Proposed Residential Development
2-16 Pockley Avenue, Roseville
Green Travel Plan

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1. Background

1.1 Introduction

This Green Travel Plan (GTP) has been prepared on behalf of *Aqualand Prestige 2 Pty Ltd*, to inform future residents and visitors of the abovementioned residential development of the alternative transport options available within the vicinity of the site.

This GTP has been prepared to address part of Requirement 10 set out in the SEARs (SSD-77825469), which reads:

> *"proposals to promote sustainable travel choices for employees, residents, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan"*

The site is located within the *Roseville Transport-Oriented Development (TOD) precinct* and has excellent public transport connectivity as well as convenient access to shops and services.

The proposed works involves the demolition of the existing structures on the site to facilitate the construction of a new residential apartment development across three buildings.

This Green Travel Plan (GTP) has been prepared to support the proposed development and sets out measures to promote sustainable travel choices for residents and visitors of the proposed residential development.

The information in this GTP can be disseminated to future residents via building management, strata meetings and to staff in employment information packs, tenancy agreements, and stall email/noticeboards.

1.2 Green Travel Plan Objectives

The purpose of the Green Travel Plan is to set site-specific actions and influence the travel behaviour of the end users prior to it being occupied. A number of objectives are introduced to manage travel demands, and are listed as follows:

- Reducing dependence on private cars
- Improving pedestrian and cycling facilities
- Promoting public transport and car sharing
- Reducing congestion in the local area

This Green Travel Plan encourages the use of transport modes that have a lower environmental impact, for example sustainable transport modes including walking, cycling, public transport and better management of car use.

The use of sustainable modes of transport will provide a range of public benefits including:

- improved personal health
- improved community connectivity
- reduced traffic congestion
- reduced competition for car parking
- reduced noise and air pollution
- potential cost savings.

This Green Travel Plan therefore aims to provide a package of coordinated strategies and actions to facilitate a shift towards sustainable modes of transport and reduce private vehicle trips.

To ensure that the Green Travel Plan meets its intended objectives, it has incorporated guidelines set-out within City of Sydney Council's, *'Guide to Travel Plans'*.

From the above review, the essential elements applicable to this GTP include:

- **Site audit and data collection:** A desktop audit has been undertaken in order to identify and document the existing issues and opportunities relevant to the site and its accessibility, particularly by sustainable forms of transport. Opportunities to improve amenity, incentivise non private vehicle usage and remove barriers to the use of these sustainable transport modes are then dealt with under the site-specific measures later detailed in this report.

- **Actions:** This GTP provides a strategy to facilitate a shift towards sustainable forms of transport and reduce private vehicle travel by providing restricted car parking provision, with a large number of alternative sustainable options available.

- **Promoting and marketing:** an information/welcome package will be provided upon occupation of the residency/tenancy, with a Transport Access Guide (TAG) included, informing the end users of the available sustainable forms of transport located in the vicinity of the site.

- **Commitment of resources:** Cycling to/from the site would be promoted with secure off-street bicycle parking facilities available within the development, located in an easily accessible area. The security and caretakers of the development would inform the end users of these facilities and ensure proper maintenance of the area to encourage further use.

- **Governance Support:** The development of relationships between the Proponent and various stakeholders (such as Council and TfNSW) will assist in delivering improved transport options.

2. Existing Transport Planning Context

2.1 Strategic Directions

Ku-ring-gai Council has prepared the *Local Strategic Planning Statement (LSPS)* to establish a strategic direction to guide transport planning decision making within Council over the following years.

The LSPS builds on the community's values and aspirations as expressed through the *Community Strategic Plan (CSP)* to set a road map and strategic direction on how the future vision of Ku-ring-gai can be achieved.

The CSP vision is:

> *"an inclusive and connected community, where our natural environment and heritage are valued, working towards a sustainable future*

To achieve the vision, the CSP outlines six key themes or topics, which are summarised at a glance below. Each theme contains focus areas, long-term objectives, and progress indicators, to determine how Council and other stakeholders will contribute towards the achievement of each objective.

These priorities will be delivered directly through Council led education, encouragement, enforcement and engineering initiatives as well as advocacy to NSW Government transport planners and managers; TfNSW, RMS, NSW Police, etc.

In this regard, the above responsibilities for the provision of transport planning in Ku-ring-gai is shared between Council and the State Government.

The shared responsibility for transport means that in delivering the LSPS and CSP, Council has direct responsibility for some transport actions and policies, whilst in other instances it contains advocacy actions for issues beyond Council's jurisdiction.

As such, a summary of other relevant planning policy and their objectives are also summarised in the table below.

NSW State Government

Policy/Strategy	**Key Aims/Objectives/Goals**
Future Transport Strategy: Our vision for transport in NSW	The Future Transport Strategy sets the strategic directions for Transport to achieve world-leading mobility for customers, communities, businesses and our people. It is a part of a suite of government strategies, policies and plans that integrate and guide land use and transport planning across NSW. The Future Transport Strategy works to deliver Transport's three high-level outcomes. These are: • **Connecting our customers' whole lives** with multimodal customer journeys that are seamless, personalised and enabled by data and technology • **Successful places for communities** where transport enhances amenity, liveability and economic success • **Enabling economic activity** by powering NSW's future $1.4 trillion economy and enabling economic activity across the state This strategy provides the framework that informs network plans, service plans and policy decisions to achieve the outcomes.
Greater Sydney Services and Infrastructure Plan	The Greater Sydney Services and Infrastructure Plan is Transport's 40-year plan for transport in Sydney. It defines how Transport for NSW will develop its public transport, roads, and freight networks to create vibrant, liveable places and communities. Building on the state-wide transport outcomes identified in the Future Transport Strategy 2056, the Plan establishes the specific outcomes transport customers in Greater Sydney can expect and identifies the policy, service and infrastructure initiatives to initiate these.

	The focus is to enable people and goods to move safely, efficiently and reliably around Greater Sydney, including having access to their nearest centre within 30 minutes by public transport, 7 days a week. The transport system will also support the liveability, productivity and sustainability of places on our transport networks. The vision for Greater Sydney as a metropolis of three cities is designed to support the growth of Sydney by enabling people to have more convenient access to jobs and services across the region. The site is located in close proximity to sustainable forms of transports, with a bus network and train services readily available at Roseville Railway Station. This means future residents and visitors of the development can have easy access to the alternative forms of transport with a number of services located within their doorstep.
Active Transport Strategy	The purpose of the Active Transport Strategy is to outline a comprehensive plan aimed at doubling active transport trips over the next 20 years. This Active Transport Strategy draws on the Future Transport Strategy and its vision for walking, bike riding and personal mobility. The Active Transport Strategy aims to promote walking and bike riding as preferred modes of transport for short trips and viable options for longer trips. It focuses on enabling 15-minute neighbourhoods, delivering connected cycling networks, providing safer precincts and active travel. The site aligns with the objectives of the plan by providing a number of bicycle parking as well as end-of-trip facilities located across the basement level of the development.

Local Government

Policy/Strategy	**Key Aims/Objectives/Goals**
Ku-ring-gai 2032 – Community Strategic Plan	The Community Strategic Plan is the long term strategic plan for the future of the Ku-ring-gai local government area. It reflects the vision and aspirations of the Ku-ring-gai community through long term objectives that address environmental, social, economic, and civic leadership issues. It is informed by key local plans and policies and responds to government policy. It also identifies who has a role to play in delivering the plan. The CSP transport related outcomes are summarised as follows: • **Integrated and accessible transport:** A range of integrated and sustainable transport choices enable effective movement to, from and around Ku-ring-gai • **Road Network:** Local roads and parking operate safely and efficiently • **Regional Transport Network:** An accessible public transport and regional road network

Ku-ring-gai Integrated Transport Strategy 2011	The Integrated Transport Strategy (ITS) is Council's guiding document for the delivery of its transport planning and land use planning The key objectives for the ITS is to develop a strategic framework of actions to: • Reduce the need to travel and the length of trips; • Provide a choice of travel options for people and goods, and promote sustainable choices; • Make it safe and easy for people to access goods, services and destinations, particularly by public transport, walking and cycling; • Increase the share of tips by public transport, walking and cycling and reducing car dependency; • Provide for the safe and efficient delivery of freight; • Minimise the need for new transport infrastructure by integrating land use and transport more effectively; • Achieve desired outcomes using the most cost-effective package of measures; and • Identify areas for further detail studies The identified actions are a combination of short and long term actions consistent with community's values and vision, and also consistent with broader State and Federal government policies. The ITS aims to provide strategic guidance for developing a transport system that is sustainable, promotes walking and cycling, and supports the local economy by managing congestion and parking demand.
Ku-Ring-Gai Local Strategic Planning Statement	The LSPS plans for Ku-ring-gai's economic, social and environmental land use needs for the next 20 years (2016-2036). The LSPS draws together the priorities and actions from Councils existing land use plans and policies to present an overall land use vision for Ku-ring-gai. The LSPS's transport related actions are summarised as follows • Prioritising new development and housing in locations that enable 30 minute access to key strategic centres • Providing improved and expanded district and regional connections through a range of integrated transport and infrastructure to enable effective movement to, from and within Ku-ring-gai • Provide safe and convenient walking and cycling networks within Ku-ring-gai

3. Existing Sustainable Transport

The existing public transport services available in the vicinity of the site are illustrated on the attached Transport Access Guide.

3.1 Existing Public Transport Services

The subject site is located within the *Roseville TOD catchment* and is within close proximity to a broad range of public transport services.

The site is located approximately 350m walking distance west of Roseville Railway Station. Roseville Railway Station operates on the T1 North Shore Line operating between City to Berowra via Gordon, and the T9 Northern Line operating between Gordon to Hornsby via City. The typical journey time to/from Central station is approximately 24 minutes, with a frequency of 5-10 minutes at all times.

In addition to the rail services, a bus interchange is available outside Roseville Railway Station, which services the 558, 565, and N90 bus services.

The location of the bus stops in the vicinity of the site are illustrated on the attached Transport Access Guide, with the typical servicing frequencies summarised in **Table 3.1** below.

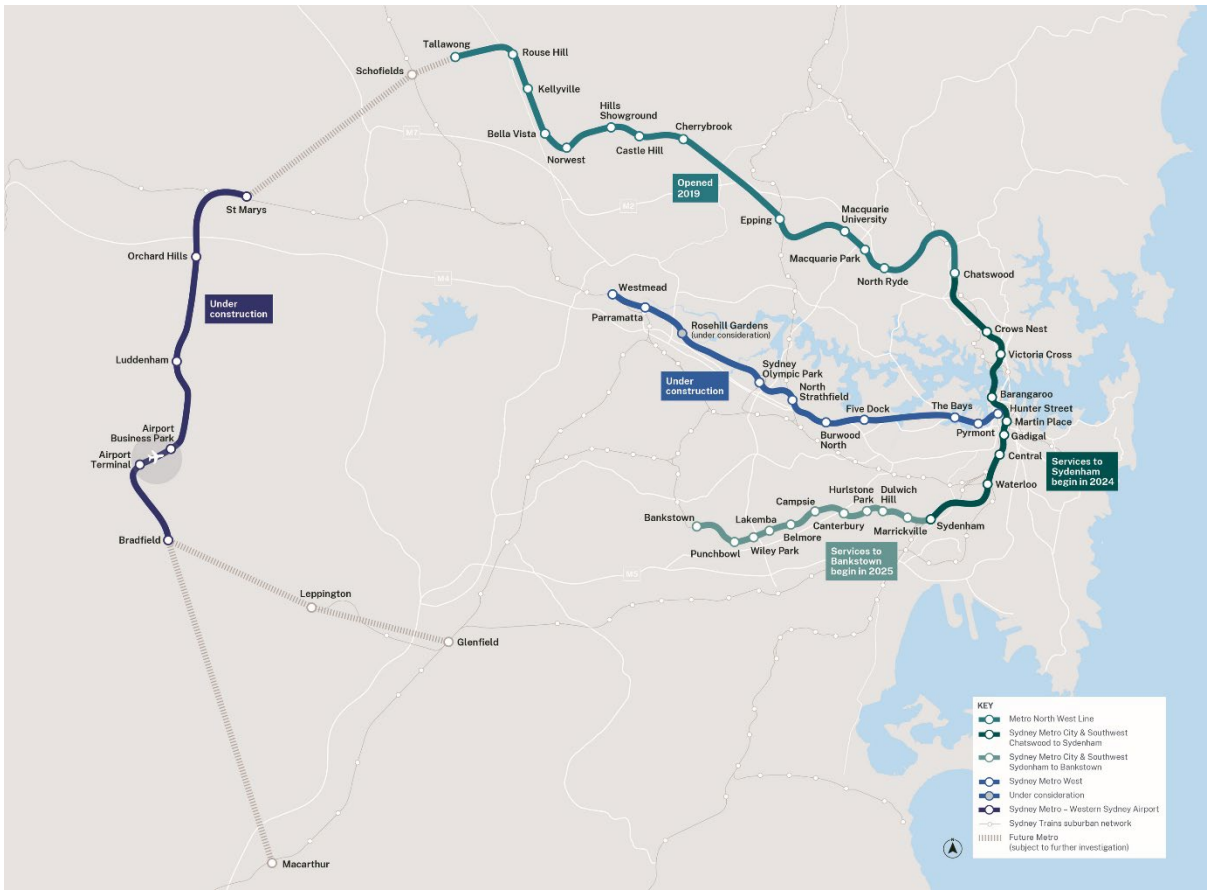
These bus services include:

- multiple bus routes which permit interchange with the suburban railway network, including Lindfield, Macquarie University, and Chatswood Railway Stations

- multiple bus services to Macquarie University and Macquarie Shopping Centre

In particular to note, these bus and train services allow interchange with the Sydney Metro network at Chatswood Station. The Sydney Metro network will ultimately comprise 31 metro stations and more than 66 kilometres of new metro rail running from Sydney's booming North West region under Sydney Harbour, through new underground stations in the CBD, and beyond to the south west to Bankstown, as shown in **Figure 3.1** below.

Figure 3.1: Sydney Metro Map



In summary there are approximately 130 bus services per day traversing the road network within the vicinity of the site on weekdays, reducing to approximately 64 bus services per day on Saturdays and approximately 65 bus services per day on Sundays and Public Holidays, as set out in the table below:

Table 3.1: Existing Bus Services

Bus Routes and Frequencies							
Route No.	**Route**	**Weekdays**		**Saturday**		**Sunday**	
		IN	**OUT**	**IN**	**OUT**	**IN**	**OUT**
558	Chatswood to Linfield	16	13	5	5	5	5
565	Chatswood to Macquarie University	25	23	14	13	14	13
N90	Hornsby to City Town Hall via Chatswood (Night Service)	3	4	4	3	4	4
TOTAL		**44**	**40**	**23**	**21**	**23**	**22**

On the above basis, it is reasonable to conclude the site has excellent connectivity to public transport and is ideally located to encourage the greater use of sustainable transport options by residents and visitors.

Bus and train timetables can be found via the Transport Info website, https://transportnsw.info.

3.2 Car Share

Car sharing is becoming increasingly popular in Sydney and offers a convenient, affordable and sustainable alternate transport option to owning / using private cars.

Car sharing encourages more sustainable travel habits and helps keep everyone connected. It also makes more efficient use of available parking by allowing a single vehicle to be used by a large number of people. This reduces road congestion and the competition for parking spaces, which ultimately benefits all road users.

Car share involves signing up to a membership plan offered by car share operators. Plan fees vary depending on how frequent the user intends to use the service and affects hiring costs.

Car share users are charged by time and distance, at a rate set by each operator. Costs associated with fuel, vehicle maintenance and insurance are usually included in the operator's hire fees which are in the order of $5/hr or $25/day (plus $0.20/km) depending on the type of vehicle.

Car share vehicles mostly comprise small hatchbacks but can also include SUVs, vans and luxury vehicles depending on location. Each vehicle has a designated "home" location referred to as a "pod", in a publicly accessible location.

GoGet is one of the most prominent car share providers in Australia and has a large number of car share vehicles positioned in the vicinity of the site shown in **Figure 3.2** below and as illustrated on the attached Transport Access Guide.

In addition, the proposed development makes provision of 2 dedicated car share spaces across the parking levels, which will enhance the alternative transport options available to future occupants of the site.

Contact information for the various car share companies is shown below:

- Go Get – 1300 769 389 – www.goget.com.au
- Flexicar – 1300 363 780 – www.flexicar.com.au
- Green Share Car – 1300 575 878 – www.greensharecar.com.au
- SIXT Australia – www.sixt.com.au

Figure 3.2: Existing Car Share Pods

Source: www.goget.com.au/find-cars/ (accessed on *2502//25*)

3.3 Rideshare and Taxi Apps – Uber, DiDi, Ola, Ingogo and more

Tap to ride (Ridesharing) services is another convenient, affordable and sustainable alternative form of transport which is becoming increasingly popular with a number of competitors in Australia. Taxi companies have also released similar apps to match the convenience that ridesharing services provide.

Trips are happening around the clock and across the week, but there are certain times that are busier than others, which include the typical weekday commuter peak periods. Ridesharing services allow linked trips to occur for drivers and end-of-trip users along the same route to be booked.

Ridesharing services also allow carpooling to occur – i.e. Uber Pool – which enables booking of a 'shared ride' with clienteles heading in the same general direction, allowing a cheaper ride service. The Pooling adds other riders as they book, so you don't need to coordinate locations and times with people you don't know.

3.4 Pedestrian Infrastructure

Walking is the most sustainable form of transport and has a significant part to play in the transport system, promoting physical activity, reducing congestion, and providing accessibility to various destinations.

Footpaths are generally provided on both sides of all roads in the vicinity of the site to encourage walking as an active form of transport, providing connection to key local centres and services.

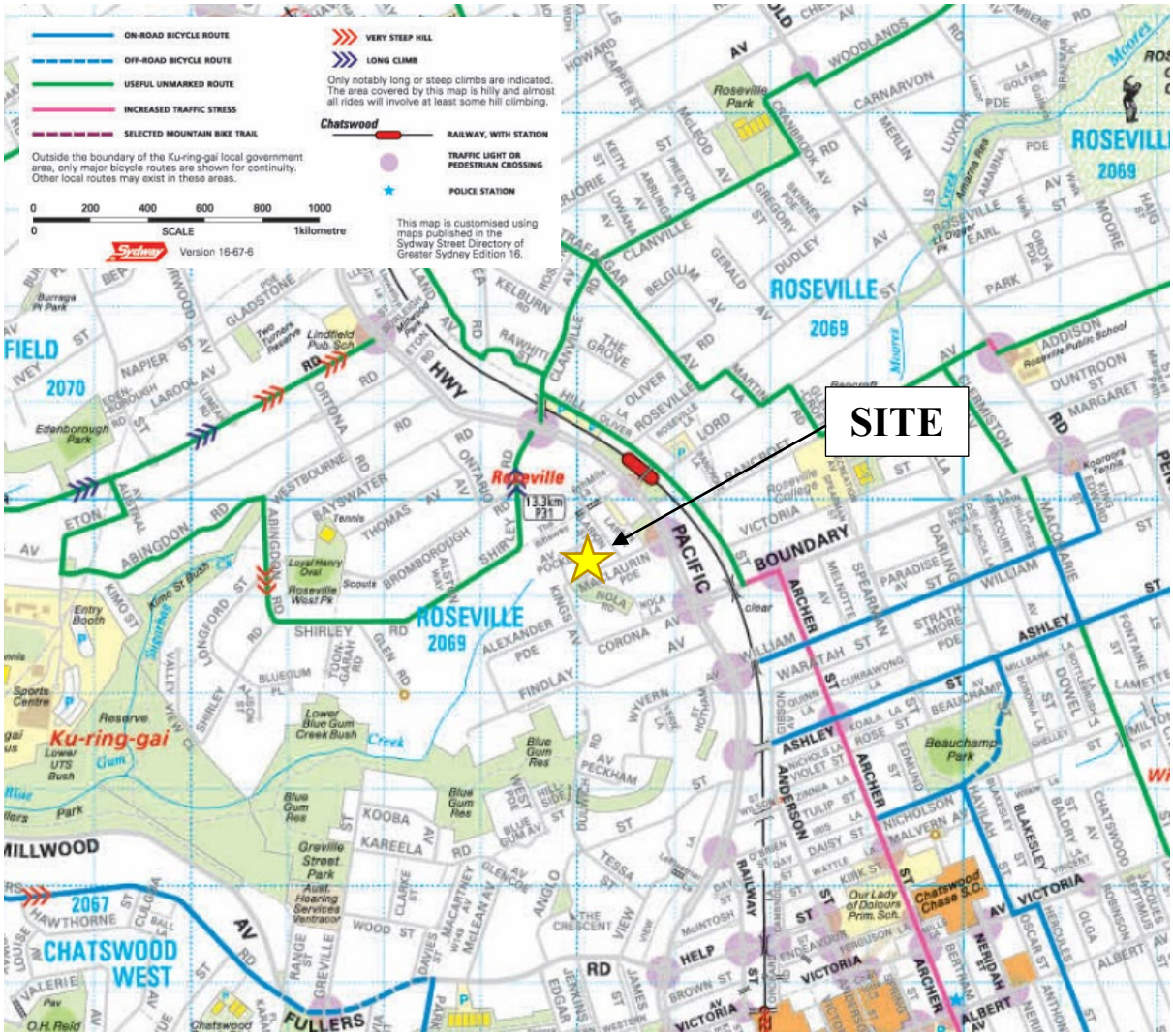
In particular, an off-road pedestrian path (The Rifleway) as well as a signalised pedestrian crossing along the Pacific Highway gives direct access and allow pedestrians to travel safely to Roseville Railway Station.

In addition, sealed footpaths are provided on both sides of Pockley Avenue and Maclaurin Parade, and on the northeastern side of Larkin Street, thereby providing safe means of pedestrian access to/from the site.

3.5 Bicycle Routes

Travelling by bicycle is environmentally friendly and promotes physical activity, whilst also offering significant savings on transportation costs compared to driving. The existing cycleways in the immediate vicinity of the site is shown in **Figure 3.3** below.

Figure 3.3: Cycling Ku-Ring-Gai



The full bicycle map for the local area developed by Ku-Ring-Gai Council is provided in **Appendix B**.

Transport for NSW also provides an online Cycleway Finder to work out bicycling routes, and provides information such as surface material, length, width, and suburb.

The Cycleway Finder can be accessed via the following link: Cycleway Finder

There is also a smart phone app "*Bike Citizens - Bicycle GPS*" available for download, designed to help cyclists in urban areas and provides the following features:

- **Routing Profile -** the route navigation feature can adapt to suit personal needs and cyclists are able to choose between leisurely, fast or convenient route.

- **Bicycle Type -** the route navigation feature takes the cyclists type of bicycle into account. For example, if a person is riding a road bike, roads with tram tracks or cobblestones are avoided.

- **Gradient Profile -** *Bike Citizens* always highlights the route with the most suitable gradient. More or less tolerance will be allowed depending on the routing profile.

- **Surfaces -** the cycling app searches for the most suitable route in accordance with the type of bicycle that is selected and avoids surface features such as cobblestones or unsurfaced routes.

- **Offline Map Material –** once the map material has been downloaded, cyclists do not need an internet connection to use the navigation tool. This means that the phone battery will last longer and avoiding potential high roaming charges.

The *Bike Citizens* app can be downloaded via the following links:

- Link to App Store: https://itunes.apple.com/app/bikecityguide/id517332958
- Link to Google Play: https://play.google.com/store/apps/details?id=org.bikecityguide

3.6 Existing Transport Modal Split

2021 Census data from Australian Bureau of Statistics (ABS) has been obtained to understand the existing method of travel to work for residents living within the Statistical Area (SA2), Lindfield – Roseville.

The existing transport modal split for residents living in the SA2 area have also been reproduced in **Figure 3.4** below.

At the time of the journey-to-work (JTW) data being collected in 2021, approximately 10,500 trip data were included in the survey for Lindfield – Roseville residents living within the area.

Furthermore, a breakdown of the existing transport modal split of commuters living within the SA2 area is obtained from the 2021 Census – Employment, Income and Education data from the Australian Bureau of Statistics is summarised in **Table 3.2** on the following pages.

It is noted that the transport modal split for the site, which is located in immediate walking distance of Roseville Railway Station as well as close to an extensive range of bus services, would invariably have a higher rail/bus modal share than a site located on the outskirts of the SA2 area, Lindfield – Roseville.

Figure 3.4: Summary of persons residing in Lindfield – Roseville (SA2)

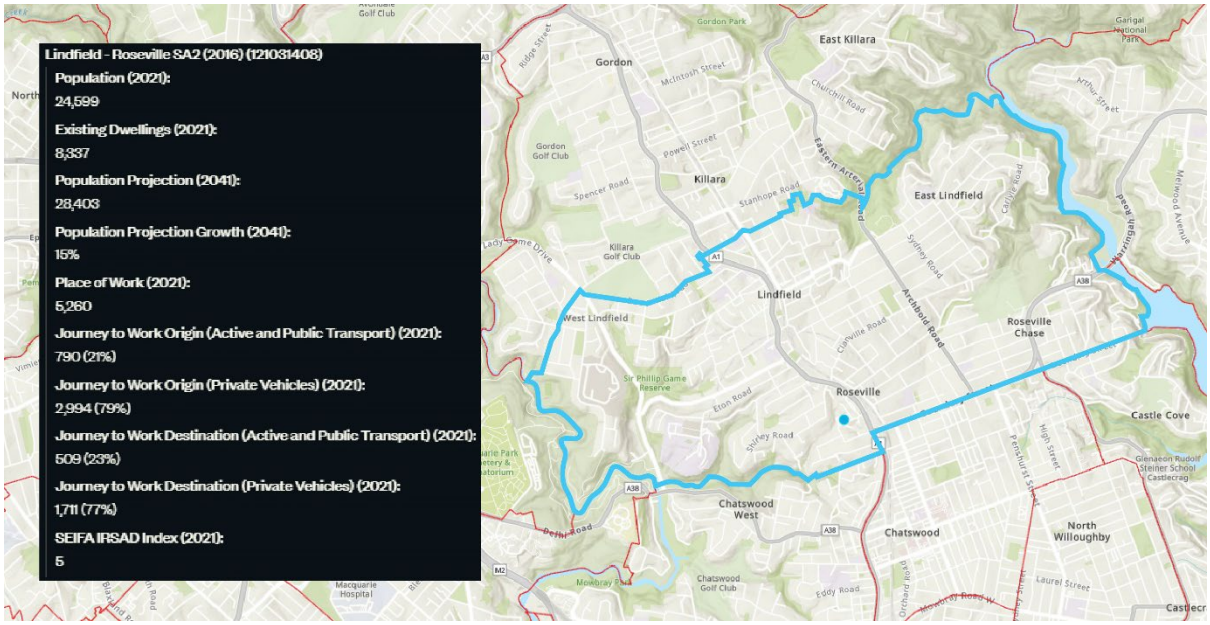


Table 3.2 on the following page indicates that 26% of commuters living within the SA2 area drives to work and approximately 6% utilise train/rail or bus services. Comparatively, 2021 Census Data shows that 40% of workers in the Greater Sydney region drives to work and 6% utilise train/rail or bus services.

Of critical importance, it can be observed that the journey to work Census 2021 data is skewed due to the COVID-19 pandemic. Australian cities are slowly recovering from the disruption of the pandemic and its health safety impacts from the use of public transport, as can be seen in the below data.

Table 3.2: Existing Transport Modal Split (2021 Census Data)

MODE OF TRANSPORT	Residents Residing in SA2 Area	
	Number of Trips	% of Total Trips
Vehicle Driver	2,741	26%
Vehicle Passenger	209	2%
Taxi/Ride Share	14	<1%
Train	496	5%
Bus	71	1%
Ferry	6	<1%
Truck	24	<1%
Bicycle	28	<1%
Motorcycle/Scooter	20	<1%
Walk Only	175	2%
Worked at Home	6,592	63%
Other	51	<1%
TOTAL	**10,427**	**100%**

**percentages have been rounded to the nearest whole number*

Accordingly, it is clear that the Lindfield – Roseville SA2 area currently underutilises the public transport services which are readily available within the area, particularly given the proximity of the site to these public transport services and should expect higher rail and bus usage by further discouraging driving as a mode of transport for residents and visitors.

In this regard, it is noted that the residential development is located in the *Roseville TOD catchment* and within easy walking distance of Roseville Railway Station, such that a large number of residents are expected to utilise the train to get to work and will consequently have a *lower* car modal split.

Furthermore, the proposed development makes provision for bicycle facilities which is to be located across the basement parking area and will enhance the active transport options available to future occupants of the site.

4. Travel Mode Targets

4.1 Objectives

The following objectives are set out to achieve the vision of this Green Travel Plan to encourage a shift towards sustainable modes of transport:

- **Accessibility** – Improve access, safety, amenity and convenience of sustainable transport modes for travel to and from the site.

- **Incentives** – Provide incentives for staff when they travel to work via public transport, car pool or cycle and establish a culture of active and public transport use.

- **Restrict** – Continue to limit the convenience of car access to the site to encourage other, sustainable modes of transport.

4.2 Mode Share Targets

The purpose of the Green Travel Plan is to reduce potential private vehicle trips to the site and facilitate a shift towards sustainable modes of transport.

It is pertinent that the Green Travel Plan is regularly monitored and updated to reflect the most current transport conditions to achieve its desired effect. The success of the Green Travel Plan can be measured by setting modal targets and identifying the measures or actions that have the greatest impact.

The targets identified in this GTP are set out in **Table 4.1** below, which envisages a modal shift ranging between 15% to 25% towards sustainable or active transport, with a reduction in private vehicle trips.

This modal shift also accounts for the anticipated switch from remote work (at home) for residents living in to the SA2 area, back into the office environment.

Table 4.1: Target Transport Modal Split

MODE OF TRANSPORT	Residents Residing in SA2 Area	
	Existing Modal Split	Target Modal Split
Vehicle Driver	26%	20% (-6%)
Vehicle Passenger	2%	2%
Taxi/Ride Share	<1%	1%
Train	5%	25% (+20%)
Bus	1%	5% (+4%)
Ferry	<1%	1%
Truck	<1%	1%
Bicycle	<1%	3% (+2%)
Motorcycle/Scooter	<1%	1%
Walk Only	2%	3% (+1%)
Worked at Home	63%	37% (-26%)
Other	<1%	1%
TOTAL	**100%**	**100%**

4.3 Methods of Encouraging Sustainable Transport

A series of actions are recommended in this Green Travel Plan which forms the strategies and initiatives that can be implemented to achieve the desired transport modal split targets. It is pertinent to note that these actions should be regularly monitored and updated as required to reflect current transport conditions.

Table 4.2: Green Travel Plan Actions

Strategy	Objectives	Actions	Resources
1. Promoting Public Transport			
1.1 Travel Pass	Encourage greater public transport usage.	Consider subsidy for staff travelling via public transport, provide Opal Travel Cards to staff for any work-related travels during their shift.	Employer's responsibility.
1.2 Transport information notice board	Encourage greater public transport usage.	Provision of a transport information notice board in the building foyers to assist in making employees more aware	Building Management

		of the alternative transport options available at the site. The information to be provided includes the TAG and is to comprise detailed timetable information, estimated costs and route maps for all the bus services identified on the Transport Access Guide.	
2. Promoting Car Pooling			
2.1 Car Pooling Programmes	Encourage reduced private car usages	As detailed in Section 3.2, there are a number of existing car share facilities within the immediate vicinity of the site. In addition, the proposed development provides 2 car share spaces.	Building Management
3. Promoting Cycling and Walking			
3.1 Bicycle Parking	To promote use of Active Transport	Provide bicycle parking areas, encouraging future visitors to ride to the proposed development.	Building Management
3.2 End of Trip Facilities	Encourage cycling and walking.	Providing end-of-trip facilities in the building	Building Management
3.3 Cycling & Walking Groups	Encourage cycling and walking.	Establish walking & cycling groups for residents, with associated online forums.	Travel Plan Coordinator
4. Other Incentives			
4.1 Travel Access Guide	Provide up to date and easy to access information on existing transport options on day one of occupation.	Provide Travel Access Guide to future residents as part of induction package and regularly review / update to ensure information are up to date.	Travel Plan Coordinator

5. Monitoring and Maintenance

The *Green Travel Plan* and *Transport Access Guide* are living documents which will need to be updated on a regular basis.

It is important that the *Green Travel Plan* is reviewed regularly, ideally every 12 months, to monitor the progress of targets as documented in **Table 4.1** and also to ensure contact details/websites of the various alternative transport providers are up to date or if any additional providers/schemes have entered the marketplace.

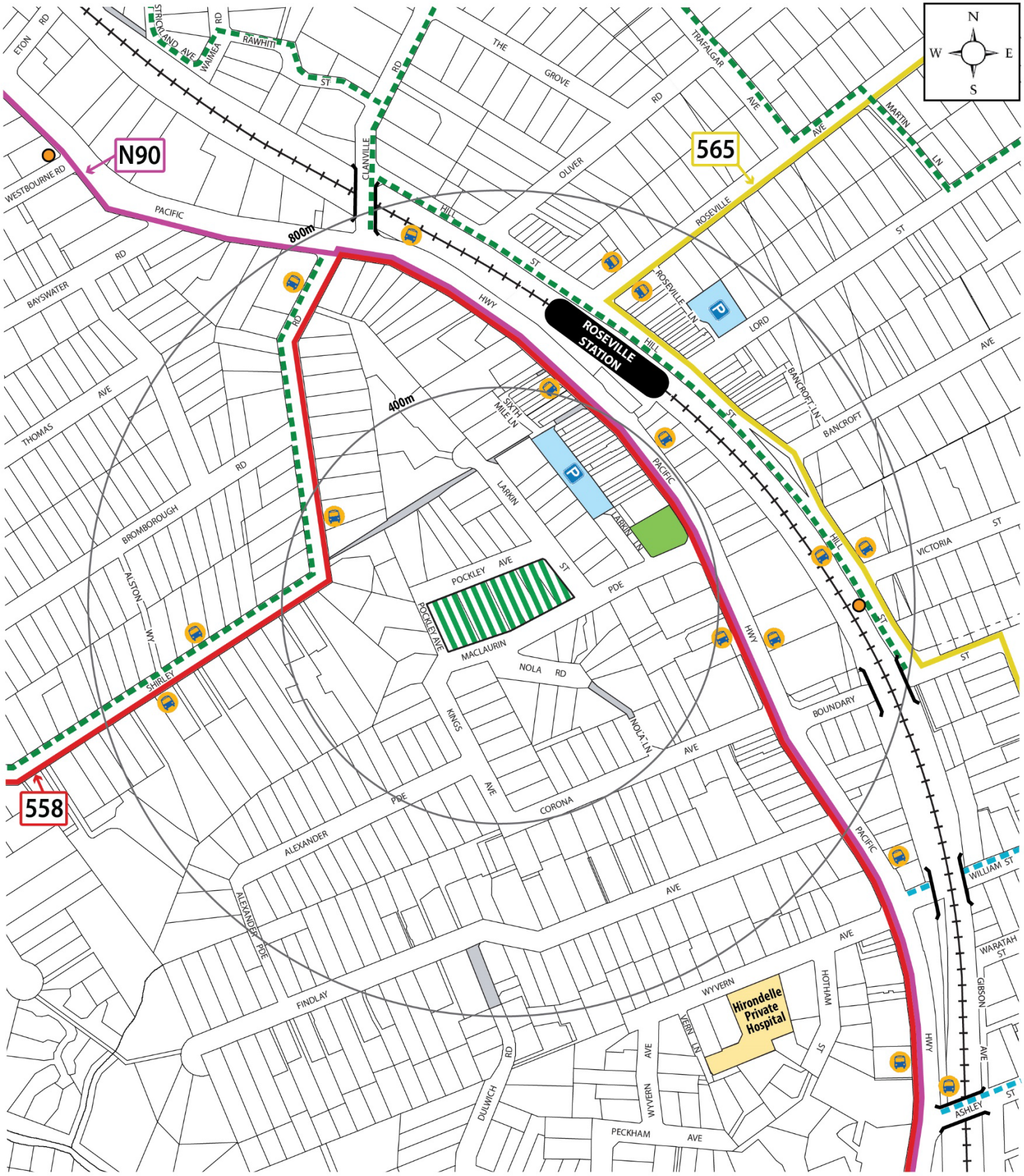
The *Travel Plan Coordinator* (usually building manager) will have responsibility for the ongoing monitoring and development of the *Green Travel Plan* and the *Transport Access Guide*. The key tasks of the *Green Travel Plan* Coordinator will include:

- undertake regular surveys to identify the travel modes of building occupants
- maintain and update the information provided in the Transport Access Guide as well as encouraging carpooling
- set new travel mode targets on an ongoing basis
- to respond to online queries through the intranet

A monitoring and review process for the *Green Travel Plan* will be set out by building management to ensure that the information contained within reflects any changes to the transport conditions and building facilities.

It is pertinent to note that the travel mode targets are aspirational and requires continual monitoring.

Appendix A: Transport Access Guide



Bus Routes

- 558 Chatswood to Lindfield
- 565 Chatswood to Macquarie University
- N90 Hornsby to City Town Hall via Chatswood (Night Service)

Key

- Useful Unmarked Bicycle Route
- On-Road Bicycle Route
- Bus Stop
- Car Share
- Road Closure
- Car Park

TRANSPORT ACCESS GUIDE

2-16 Pockley Avenue, Roseville

Appendix B: Cycling Ku-Ring-Gai

CYCLING KU-RING-GAI

- ON-ROAD BICYCLE ROUTE
- OFF-ROAD BICYCLE ROUTE
- USEFUL UNMARKED ROUTE
- INCREASED TRAFFIC STRESS
- SELECTED MOUNTAIN BIKE TRAIL

Outside the boundary of the Ku-ring-gai local government area, only major bicycle routes are shown for continuity. Other local routes may exist in these areas.

- VERY STEEP HILL
- LONG CLIMB

Only notably long or steep climbs are indicated. The area covered by this map is hilly and almost all rides will involve at least some hill climbing.

- RAILWAY, WITH STATION
- TRAFFIC LIGHT OR PEDESTRIAN CROSSING
- POLICE STATION

0 200 400 600 800 1000
0 SCALE Tkilometre

Sydney Version 18-67-6

This map is customised using maps published in the Sydway Street Directory of Greater Sydney Edition 16.

Chatswood

Refer to City of Ryde Cycling Map

Refer to Willoughby City Council Cycling Map