | Lots of space in verge. Power poles signposts, post box, bollards and gas main in verge. Signposts also in footpath. |
| | 51 Bowerman Pl - 127 New Line Rd | Regional Road | Yes | W | 1.2 | OK | | | | - | Refuge | 43A Bowerman Pl | Footpath at kerb. Very steep to proerties, no space. Overhanging vegetation in some sections. |
| | 127 New Line Rd - Cherrybrook PS Kiss & Ride driveway exit | Regional Road | Yes | W | 1.8 | OK | | | | - | | | Footpath at kerb. High voltage green box in footpath. |
| | Cherrybrook PS Kiss & Ride driveway exit - 135 New Line Rd | Regional Road | Yes | W | 1.2 | OK | | | | 1.2 | | | Footpath at kerb. Steep from school fence to footpath. Signposts and power poles in verge. Narrow at footpath intersection. |
| | 135 New Line Rd - 35 New Line Rd | Regional Road | Yes | W | 1.2 | OK | | | | 2 | | | Signposts and power poles in verge. |
| | 35 New Line Rd - Boundary Rd | Regional Road | Yes | W | 1.2 | OK | | | | 8+ | | | Very wide verge. |
| | | | | | | | | | | | | | |
| New Farm Road | New Line Rd - Attunga Ave | Local Road A | Yes | SE | 1.2 | Good | | | | | | | Footpath only from 17-31. No footpath elsewhere for entire stretch. |
| | Attunga Ave - Cherrybrook Rd | Local Road A | No | SE | - | - | | | | | | | |
| | New Line Rd - 17 New Farm Road | Local Road A | No | NW | - | - | 170 | | | | | | |
| | 17 New Farm Road - 31 New Farm Road | Local Road A | Yes | NW | 1.2 | Good | | | | | | | |
| | 31 New Farm Road - Cherrybrook Rd | Local Road A | No | NW | - | - | 650 | | | | | | |
| | | | | | | | | | | | | | |
| Cedarwood Drive | New Line Rd - Casuarina Dr | Collector Road A | Yes | N | 1.2 | Good | | | | | | | |
| | Casuarina Dr - Boundary Rd | Collector Road A | No | N | - | - | 620 | | | | | | |
| | New Line Rd - Boundary Rd | Collector Road A | Yes | S | 1.2 | Good | | | | | | | |
| | | | | | | | | | | | | | |
| Boundary Road | New Line Rd - Francis Greenway Dr | State Road | Yes | N | 1.2 | Good | | | | | | | |
| | New Line Rd - Francis Greenway Dr | State Road | Yes | S | 1.2 | Good | | | | | | | |
| | | | | | | | | | | | | | |
| Francis Greenway Drive | Boundary Rd - Macquarie Dr | Collector Road A | Yes | N | 1.2 | OK | | | | | Signalised | Boundary Rd | Uneven footpath (due to tree roots) in multiple sections. |
| | Boundary Rd - Macquarie Dr | Collector Road A | Yes | S | 1.2 | OK | | | | | | | |
| | | | | | | | | | | | | | |
| Access driveway / playground | Myson Dr - Boundary Rd | - | No | - | - | - | | | | | | | No footpath. 5.5 m wide residential access driveway. No footpath in playground. |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | Verge width (m) | | | Comment/Explanation |
|------------------|---|------------------|----------|----|-----|------|-----|-----------|-----------------|------------|---------------|--|
| | | | No | N | - | - | 250 | | | | | |
| Myson Drive | Access driveway - Franklin Rd | Local | No | N | - | - | 250 | | | | | No footpaths on either side |
| | Access driveway - Franklin Rd | Local | No | S | - | - | | | | | | |
| Franklin Road | Myson Dr - 25 Franklin Rd | Local Road A | No | E | - | - | 80 | | | | | |
| | 25 Franklin Rd - Neale Ave | Local Road A | Yes | E | 1.2 | Good | | | | | | |
| | Myson Dr - Neale Ave | Local Road A | No | W | - | - | | | | | | |
| Neale Avenue | Franklin Rd - Bowerman Pl | Collector Road A | Yes | N | 1.2 | Good | | | | | | |
| | Franklin Rd - Bowerman Pl | Collector Road A | Yes | S | 1.2 | Good | | | | | | |
| Bowerman Place | Neale Ave - New Line Rd | Local | Yes | N | 1.2 | Good | | | | | | |
| | Neale Ave - New Line Rd | Local | No | S | - | - | | | | | | |
| | Oakhill Drive Public School | | | | | | | | | | | |
| Oakhill Drive | David Rd - Tawmii Pl | Collector Road A | Yes | S | 1.2 | Good | 350 | | 1.6 | Refuge | 10 Oakhill Dr | Telephone distribution tube, power poles, trees and signposts in verge. |
| Woodgrove Avenue | David Rd - Janice Pl | Collector Road A | No | S | - | - | | | 3.3 | | | New gap through median required. Power poles and signposts in verge. |
| | Janice Pl - County Dr | Collector Road A | No | S | - | - | 350 | | 4 | Refuge | 1 Greywood St | Trees and signposts in verge. |
| | | | | | | | | | | Signalised | County Dr | |
| David Road | Woodgrove Ave - Oakhill Dr | Collector Road B | Yes | S | 1.2 | Good | 650 | | 2.5 | | | Power poles, trees and signposts in verge. Pram ramps go into Oakhill Dr roundabout. If roundabout is a circular footpath, there are no ramps. |
| | Treetops Rd - Woodgrove Ave | Collector Road B | Yes | NW | 1.2 | Good | | | | | | |
| | Treetops Rd - 144 David Rd | Collector Road B | Yes | NW | 1.2 | Good | | | | Refuge | 144 David Rd | |
| | 144 David Rd - Woodgrove Ave / Westminster Dr | Collector Road B | Yes | NW | 1.2 | Good | | | | | | |
| | Treetops Rd - Woodgrove Ave / Westminster Dr | Collector Road B | Yes | SE | 1.2 | Good | | | | | | |

| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | Verge width (m) | | | | Comment/Explanation |
|------------------|---|------------------|----------|----|-----|------|------|-----------------|-----------------|------------|----------------|---|---|
| | | | Yes | W | 1.2 | Good | | | | Signalised | | | |
| County Drive | New Line Rd - Treetops Rd | Regional Road | Yes | W | 1.2 | Good | | | | Signalised | Woodgrove Ave | No footpath Treetops Rd to Castle Hill Rd | |
| | New Line Rd - Castle Hill Rd | Regional Road | Yes | E | 1.2 | Good | | | | Signalised | John Rd | No footpath at frontage of 50A County Dr and 92 John Rd | |
| | Castle Hill Rd - Treetops Rd | Regional Road | No | E | - | - | 190 | | | Signalised | Castle Hill Rd | | |
| Treetops Road | New Line Rd - David Rd | Local | Yes | N | 1.2 | OK | | | | | | Uneven footpath (due to tree roots) in multiple sections. | |
| | New Line Rd - David Rd | Local | No | S | - | - | | | | | | | |
| | | | | | | | | | | | | | |
| | John Purchase Public School | | | | | | | | | | | | |
| Purchase Road | Eldridge St - John Purchase PS driveway exit | Collector Road A | Yes | E | 1.2 | Poor | 1600 | 1 Forester Cres | E | 1.6 | Flat | 57 Purchase Rd | Power poles, trees and signposts in verge. Uneven and cracked footpaths in multiple sections. |
| | John Purchase PS driveway exit - driveway entry | Collector Road A | Yes | E | 1.5 | Good | | | | - | | | |
| | John Purchase PS entry - New Line Rd | Collector Road A | Yes | E | 2.5 | Good | | | | - | Refuge | Hancock Dr | Existing Shared Path between bus shelter and New Line Rd |
| | | | | | | | | | | | Signalised | New Line Rd | |
| Shepherds Drive | Kenburn Ave - 68 Shepherds Dr | Collector Road A | Yes | NW | 1.2 | Good | | | | | Refuge | Callicoma Walk | |
| | 68 Shepherds Dr - Beechwood Pde | Collector Road A | No | NW | - | - | 350 | | | | Refuge | 68 Shepherds Dr | |
| | Beechwood Pde - Wesley Pl | Collector Road A | Yes | NW | 1.2 | Good | | | | | Refuge | Beechwood Pde | |
| | Kenburn Ave - Appletree Dr (southern intersection) | Collector Road A | Yes | SE | 1.2 | Good | | | | | | | |
| | Appletree Dr (southern intersection) - 130 Shepherds Dr | Collector Road A | No | SE | - | - | 300 | | | | | | |
| | 130 Shepherds Dr - Appletree Dr (northern intersection) | Collector Road A | Yes | SE | 1.2 | Good | | | | | Refuge | 127 Shepherds Dr | |
| | Appletree Dr (northern intersection) - Eldridge St | Collector Road A | No | SE | - | - | 170 | | | | Refuge | Eldridge St | |
| | Eldridge St - Wesley Pl | Local | No | SE | - | - | | | | | | | |
| Eldridge Street | Shepherds Dr - Purchase Rd | Collector Road A | Yes | N | 1.2 | Good | | | | | Refuge | Shepherds Dr | |
| | Shepherds Dr - Purchase Rd | Collector Road A | No | S | - | - | 200 | | | | | | |
| Beechwood Parade | Shepherds Dr - Purchase Rd | Collector Road B | Yes | N | 1.2 | Good | | | | | Refuge | Shepherds Dr | |
| | Shepherds Dr - Mark Pl | Collector Road B | No | S | - | - | 540 | | | | | | |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | Pram ramp | Verge width (m) | | Comment/Explanation |
|-----------------|--|------------------|----------|---------|-----|------|-----------------|-----------------|--|--|
| | | | Yes | S | 1.3 | Good | | | | |
| | Mark Pl - Purchase Rd | Collector Road B | Yes | S | 1.3 | Good | | | | |
| | | | | | | | | | | |
| Appletree Drive | Shepherds Dr - 30 Appletree Dr | Collector Road B | Yes | Inside | 1.2 | Good | 30 Appletree Dr | S | | Footpath located on the inner side of the road (road is circular). Missing ramp to cross over to other footpath. |
| | 30 Appletree Dr - 1st Cherrybrook Scout Group driveway | Collector Road B | No | S | - | - | 300 | | | |
| | 1st Cherrybrook Scout Group driveway - Shepherds Dr | Collector Road B | Yes | S | 1.2 | Good | | | | |
| | Shepherds Dr - 30 Appletree Dr | Collector Road B | No | Outside | - | - | 1100 | | | |
| | 30 Appletree Dr - Shepherds Dr | Collector Road B | Yes | N | 1.2 | Good | | | | |
| | | | | | | | | | | |

| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | | Verge width (m) | | | Comment/Explanation |
|-----------------|-------------------------------------|----------------------|----------|------|-----------|-----------|-----------------------|------------------|------|-----------------|--------|----------------|--|
| | | | Y/N | Side | Width (m) | Condition | Footpath required (m) | Location missing | Side | | Grass | Type | |
| | Epping North Public School | | | | | | | | | | | | |
| Norfolk Road | Grayson Rd - Boundary Rd | Collector Road A | Yes | E | 1.1 | Good | 700 | | | 1.7 | Refuge | 136 Norfolk Rd | Steep near Boundary Rd. Power poles, trees, signposts in verge. |
| Boundary Road | Norfolk Rd - Malton Rd | Collector Road B | Yes | S | 1.2 | Good | 1300 | | | 3.4 | Flat | 76 Boundary Rd | Power poles, trees, signposts, telephone distribution tube, telephone distribution box in verge. |
| | Malton Rd - Eastcote Rd | | No | S | - | - | | | | 5 | | | Steep near Eastcote Rd. Power poles and trees in verge. |
| Grayson Road | Norfolk Rd - Holland St | Local Road A | Yes | S | 1.2 | Good | | | | 1.5 | | | |
| | Holland St - Devon St | Local Road A | No | S | - | - | | | | | | | |
| | Norfolk Rd - Holland St | Local Road A | No | N | - | - | | | | 1.8 | | | |
| | Holland St - Devon St | Local Road A | Yes | N | 1.2 | Good | | | | | | | |
| Devon Street | Grayson Rd - Malton Rd | Local Road A / Local | Yes | W | 1.2 | Good | | | | 3.3 | | | Hilly |
| | Grayson Rd - Malton Rd | Local Road A / Local | No | E | - | - | | | | | | | |
| Newton Street | Devon St - Bedford Rd | Local Road A | No | N | - | - | | | | | | | |
| | Devon St - Bedford Rd | Local Road A | No | S | - | - | | | | | | | |
| Malton Road | Devon St - Walkway | Local | Yes | N | 1.2 | Good | 400 | | | 2.6 | Raised | 227 Malton Rd | |
| | Devon St - Walkway | Local | Yes | S | 1.2 | Good | | | | 2.5 | | | Footpath is 2.8 metres wide at the shops |
| Walkway | Malton Rd - Boundary Rd | Pedestrian walkway | Yes | - | 1.2 | OK | | | | | | | Uneven footpath due to tree roots |
| | Epping Heights Public School | | | | | | | | | | | | |
| Cheltenham Road | Beecroft Rd - Boronia Ave | Local | Yes | W | 1.2 | Good | 750 | | | 2.5 | | | Footpath level slopes down towards the roadway. Lots of driveways |
| | Boronia Ave - Castle Howard Rd | Local | Yes | W | 1.2 | Good | | | | | | | Pedestrian connection to Castle Howard Rd not suitable for bicycle (steep stairs) |
| | Beecroft Rd - Boronia Ave | Local | Yes | E | 1.2 | Good | | | | 2.4 | | | Flatter and fewer driveways. More suitable for a shared path |

| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | Verge width (m) | | | Comment/Explanation |
|----------------|------------------------------------|------------------|----------|----|-----------|------|------|-----------|-----------------|--------|---------------------------|--|
| | | | No | E | - | - | | | | | | |
| | Boronia Ave - Castle Howard Rd | Local | No | E | - | - | | | 5.4 | | | Steep near Castle Howard Rd. Trees and power poles in verge |
| Beecroft Road | Lyne Rd - Murray Rd | State Road | Yes | N | 1.1 - 1.2 | OK | | | | Sig | Cheltenham Rd | 1.1 m east of Cheltenham Rd (61 & 187). Some uneven footpaths and overhanging vegetation |
| | Lyne Rd - Murray Rd | State Road | Yes | S | 1.2 | Good | | | | Sig | Cheltenham Rd | |
| Boronia Avenue | Cheltenham Rd - Murray Rd | Local Road A | No | N | - | - | | | 0 | | | Dirt footpath from Mason Ave to Murray Rd. |
| | Cheltenham Rd - Murray Rd | Local Road A | Yes | S | 1.2 - 1.4 | Good | | | 3 | | | Low mountable kerb, parked cars protrude onto the footpath |
| | Beecroft Public School | | | | | | | | | | | |
| Kirkham Road | Beecroft Rd - Boronia Ave | Collector Road A | Yes | E | 1.2 | Good | 130 | | 2.6 | | | Footpath uneven (bumpy). Slight slope down to road. More verge space and trees, no power poles. Slightly better |
| | Beecroft Rd - Boronia Ave | Collector Road A | Yes | W | 1.2 | Good | | | 1.8 | | | Flatter but less verge width. Power poles are an obstruction |
| | | | | | | | | | | | | Note: No pedestrians across Beecroft Road onto The Crescent |
| The Crescent | Cheltenham Rd - The Promenade | Local Road A | Yes | S | 1.8 | Good | 850 | | 1 | Flat | Across The Promenade | Note: No pedestrians across Beecroft Road onto Kirkham Road |
| | The Promenade - Beecroft Rd | Local Road A | Yes | S | 1.2 | Good | | | 2.3 | | | Trees, vegetation, power poles, signposts, culverts in verge. Somewhat steep. |
| Beecroft Road | Kirkham St - Mary St | State Road | Yes | SW | 1.2 | Good | 400 | | 1.7 | | | 2.3 from bench to wall outside Vintage Cellars |
| | Mary St - Beecroft PS bus stop | State Road | Yes | SW | 1.1 | Good | | | 1.8 | | | Narrow space to work with due to safety gate |
| | Beecroft PS bus stop - Copeland Rd | State Road | Yes | SW | 1.4 | Good | | | - | | | Narrow space to work with due to safety gate |
| Copeland Road | Beecroft Rd - Club driveway | Regional Road | Yes | S | 2.6 | Good | 1700 | | - | Raised | 125A Copeland Rd | Club refers to The Beecroft Bowling and Recreation Club |
| | Club driveway - Burns Rd S | Regional Road | Yes | S | 1.2 | Good | | | 1.6 | Refuge | Across Hull Rd roundabout | Power poles, trees and signposts in verge. Sections where footpath is at kerbside (3.8 m to property). Footpath 2 m wide near Burns Rd S |
| | Burns Rd S - Pennant Hills Rd | Regional Road | Yes | S | 2 | Good | | | 5+ | Refuge | Across Burns Rd S | Footpath elevated near Pennant Hills Rd. Very steep to road, potential safety issue. |
| Boronia Avenue | Murray Rd - Kirkham St | Local Road A | Yes | N | 1.2 | Good | | | 6 | | | |
| | Murray Rd - Kirkham St | Local Road A | No | S | - | - | | | 2 | | | |

17115 Hornsby Bike Plan - School routes



| Street name | Section | Road hierarchy | Footpath | | | | | Pram ramp | Verge width (m) | | Comment/Explanation |
|-------------------------|---------------------------------------|------------------|----------|---|------|------|-----|---------------|-----------------|------|--|
| | | | Yes | W | 1.2 | OK | | | | | |
| Cardinal Avenue | Chapman Ave - Pennant Hills Rd | Local Road A | Yes | W | 1.2 | OK | | | | | Footpath is extremely uneven, difficult to cycle. Road is steep and also difficult to cycle. |
| | Chapman Ave - Pennant Hills Rd | Local Road A | No | W | - | - | | | | | |
| Hull Road | Albert Rd - Lyndon Way | Collector Road B | Yes | E | 1.2 | Good | | | | | |
| | Lyndon Way - Chapman Ave | Collector Road B | No | E | - | - | 300 | | | | |
| | Chapman Ave - Copeland Rd | Collector Road B | Yes | E | 1.2 | Good | | | | | |
| | Albert Rd - Lyndon Way | Collector Road B | No | W | - | - | 70 | | | | |
| | Lyndon Way - Chapman Ave | Collector Road B | Yes | W | 1.2 | Good | | | | | |
| | Chapman Ave - Copeland Rd | Collector Road B | No | W | - | - | 350 | | | | |
| Copeland Road E | Sutherland Rd - 201B Copeland Rd E | Local | Yes | N | 1.2 | Good | | Sutherland Rd | North | 2.2 | |
| | 201B Copeland Rd E - end | Local | No | N | - | - | 80 | | | | |
| | Sutherland Rd - 168 Copeland Rd E | Local | Yes | S | 1.2 | OK | | | | | No footpath between 168 - 192 Copeland Road E (not continuous) |
| | 168 Copeland Rd E - 192 Copeland Rd E | Local | No | S | - | - | | | | | |
| | 192 Copeland Rd E - 200 Copeland Rd E | Local | Yes | S | 1.2 | OK | | | | | |
| 200 Copeland Rd E - end | Local | No | S | - | - | | | | | | |
| Copeland Road bridge | Wongala Cres - Sutherland Rd | Local | Yes | N | 1.75 | Good | | | | Flat | Across Wongala Cres |
| | Wongala Cres - Sutherland Rd | Local | No | S | - | - | | | | | |
| Sutherland Road | Booth Park - Malton Rd | Collector Road B | Yes | E | 1.2 | Good | | | | Flat | 94A Sutherland Rd |
| | Booth Park - Wandeen Ave | Collector Road B | No | W | - | - | | | | | Footpath not costed as it is not feasible due to location (no pedestrian connections due to remoteness and topograpy issues) |
| | Wandeen Ave - Malton Rd | Collector Road B | Yes | W | 1.2 | Good | | | | | |
| Malton Road | Sutherland Rd - 168 Copeland Rd E | Local | Yes | N | 1.2 | Good | | | | 2.1 | |
| | Sutherland Rd - 168 Copeland Rd E | Local | Yes | S | 1.2 | Good | | | | 3.9 | |

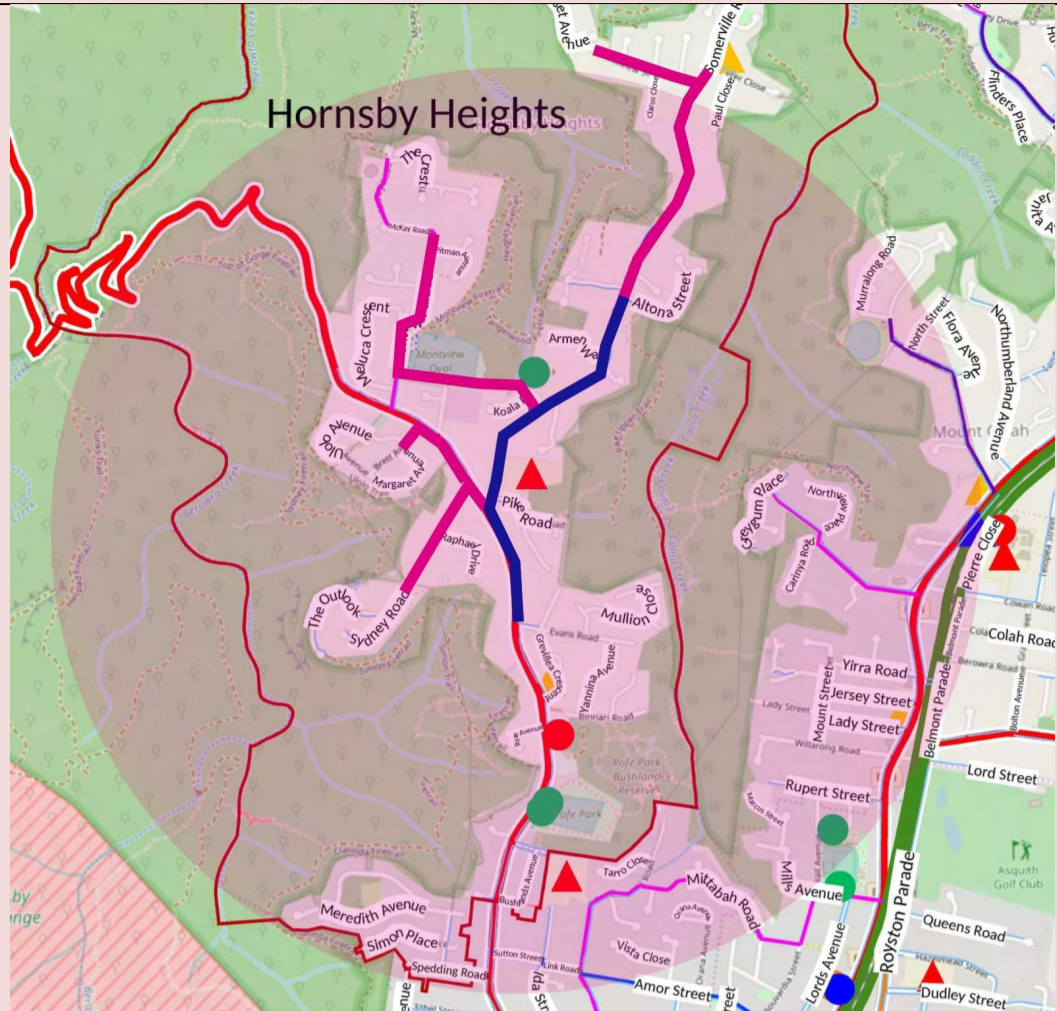
NORTHERN DISTRICT SCHOOL PUBLIC SCHOOL CATCHMENTS

Legend

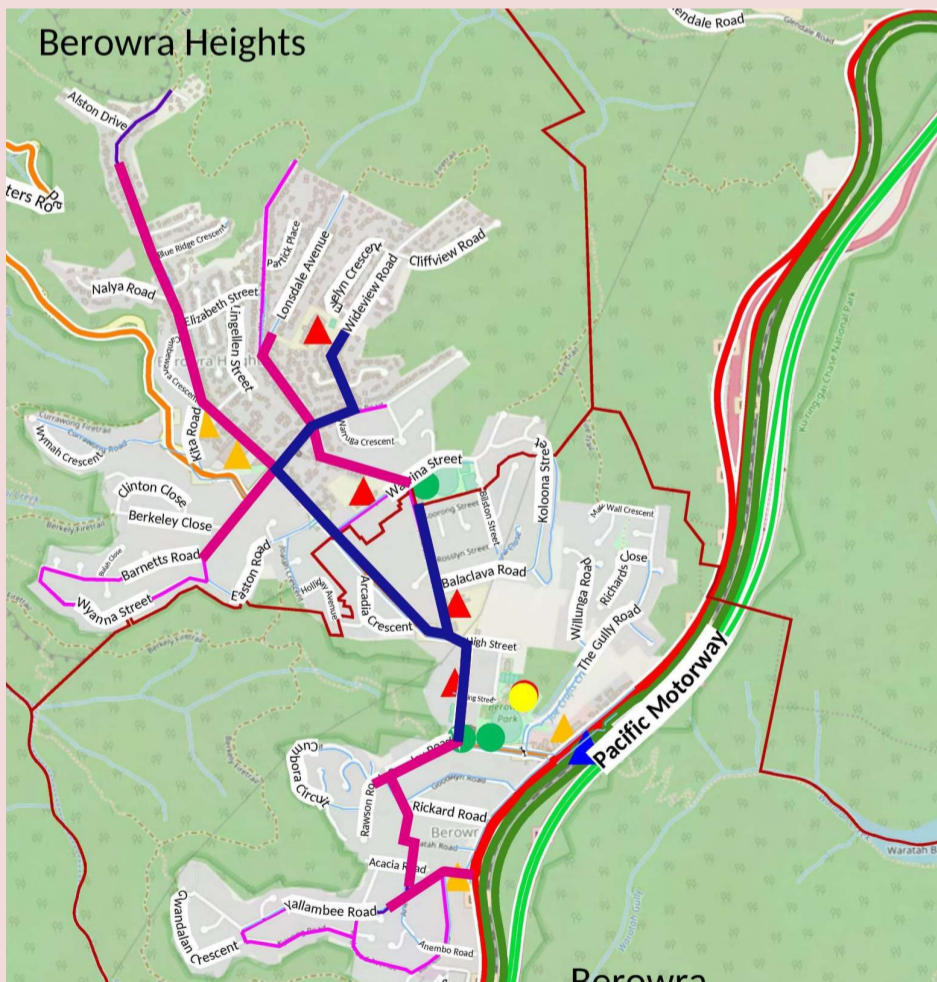
- Suburb boundary
- Freeway/Motorway
- State roads
- Regional roads
- Collector roads A
- Collector roads B
- Future collector B
- Railway line
- Footpaths
- Aquatic Centres
- Childcare Centres
- Community Centres
- Leisure and Learning Centres
- Libraries
- Park Amenities
- Sports Stadium
- Miscellaneous
- School
- Local shop
- Train station
- Town centre

0 500 1000 Metres

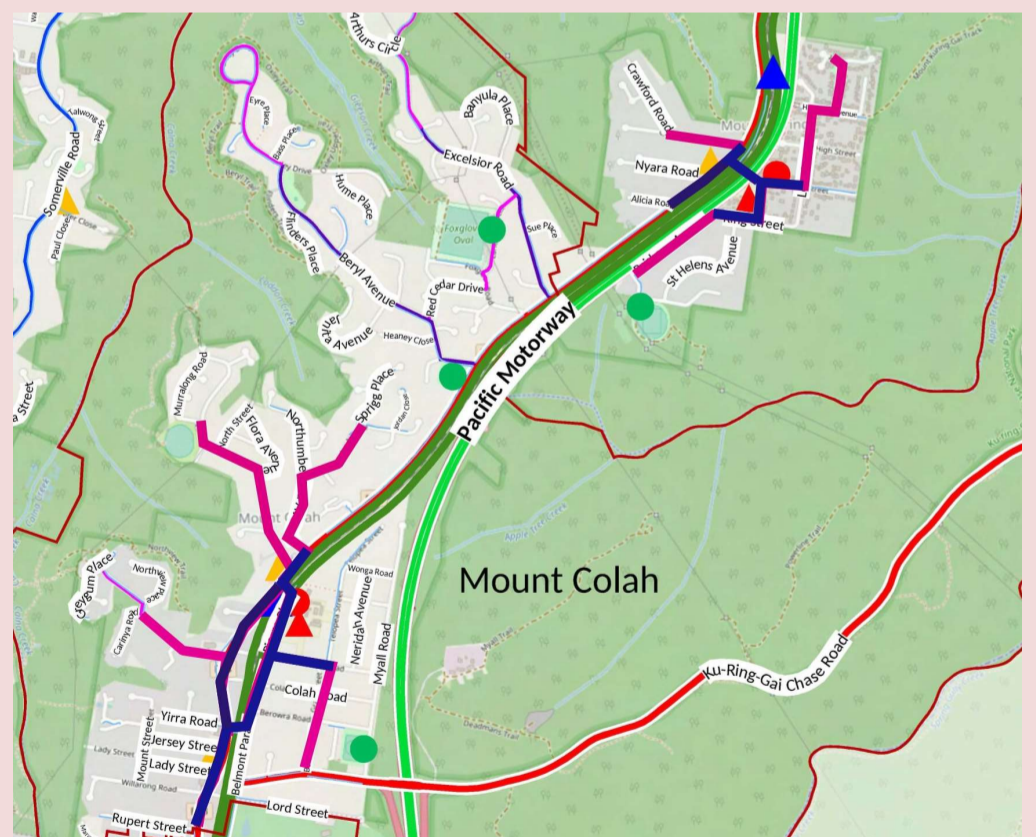
- School routes
- Shared path 2.5m wide



Hornsby Heights PS



Berowra PS , Wideview PS

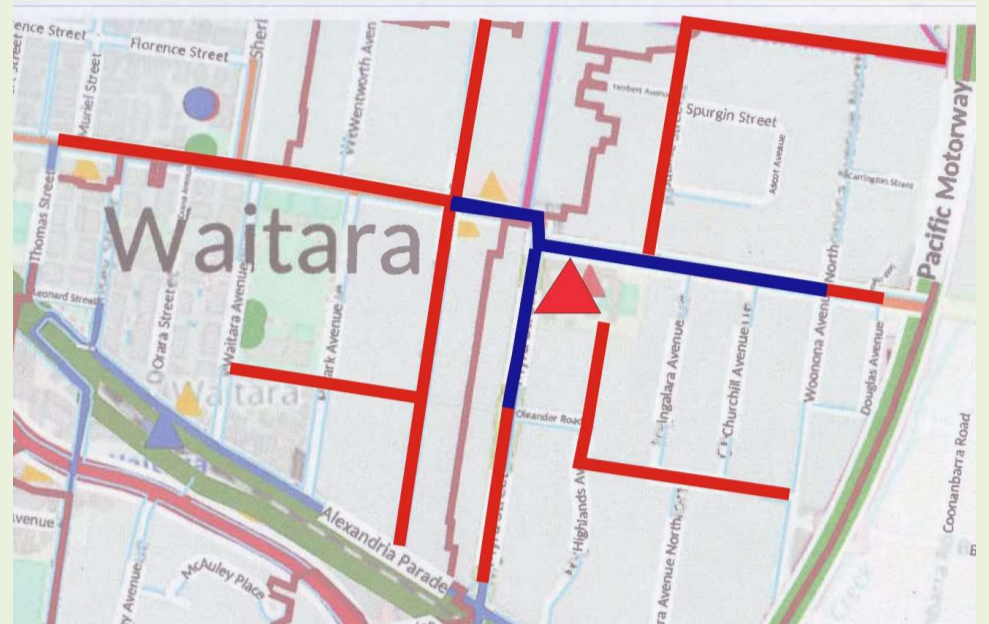


Mt Kuring-gai PS, Mt Colah PS

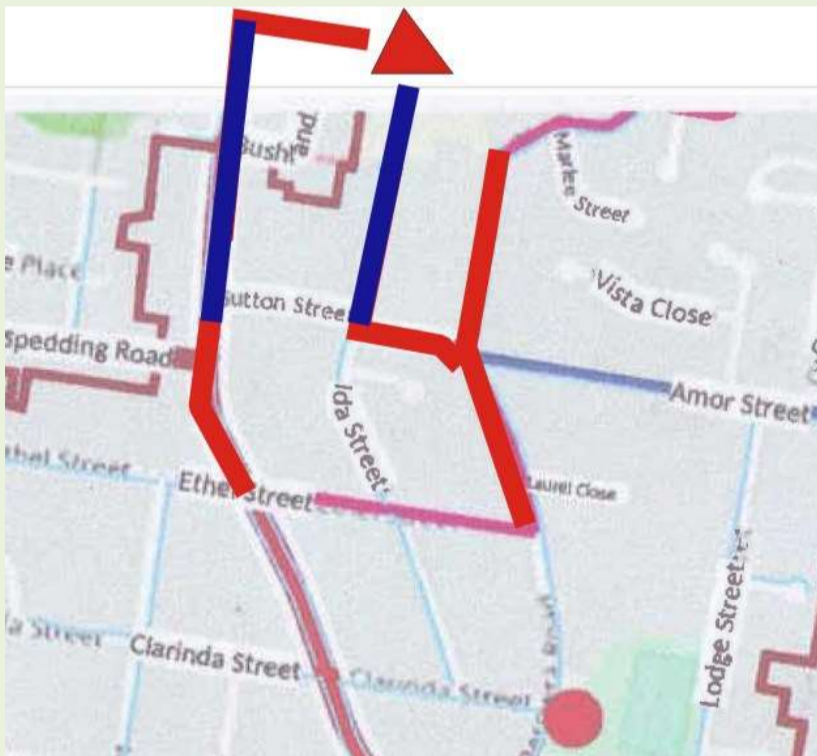
CENTRAL DISTRICT SCHOOL PUBLIC SCHOOL CATCHMENTS



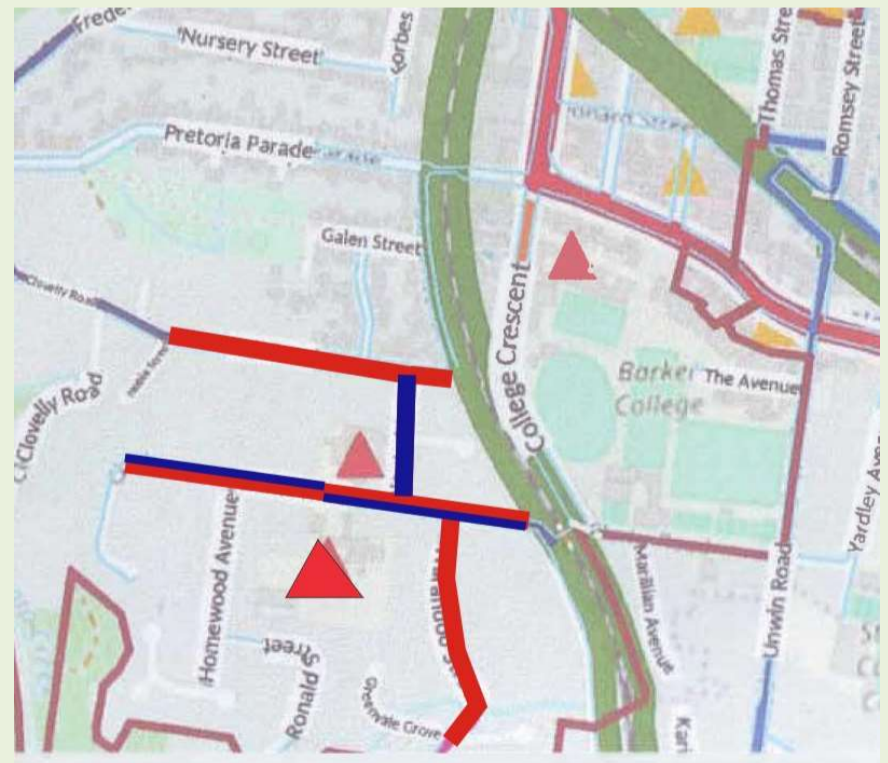
Asquith PS



Waitara PS

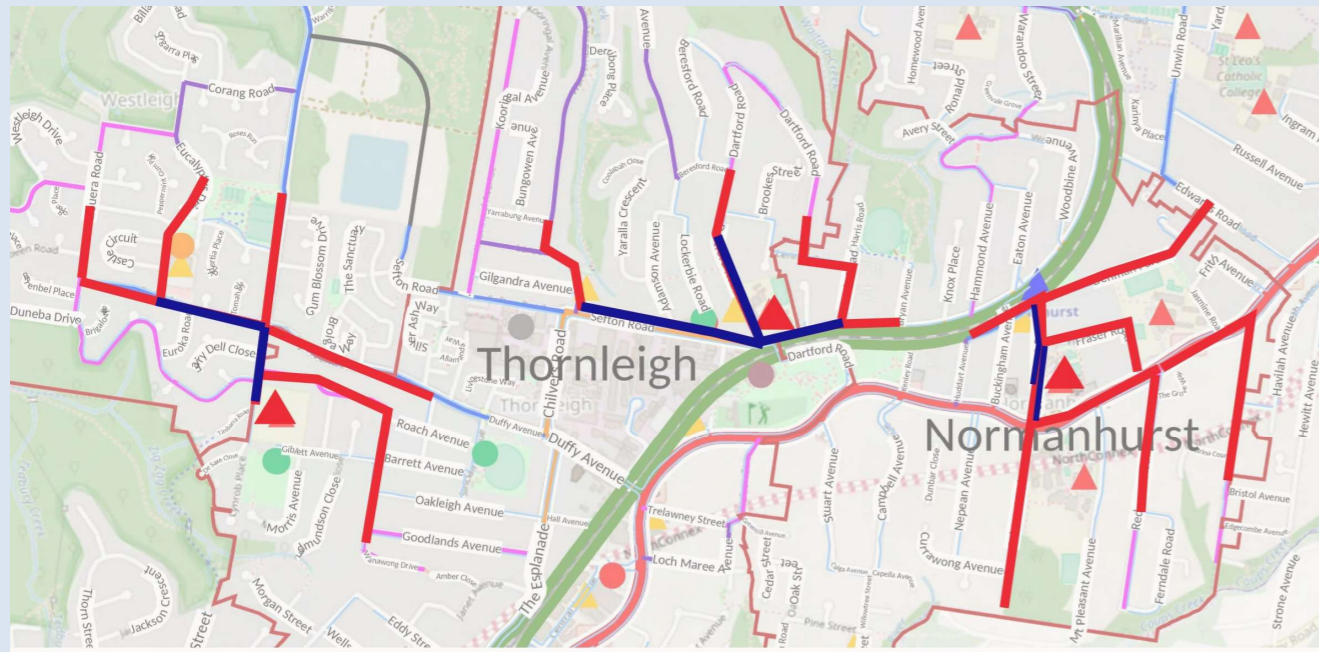


Hornsby North PS

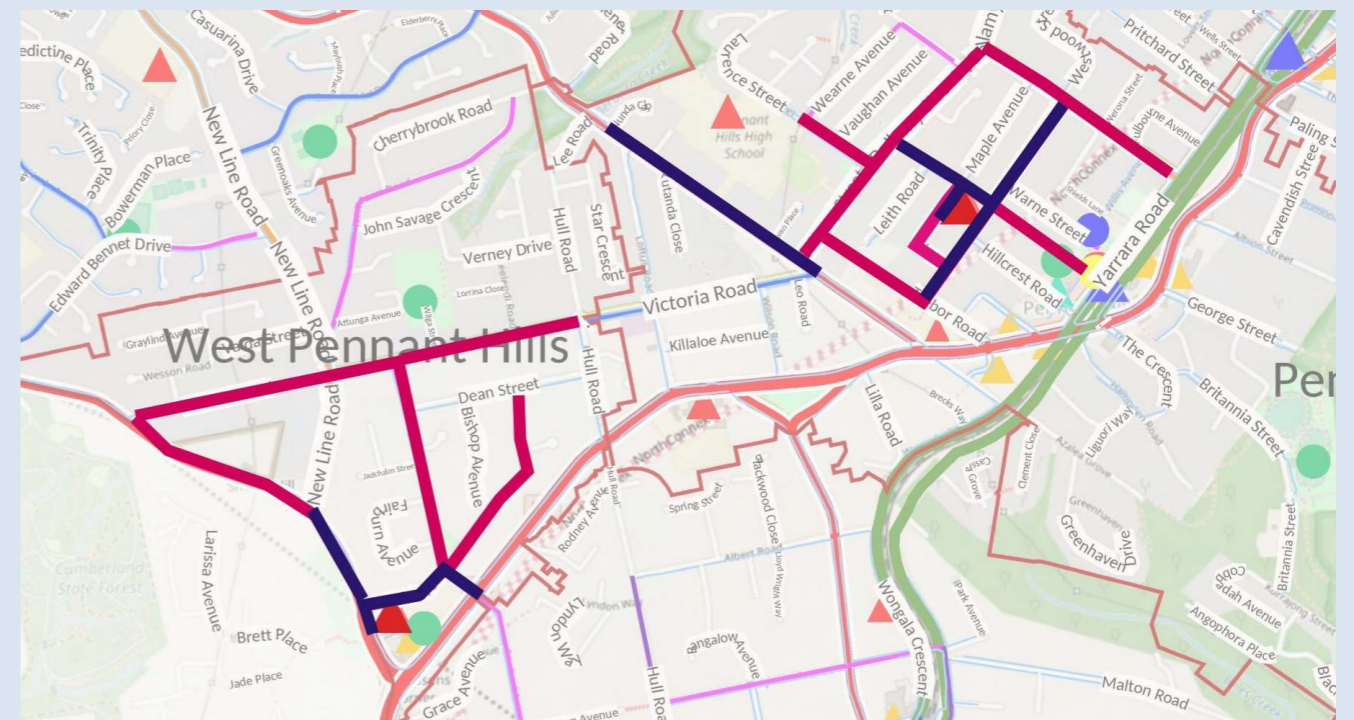


Hornsby South PS

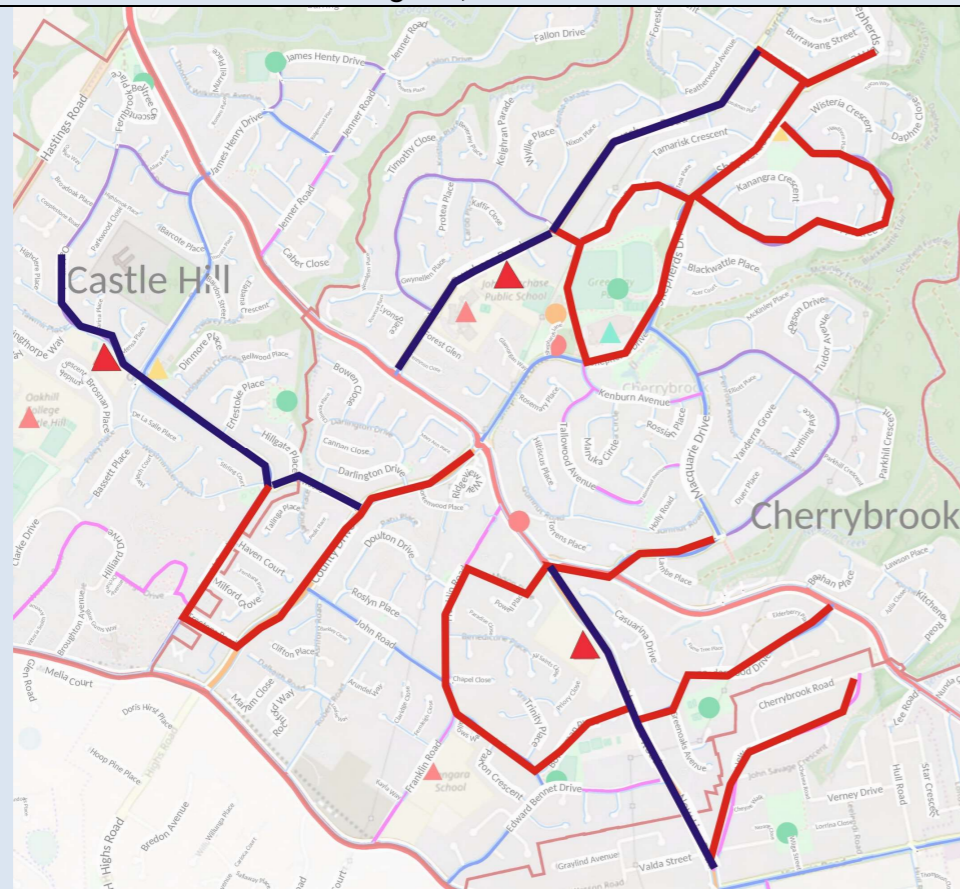
SOUTHERN DISTRICT SCHOOL PUBLIC SCHOOL CATCHMENTS



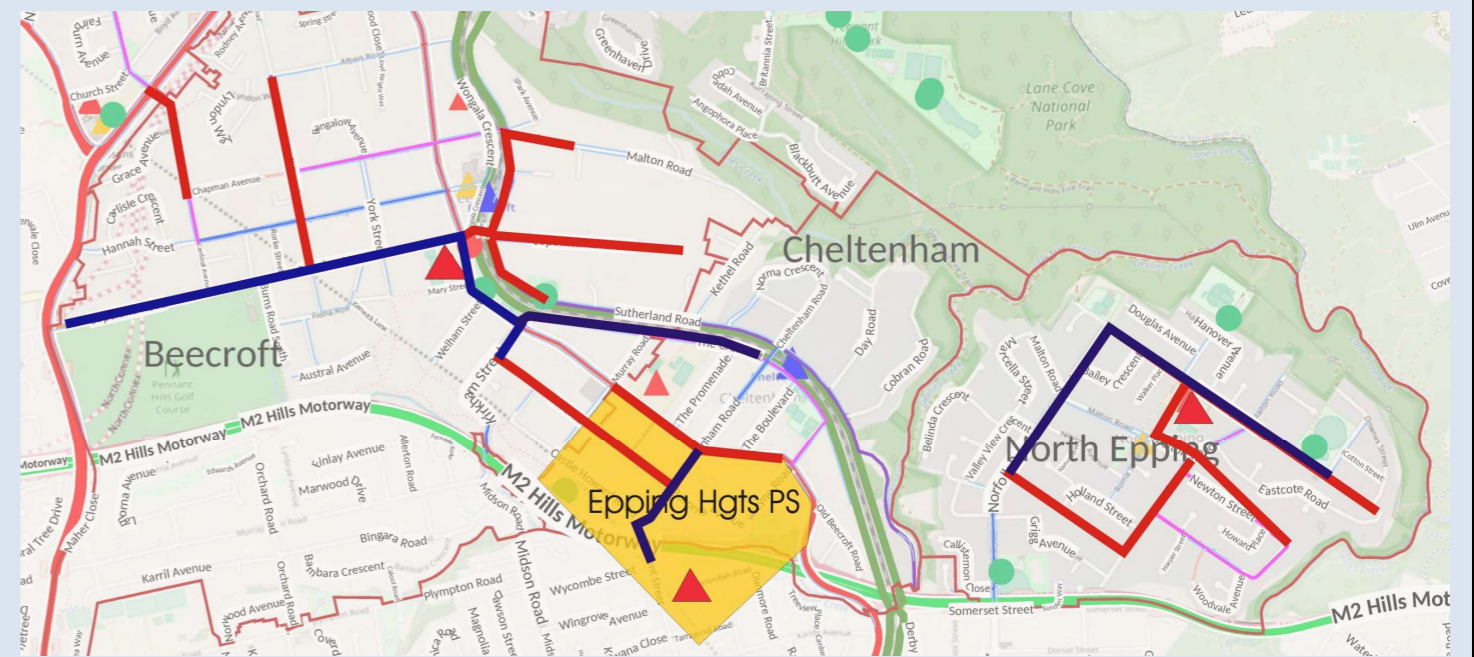
Thornleigh PS, Normanhurst PS



West Pennant Hills PS, Pennant Hills PS



Oakhill Drive PS, John Purchase PS, Cherrybrook PS



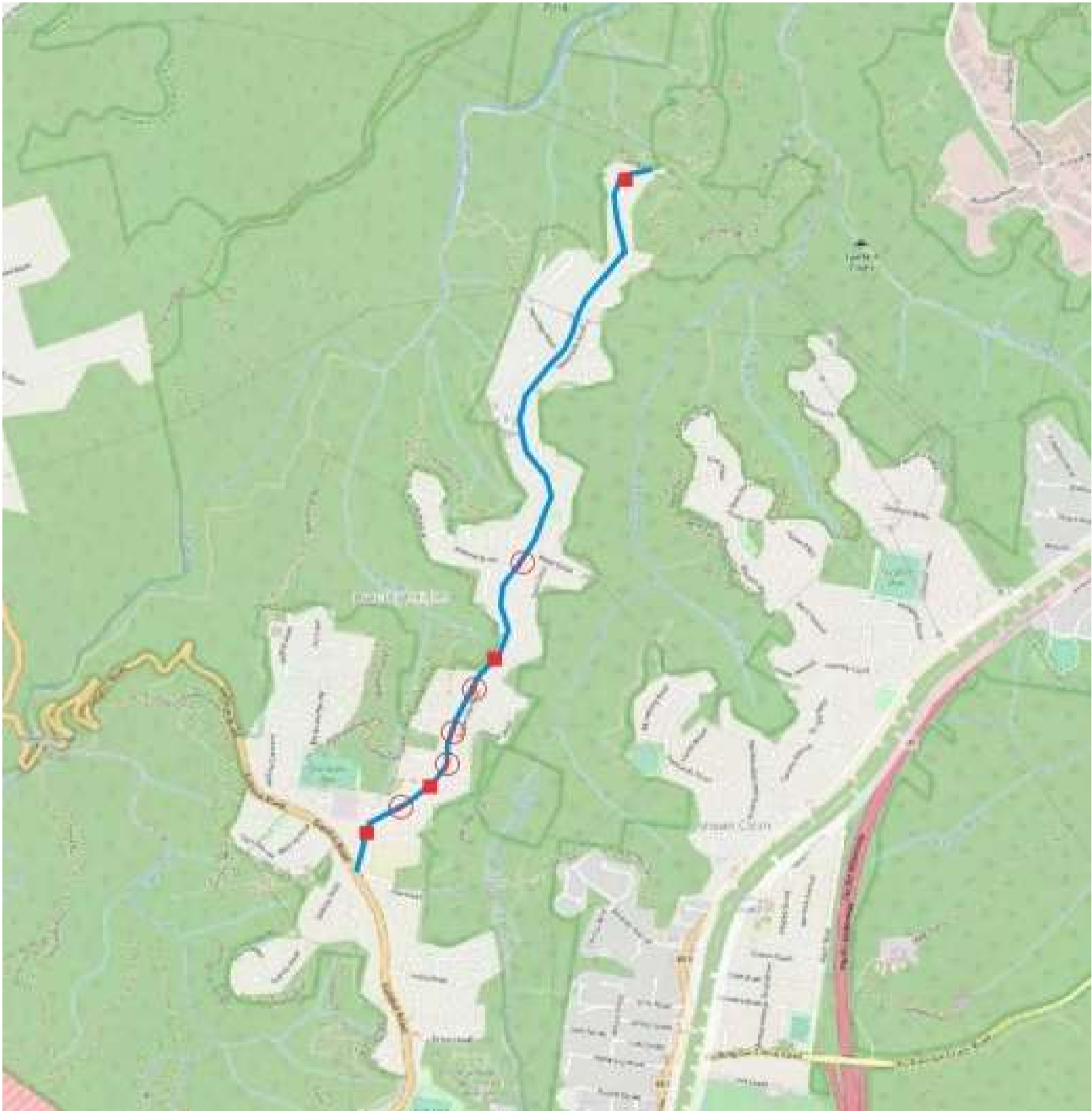
Beecroft PS, Epping Heights PS, Epping North PS



APPENDIX C

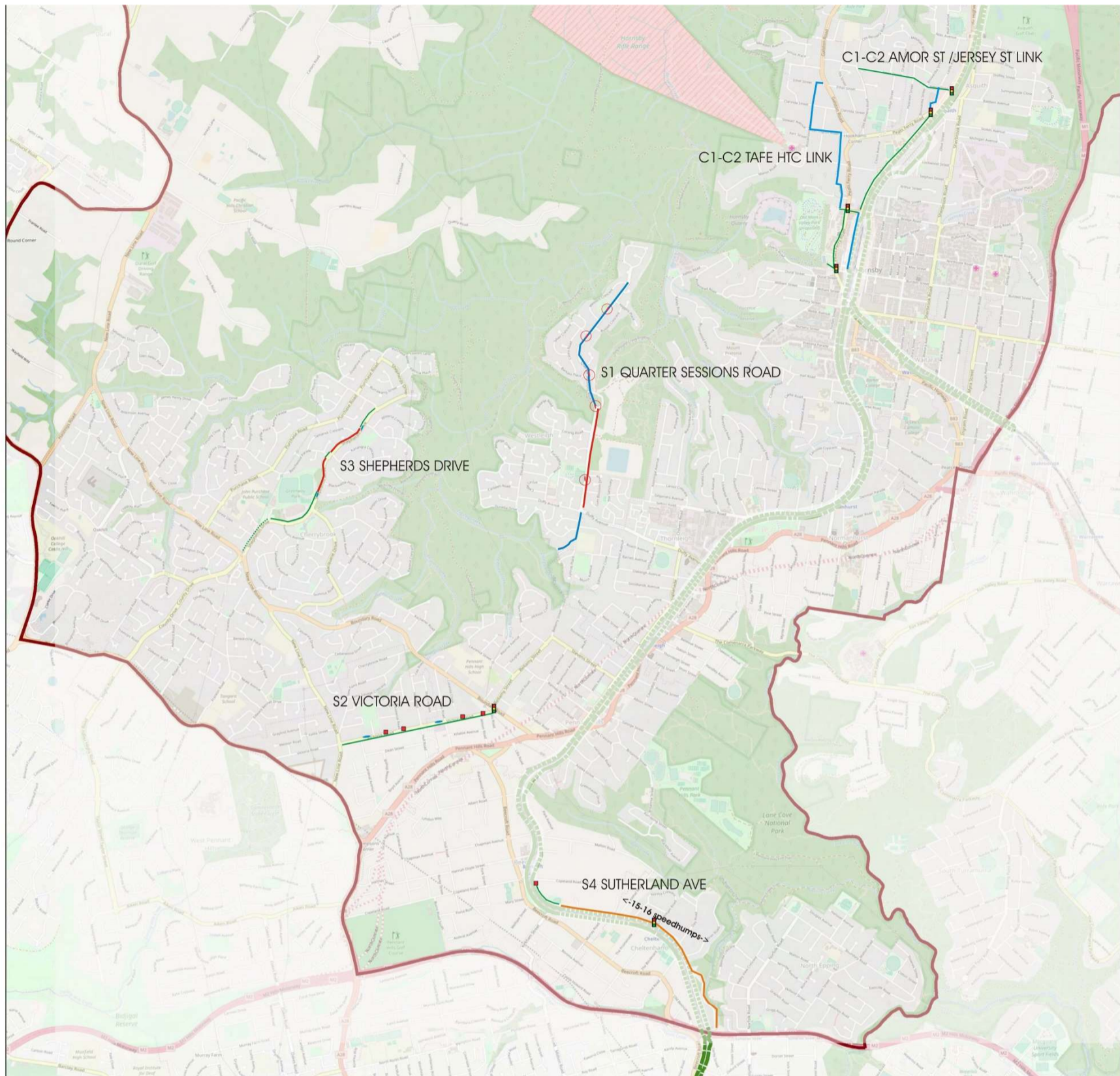
MODEL ROUTES MAPS, CONCEPTS AND SCHEDULE OF WORKS

HORNSBY BIKE PLAN 2018 - NORTHERN DISTRICT MODEL ROUTE



| Proposed Traffic Management | Proposed Bicycle Facilities |
|--|---|
| <ul style="list-style-type: none"> - Pedestrian Refuge - Intersection Median - Traffic Speed Device | <p>On Road Cycling Facility</p> <ul style="list-style-type: none"> - Separated Two Way Bike Lane - Separated One Way Bike Lanes - Bike / Parking Lanes with Logos - Mixed Traffic Lanes with Logos |
| <p>Existing Bicycle Facilities and Traffic Management</p> <ul style="list-style-type: none"> - Mixed Traffic Lanes with Logos - Two Way Shared Bike Path - Bike Parking Lanes with logos - Traffic Signals on Proposed Routes | <p>Off Road Cycling Facility</p> <ul style="list-style-type: none"> - Two Way Shared Bike Path - Public Primary School |

HORNSBY BIKE PLAN 2018 - SOUTHERN AND CENTRAL DISTRICT MODEL ROUTES

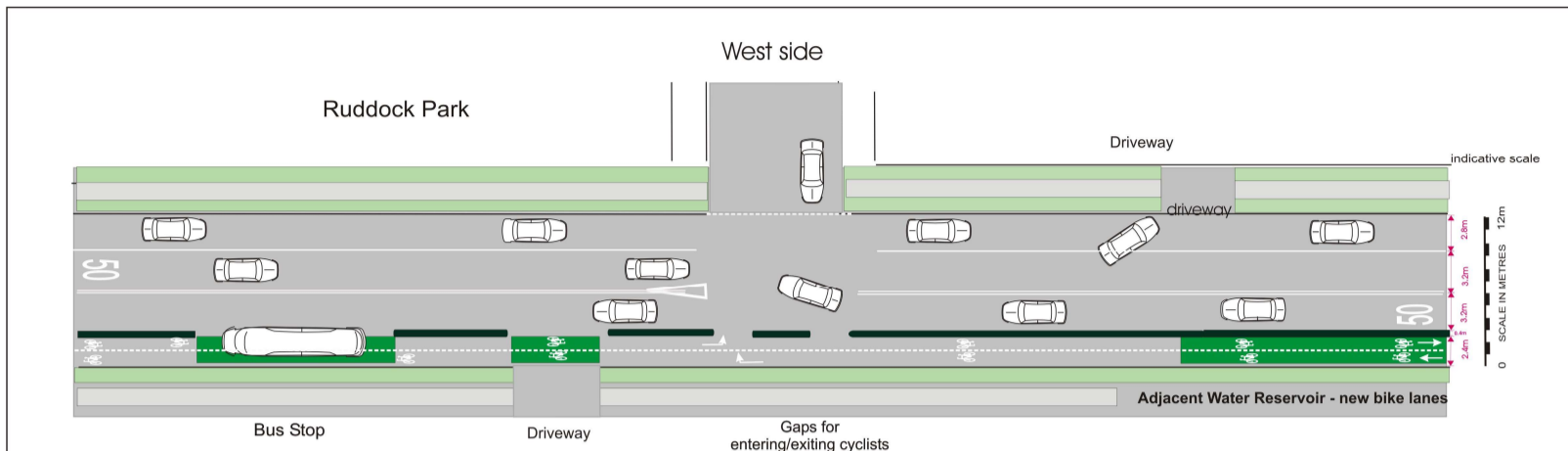


| Proposed Traffic Management | Proposed Bicycle Facilities |
|---|-----------------------------------|
| - Pedestrian Refuge | On Road Cycling Facility |
| - Intersection Median | - Separated Two Way Bike Lanes |
| - Traffic Speed Device | - Separated One Way Bike Lanes |
| - 40km/h zone | - Bike / Parking Lanes with Logos |
| - Traffic Signals | - Mixed Traffic Lanes with Logos |
| Existing Bicycle Facilities and Traffic Management | Off Road Cycling Facility |
| - Mixed Traffic Lanes with Logos | - Two Way Shared Bike Path |
| - Two Way Shared Bike Path | |
| - Bike Parking Lanes with logos | |
| - Pedestrian Refuge | |
| - Traffic Signals on Proposed Routes | |
| | - Public Primary School |

SOUTHERN DISTRICT

Quarter Sessions Road, Westleigh Bicycle Facility - Option 1

DRAFT - for discussion only
April 2018



Option 1: Two Way On-Road Bike Lane
12.0m road width, collector, 3,300vpd (2017)
Bus route north of Corang Road

West side
2.8m parking lane
3.2m travel lane

Centre line

East side
3.2m travel lane
0.4m raised kerb
2.4m two way Bike Lane

Advantages

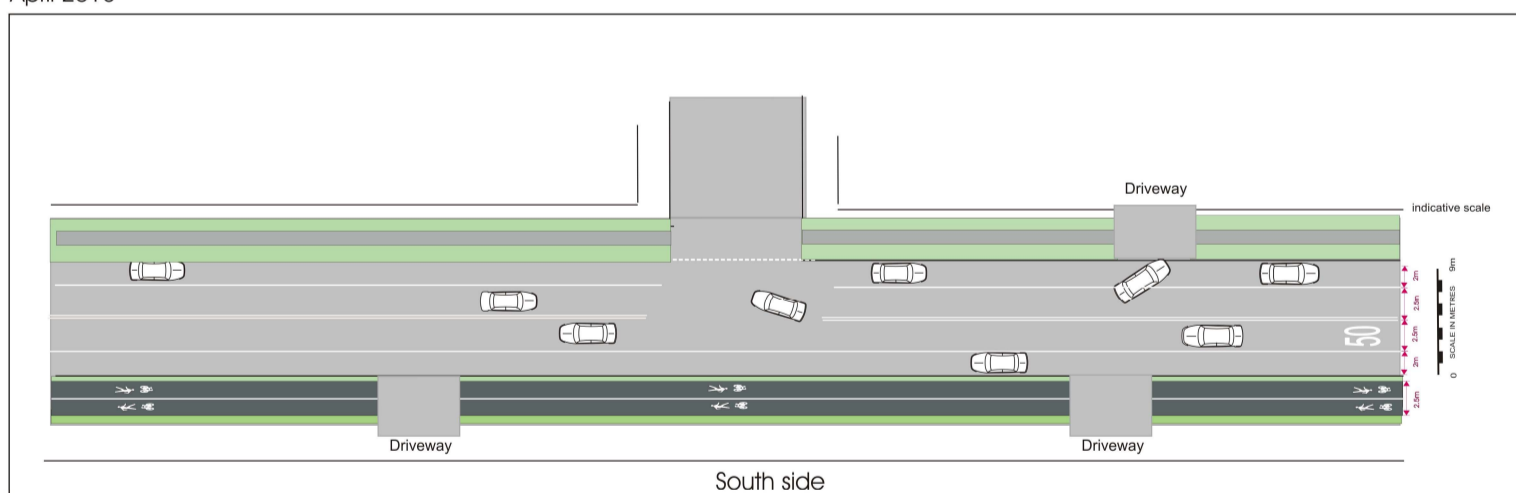
- High level of cycling safety for families as physical separation from traffic flow
- High level of visibility of protected cyclists to vehicular movement
- Separates cyclists from pedestrians
- Cheaper than bike facility on verge

Disadvantages

- Conflict points at bus stops, driveways, and intersections as cyclists travelling counter-flow - requires detailed management & design
- Requires management of entry/exit of cyclists at intersections physically & with signage
- Loss of kerbside parking on east side to water reservoir
- Requires new construction along water reservoir frontage
- May be difficult to maintain leaf litter mechanically

Victoria Road, Pennant Hills - Bicycle Facility Between New Line Road/Boundary Road

DRAFT - for discussion only
April 2018



Option 1: Two Way Off-Road Separated Path
9.0m road width, major collector, 9,200vpd (2016)

South side verge
2.5m two way shared bike/pedestrian path

Existing road pavement markings remain

Advantages

- High level of cycling safety for children as complete physical off-road separation from traffic flow
- Suitable facility for school route
- Parents more likely to permit children to cycle unsupervised
- No on-road parking or vehicular travel lane changes

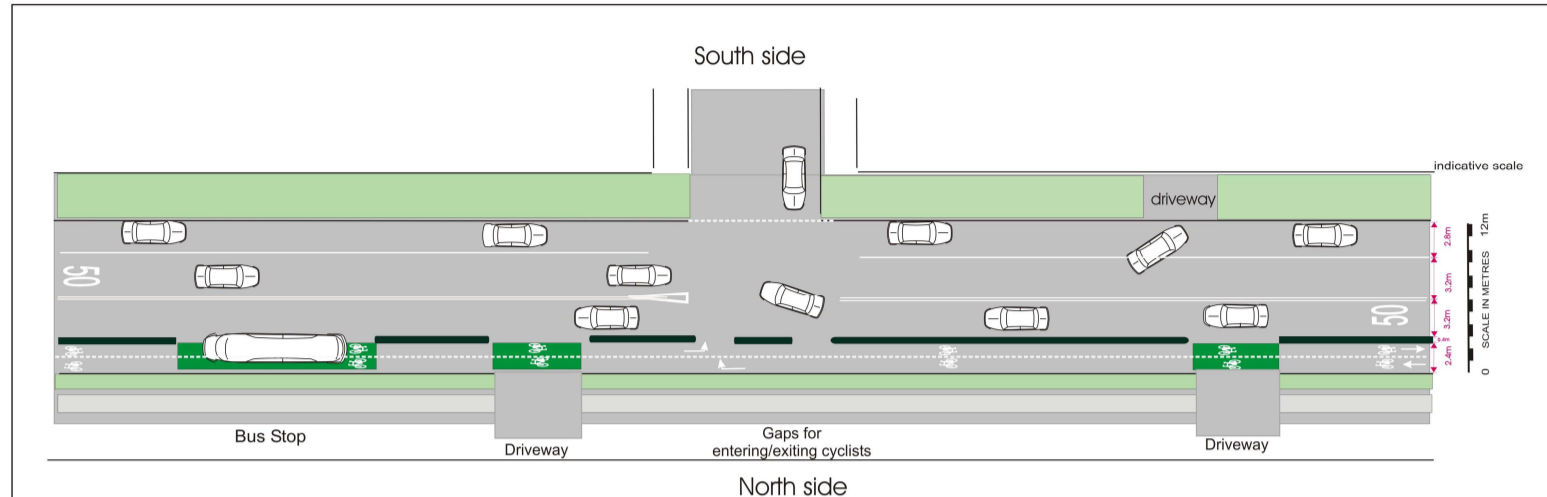
Disadvantages

- Potential conflict with pedestrians
- Intersection interface must be managed physically & with signage
- Not suitable for commuter use

SOUTHERN DISTRICT

Shepherds Drive, Cherrybrook Bicycle Facility - Option 1

DRAFT - for discussion only
April 2018



Option 1: Two Way On-Road Bike Lane
12.0m road width, major collector, 9,200vpd (2016)

South side
2.8m parking lane
3.2m travel lane

Centre line

North side
3.2m travel lane
0.4m raised kerb
2.4m two way Bike Lane including gutter

Advantages

- ✓ High level of cycling safety for families as physical separation from traffic flow
- ✓ High level of visibility of protected cyclists to vehicular movement
- ✓ Separates cyclists from pedestrians
- ✓ Cheaper than 2m shared bike/pedestrian lane on verge

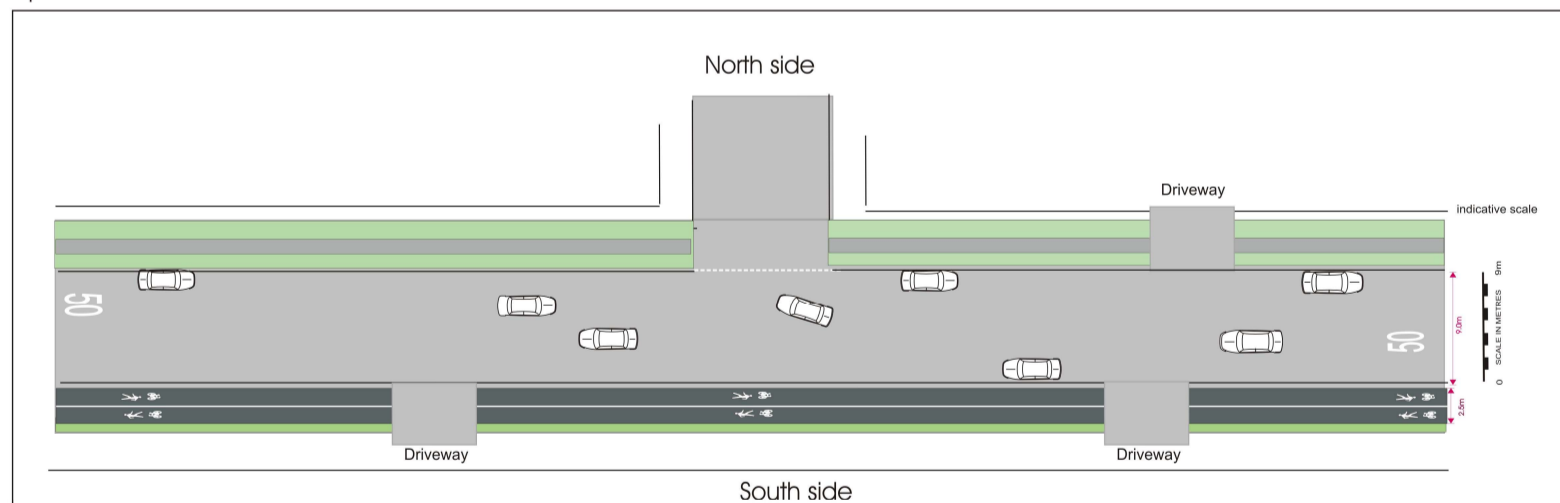
Disadvantages

- ✓ Conflict points at bus stops, driveways, intersections and zebra crossings as cyclists travelling counter-flow - requires detailed management & design
- ✓ Requires management of entry/exit of cyclists at intersections physically & with signage
- ✓ Loss of kerbside parking on one side
- ✓ May be difficult to maintain leaf litter mechanically

CENTRAL DISTRICT

Amor Street, Hornsby/Asquith - Bicycle Facility Between Old Pacific Highway/Old Berowra Road

DRAFT - for discussion only
April 2018



Option: Two Way Off-Road Separated Path
9.0m road width, collector, 3,670vpd (2014)

South side verge
2.5m two way shared bike/pedestrian path

No existing road pavement markings

Advantages

- ✓ High level of cycling safety for children as complete physical off-road separation from traffic flow
- ✓ Suitable facility for school and shopping route
- ✓ Parents more likely to permit children to cycle unsupervised
- ✓ No on-road changes

Disadvantages

- ✓ Potential conflict with pedestrians
- ✓ Intersection interface must be managed physically & with signage
- ✓ Not suitable for commuter use

17115 Hornsby Bike Plan - Model routes



| Street name | Section | Section length | Proposed facility | Item | Quantity | Unit Rate | Cost |
|---|--|----------------|------------------------------|---|----------|-----------------|---------------------|
| N2 Somerville Road, Hornsby Heights bicycle facility | | | | | | | |
| Somerville Road | | 4400 m | Mixed Traffic | Install W6-214 'Share the road' sign | 60 | \$143.27 | \$8,596.20 |
| | | | | Install W6-7 & W8-23 bicycle warning signs | 23 | \$82.68 | \$1,901.64 |
| | | | | Install PS-2 bike logo | 48 | \$190.00 | \$9,120.00 |
| | | | | Install G2-203 intersection fingerboard signage | 23 | \$148.06 | \$3,405.38 |
| | | | | Install G2-204-1 intersection fingerboard signage | 2 | \$148.06 | \$296.12 |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | Subtotal | \$23,319.34 |
| C1 - C2 Amor Street / Jersey Street link, Hornsby/Asquith bicycle facility | | | | | | | |
| Amor Street | Pacific Hwy - Old Berowra Rd | 900 m | Two way off-road shared path | Install S5 Off-road path broken separation line | 870 m | \$0.70 | \$612.48 |
| | | | | Upgrade to 2.5 m wide shared footpath | 800 m | \$120.00 | \$96,000.00 |
| | | | | Install R8-2 'Shared path' sign | 4 | \$134.45 | \$537.80 |
| | | | | Install PS-3 bike logo | 8 | \$51.58 | \$412.64 |
| | | | | Install PS-4 pedestrian symbol | 8 | \$97.60 | \$780.80 |
| | | | | Install G2-203 intersection fingerboard signage | 4 | \$148.06 | \$592.24 |
| | | | | Install G2-204-1 intersection fingerboard signage | 2 | \$148.06 | \$296.12 |
| | | | | Install 2.5 m wide pram ramp | 8 | \$1,000.00 | \$8,000.00 |
| | | | | | | | |
| Wattle Street | Amor St - Pacific Hwy / Peats Ferry Rd | 250 m | Mixed Traffic | Install W6-214 'Share the road' sign | 4 | \$143.27 | \$573.08 |
| | | | | Install W6-7 & W8-23 bicycle warning signs | 4 | \$82.68 | \$330.72 |
| | | | | Install PS-2 bike logo | 2 | \$190.00 | \$380.00 |
| | | | | Install G2-203 intersection fingerboard signage | 0 | \$148.06 | \$0.00 |
| | | | | Install G2-204-1 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| | | | | | | | |
| Jersey Street North | Pacific Hwy / Peats Ferry Rd - Bridge Rd | 1100 m | Two way off-road shared path | Install S5 Off-road path broken separation line | 1090 m | \$0.70 | \$767.36 |
| | | | | Upgrade to 2.5 m wide shared footpath | 1090 m | \$120.00 | \$130,800.00 |
| | | | | Install R8-2 'Shared path' sign | 4 | \$134.45 | \$537.80 |
| | | | | Install PS-3 bike logo | 10 | \$51.58 | \$515.80 |
| | | | | Install PS-4 pedestrian symbol | 10 | \$97.60 | \$976.00 |
| | | | | Install G2-203 intersection fingerboard signage | 2 | \$148.06 | \$296.12 |
| | | | | Install G2-204-1 intersection fingerboard signage | 2 | \$148.06 | \$296.12 |
| | | | | Install 2.5 m wide pram ramp | 2 | \$1,000.00 | \$2,000.00 |
| | | | | | | | |
| Jersey Street | Bridge Rd - Coronation St | 550 m | Mixed Traffic | Install W6-214 'Share the road' sign | 10 | \$143.27 | \$1,432.70 |
| | | | | Install W6-7 & W8-23 bicycle warning signs | 5 | \$82.68 | \$413.40 |
| | | | | Install PS-2 bike logo | 4 | \$190.00 | \$760.00 |
| | | | | Install G2-203 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| | | | | Install G2-204-1 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | Subtotal | \$247,755.36 |
| C1 - C2 Tafe HTC link, Hornsby bicycle facility | | | | | | | |
| Peats Ferry Rd | Hornsby Aquatic and Leisure Centre - Bridge Rd | 600 m | Two way off-road shared path | Install S5 Off-road path broken separation line | 600 m | \$0.70 | \$422.40 |

17115 Hornsby Bike Plan - Model routes



| Street name | Section | Section length | Proposed facility | Item | Quantity | Unit Rate | Cost |
|-----------------|-----------------------------|----------------|------------------------------|---|----------|------------|-------------|
| | | | | Upgrade to 2.5 m wide shared footpath | 230 m | \$120.00 | \$27,600.00 |
| | | | | Install R8-2 'Shared path' sign | 2 | \$134.45 | \$268.90 |
| | | | | Install PS-3 bike logo | 6 | \$51.58 | \$309.48 |
| | | | | Install PS-4 pedestrian symbol | 6 | \$97.60 | \$585.60 |
| | | | | Install G2-203 intersection fingerboard signage | 2 | \$148.06 | \$296.12 |
| | | | | Install G2-204-1 intersection fingerboard signage | 2 | \$148.06 | \$296.12 |
| | | | | Install 2.5 m wide pram ramp | 0 | \$1,000.00 | \$0.00 |
| Bridge Road | Jersey St N - Roper Ln | 200 m | Two way off-road shared path | Install S5 Off-road path broken separation line | 180 m | \$0.70 | \$126.72 |
| | | | | Upgrade to 2.5 m wide shared footpath | 180 m | \$120.00 | \$21,600.00 |
| | | | | Install R8-2 'Shared path' sign | 2 | \$134.45 | \$268.90 |
| | | | | Install PS-3 bike logo | 2 | \$51.58 | \$103.16 |
| | | | | Install PS-4 pedestrian symbol | 2 | \$97.60 | \$195.20 |
| | | | | Install G2-203 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| | | | | Install G2-204-1 intersection fingerboard signage | 3 | \$148.06 | \$444.18 |
| | | | | Install 2.5 m wide pram ramp | 6 | \$1,000.00 | \$6,000.00 |
| Roper Lane | Bridge Rd - Silva St | 250 m | Mixed Traffic | Install W6-214 'Share the road' sign | 4 | \$143.27 | \$573.08 |
| | | | | Install W6-7 & W8-23 bicycle warning signs | 5 | \$82.68 | \$413.40 |
| | | | | Install PS-2 bike logo | 5 | \$190.00 | \$950.00 |
| | | | | Install G2-203 intersection fingerboard signage | 2 | \$148.06 | \$296.12 |
| | | | | Install G2-204-1 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| Silva Street | Roper Ln - Carrington Rd | 450 m | Mixed Traffic | Install W6-214 'Share the road' sign | 6 | \$143.27 | \$859.62 |
| | | | | Install W6-7 & W8-23 bicycle warning signs | 5 | \$82.68 | \$413.40 |
| | | | | Install PS-2 bike logo | 8 | \$190.00 | \$1,520.00 |
| | | | | Install G2-203 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| | | | | Install G2-204-1 intersection fingerboard signage | 2 | \$148.06 | \$296.12 |
| Carrington Road | Carrington Rd - Rosamond St | 300 m | Mixed Traffic | Install W6-214 'Share the road' sign | 4 | \$143.27 | \$573.08 |
| | | | | Install W6-7 & W8-23 bicycle warning signs | 5 | \$82.68 | \$413.40 |
| | | | | Install PS-2 bike logo | 7 | \$190.00 | \$1,330.00 |
| | | | | Install G2-203 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| | | | | Install G2-204-1 intersection fingerboard signage | 4 | \$148.06 | \$592.24 |
| Rosamond Street | Carrington Rd - Ethel St | 400 m | Mixed Traffic | Install W6-214 'Share the road' sign | 4 | \$143.27 | \$573.08 |
| | | | | Install W6-7 & W8-23 bicycle warning signs | 6 | \$82.68 | \$496.08 |
| | | | | Install PS-2 bike logo | 8 | \$190.00 | \$1,520.00 |
| | | | | Install G2-203 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| | | | | Install G2-204-1 intersection fingerboard signage | 2 | \$148.06 | \$296.12 |
| Ethel Street | Rosamond St - Galston Rd | 90 m | Mixed Traffic | Install W6-214 'Share the road' sign | 2 | \$143.27 | \$286.54 |
| | | | | Install W6-7 & W8-23 bicycle warning signs | 2 | \$82.68 | \$165.36 |
| | | | | Install PS-2 bike logo | 2 | \$190.00 | \$380.00 |

17115 Hornsby Bike Plan - Model routes



| Street name | Section | Section length | Proposed facility | Item | Quantity | Unit Rate | Cost |
|---|-------------------------------------|----------------|-------------------------------------|---|----------|-----------------|-----------------------|
| | | | | Install G2-203 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| | | | | Install G2-204-1 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| | | | | | | Subtotal | \$71,500.84 |
| S1 Quarter Sessions Road, Westleigh bicycle facility | | | | | | | |
| Quarter Sessions Road | Western Cres (N) - Warrigal Dr (S) | 1300 m | Mixed Traffic | Install W6-214 'Share the road' sign | 18 | \$143.27 | \$2,578.86 |
| | | | | Install W6-7 & W8-23 bicycle warning signs | 9 | \$82.68 | \$744.12 |
| | | | | Install PS-2 bike logo | 18 | \$190.00 | \$3,420.00 |
| | | | | Install G2-203 intersection fingerboard signage | 9 | \$148.06 | \$1,332.54 |
| | | | | Install G2-204-1 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| Quarter Sessions Road | Warrigal Dr (S) - Duffy Ave | 950 m | Separated two way on-road bike lane | Install R7-1-4 'Bike Lane' sign | 5 | \$143.27 | \$716.35 |
| | | | | Install W6-7 & W8-23 bicycle warning signs | 4 | \$82.68 | \$330.72 |
| | | | | Install PS-2 bike logo | 22 | \$190.00 | \$4,180.00 |
| | | | | Install L5 bicycle lane separator line | 900 m | \$1.33 | \$1,197.00 |
| | | | | Install raised kerb separator | 900 m | \$1,500.00 | \$1,350,000.00 |
| | | | | Install C4 bicycle lane continuity line | 60 m | \$0.88 | \$52.80 |
| | | | | Install green bike lane | 50 m | \$240.00 | \$12,000.00 |
| | | | | Install G2-203 intersection fingerboard signage | 3 | \$148.06 | \$444.18 |
| | | | | Install G2-204-1 intersection fingerboard signage | 0 | \$1,000.00 | \$0.00 |
| Quarter Sessions Road | Duffy Ave - Timbara Rd | 250 m | Mixed Traffic | Install W6-214 'Share the road' sign | 4 | \$143.27 | \$573.08 |
| | | | | Install W6-7 & W8-23 bicycle warning signs | 5 | \$82.68 | \$413.40 |
| | | | | Install PS-2 bike logo | 9 | \$190.00 | \$1,710.00 |
| | | | | Install G2-203 intersection fingerboard signage | 5 | \$148.06 | \$740.30 |
| | | | | Install G2-204-1 intersection fingerboard signage | 0 | \$148.06 | \$0.00 |
| Timbara Road | Bellamy Trail - Quarter Sessions Rd | 130 m | Mixed Traffic | Install W6-214 'Share the road' sign | 2 | \$143.27 | \$286.54 |
| | | | | Install W6-7 & W8-23 bicycle warning signs | 2 | \$82.68 | \$165.36 |
| | | | | Install PS-2 bike logo | 6 | \$190.00 | \$1,140.00 |
| | | | | Install G2-203 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| | | | | Install G2-204-1 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| | | | | | | Subtotal | \$1,382,469.43 |
| S2 Victoria Road, Pennant Hills bicycle facility | | | | | | | |
| Victoria Road | New Line Rd - Boundary Rd | 1400 m | Two way off-road shared path | Install S5 Off-road path broken separation line | 1350 m | \$0.70 | \$950.40 |
| | | | | Upgrade to 2.5 m wide shared footpath | 1350 m | \$120.00 | \$162,000.00 |
| | | | | Install R8-2 'Shared path' sign | 6 | \$134.45 | \$806.70 |
| | | | | Install PS-3 bike logo | 16 | \$51.58 | \$825.28 |
| | | | | Install PS-4 pedestrian symbol | 16 | \$97.60 | \$1,561.60 |
| | | | | Install G2-203 intersection fingerboard signage | 5 | \$148.06 | \$740.30 |
| | | | | Install G2-204-1 intersection fingerboard signage | 2 | \$148.06 | \$296.12 |

17115 Hornsby Bike Plan - Model routes



| Street name | Section | Section length | Proposed facility | Item | Quantity | Unit Rate | Cost |
|---|---|----------------|-------------------------------------|---|----------|-----------------|---------------------|
| | | | | Install 2.5 m wide pram ramp | 10 | \$1,000.00 | \$10,000.00 |
| Victoria Road | Castle Hill Rd - New Line Rd | 550 m | Mixed Traffic | Install W6-214 'Share the road' sign | 10 | \$143.27 | \$1,432.70 |
| | | | | Install W6-7 & W8-23 bicycle warning signs | 5 | \$82.68 | \$413.40 |
| | | | | Install PS-2 bike logo | 6 | \$190.00 | \$1,140.00 |
| | | | | Install G2-203 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| | | | | Install G2-204-1 intersection fingerboard signage | 2 | \$148.06 | \$296.12 |
| | | | | | | | |
| | | | | | | Subtotal | \$180,610.68 |
| S3 Shepherds Drive, Cherrybrook bicycle facility | | | | | | | |
| Shepherds Drive | Greenway Park driveway - 68 Shepherds Dr (refuge) | 550 m | Two way off-road shared path | Install S5 Off-road path broken separation line | 550 m | \$0.70 | \$387.20 |
| | | | | Upgrade to 2.5 m wide shared footpath | 550 m | \$120.00 | \$66,000.00 |
| | | | | Install R8-2 'Shared path' sign | 2 | \$134.45 | \$268.90 |
| | | | | Install PS-3 bike logo | 6 | \$51.58 | \$309.48 |
| | | | | Install PS-4 pedestrian symbol | 6 | \$97.60 | \$585.60 |
| | | | | Install G2-203 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| | | | | Install G2-204-1 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| | | | | Install 2.5 m wide pram ramp | 2 | \$1,000.00 | \$2,000.00 |
| Shepherds Drive | 68 Shepherds Dr (refuge) - Beechwood Pde | 350 m | Separated two way on-road bike lane | Install R7-1-4 'Bike Lane' sign | 2 | \$143.27 | \$286.54 |
| | | | | Install W6-7 & W8-23 bicycle warning signs | 0 | \$82.68 | \$0.00 |
| | | | | Install PS-2 bike logo | 16 | \$190.00 | \$3,040.00 |
| | | | | Install L5 bicycle lane separator line | 350 m | \$1.33 | \$465.50 |
| | | | | Install raised kerb separator | 350 m | \$1,500.00 | \$525,000.00 |
| | | | | Install C4 bicycle lane continuity line | 0 | \$0.88 | \$0.00 |
| | | | | Install green bike lane | 0 | \$240.00 | \$0.00 |
| | | | | Install G2-203 intersection fingerboard signage | 2 | \$148.06 | \$296.12 |
| | | | | Install G2-204-1 intersection fingerboard signage | 0 | \$1,000.00 | \$0.00 |
| Shepherds Drive | Beechwood Pde roundabout | 20 m | Two way off-road shared path | Install S5 Off-road path broken separation line | 10 m | \$0.70 | \$7.04 |
| | | | | Upgrade to 2.5 m wide shared footpath | 10 m | \$120.00 | \$1,200.00 |
| | | | | Install R8-2 'Shared path' sign | 2 | \$134.45 | \$268.90 |
| | | | | Install PS-3 bike logo | 2 | \$51.58 | \$103.16 |
| | | | | Install PS-4 pedestrian symbol | 2 | \$97.60 | \$195.20 |
| | | | | Install G2-203 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| | | | | Install G2-204-1 intersection fingerboard signage | 0 | \$148.06 | \$0.00 |
| | | | | Install 2.5 m wide pram ramp | 2 | \$1,000.00 | \$2,000.00 |
| Shepherds Drive | Beechwood Pde - 127 Shepherds Dr (refuge) | 400 m | Separated two way on-road bike lane | Install R7-1-4 'Bike Lane' sign | 2 | \$143.27 | \$286.54 |
| | | | | Install W6-7 & W8-23 bicycle warning signs | 2 | \$82.68 | \$165.36 |
| | | | | Install PS-2 bike logo | 16 | \$190.00 | \$3,040.00 |
| | | | | Install L5 bicycle lane separator line | 380 m | \$1.33 | \$505.40 |
| | | | | Install raised kerb separator | 380 m | \$1,500.00 | \$570,000.00 |

17115 Hornsby Bike Plan - Model routes



| Street name | Section | Section length | Proposed facility | Item | Quantity | Unit Rate | Cost |
|---|---|----------------|-------------------------------------|---|----------|-----------------|-----------------------|
| | | | | Install C4 bicycle lane continuity line | 40 m | \$0.88 | \$35.20 |
| | | | | Install green bike lane | 20 m | \$240.00 | \$4,800.00 |
| | | | | Install G2-203 intersection fingerboard signage | 2 | \$148.06 | \$296.12 |
| | | | | Install G2-204-1 intersection fingerboard signage | 0 | \$1,000.00 | \$0.00 |
| Shepherds Drive | 127 Shepherds Dr (refuge) - Eldridge St | 220 m | Two way off-road shared path | Install S5 Off-road path broken separation line | 220 m | \$0.70 | \$154.88 |
| | | | | Upgrade to 2.5 m wide shared footpath | 220 m | \$120.00 | \$26,400.00 |
| | | | | Install R8-2 'Shared path' sign | 2 | \$134.45 | \$268.90 |
| | | | | Install PS-3 bike logo | 2 | \$51.58 | \$103.16 |
| | | | | Install PS-4 pedestrian symbol | 2 | \$97.60 | \$195.20 |
| | | | | Install G2-203 intersection fingerboard signage | 0 | \$148.06 | \$0.00 |
| | | | | Install G2-204-1 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| | | | | Install 2.5 m wide pram ramp | 1 | \$1,000.00 | \$1,000.00 |
| | | | | | | | |
| | | | | | | Subtotal | \$1,210,256.64 |
| S4 Sutherland Road, Beecroft / Cheltenham bicycle facility | | | | | | | |
| Sutherland Road - Wongala Crescent | Copeland Rd - 86A Sutherland Rd | 400 m | Two way off-road shared path | Install S5 Off-road path broken separation line | 110 m | \$0.70 | \$77.44 |
| | | | | Upgrade to 2.5 m wide shared footpath | 110 m | \$120.00 | \$13,200.00 |
| | | | | Install R8-2 'Shared path' sign | 2 | \$134.45 | \$268.90 |
| | | | | Install PS-3 bike logo | 4 | \$51.58 | \$206.32 |
| | | | | Install PS-4 pedestrian symbol | 4 | \$97.60 | \$390.40 |
| | | | | Install G2-203 intersection fingerboard signage | 1 | \$148.06 | \$148.06 |
| | | | | Install G2-204-1 intersection fingerboard signage | 5 | \$148.06 | \$740.30 |
| | | | | Install 2.5 m wide pram ramp | 2 | \$1,000.00 | \$2,000.00 |
| Sutherland Road | 86A Sutherland Rd - Lane Cove Valley Walk | 2200 m | Separated one way on-road bike lane | Install R7-1-4 'Bike Lane' sign | 13 | \$143.27 | \$1,862.51 |
| | | | | Install W6-7 & W8-23 bicycle warning signs | 8 | \$82.68 | \$661.44 |
| | | | | Install PS-2 bike logo | 98 | \$190.00 | \$18,620.00 |
| | | | | Install L5 bicycle lane separator line | 2120 m | \$1.33 | \$2,819.60 |
| | | | | Install raised kerb separator | 0 m | \$1,500.00 | \$0.00 |
| | | | | Install C4 bicycle lane continuity line | 160 m | \$0.88 | \$140.80 |
| | | | | Install green bike lane | 80 m | \$240.00 | \$19,200.00 |
| | | | | Install G2-203 intersection fingerboard signage | 8 | \$148.06 | \$1,184.48 |
| | | | | Install G2-204-1 intersection fingerboard signage | 2 | \$1,000.00 | \$2,000.00 |
| | | | | | | | |
| | | | | | | Subtotal | \$63,520.25 |
| Total | | | | | | | \$3,179,432.54 |