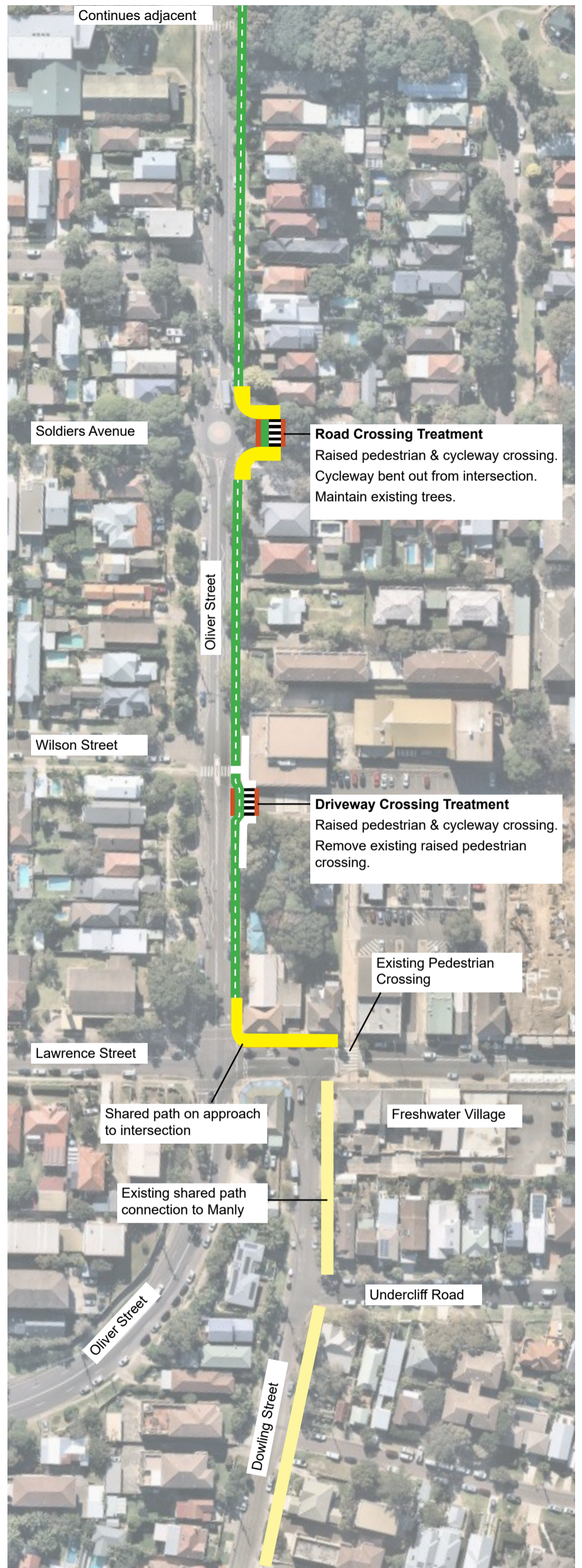




Proposed Separated Cycleway

Curl Curl to Freshwater

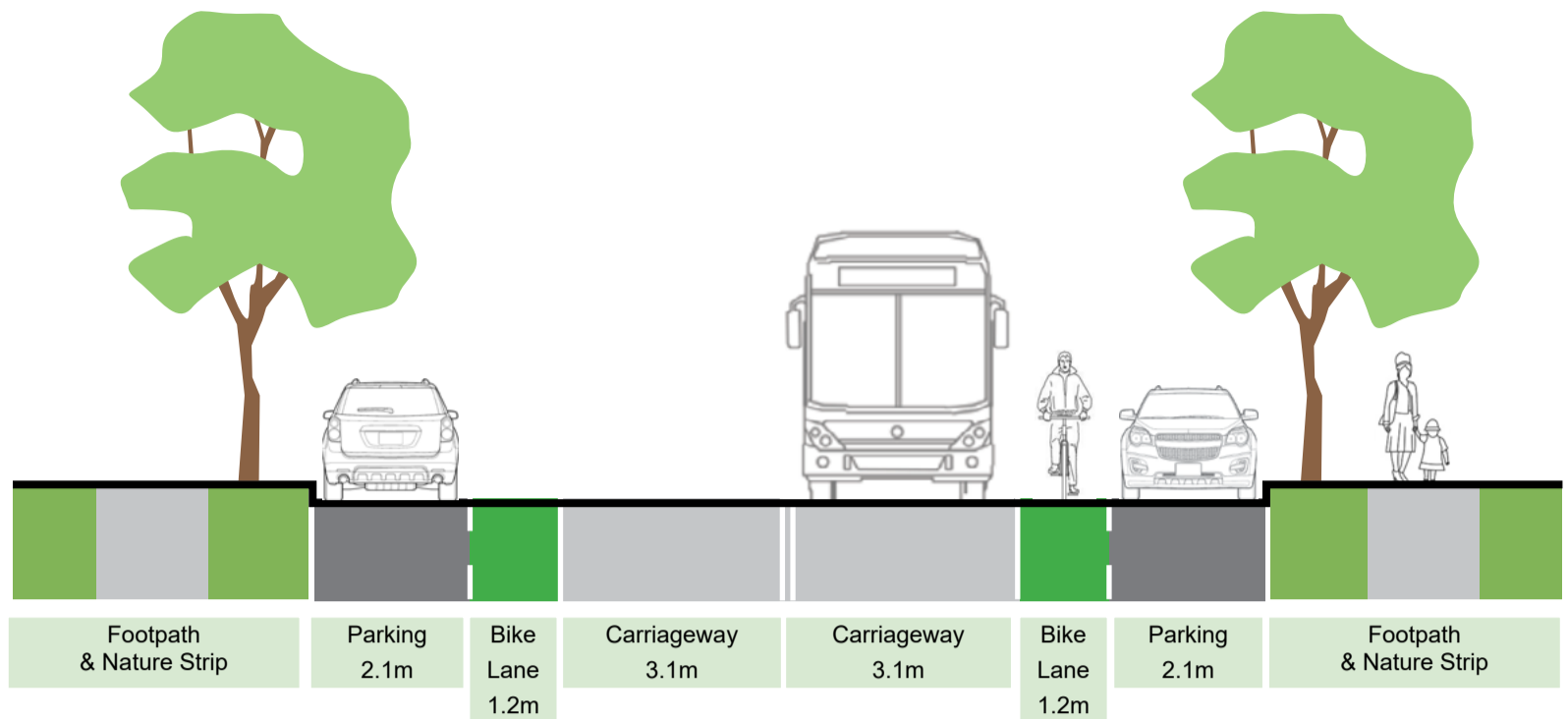
Concept Plan for Community Engagement - Not to Scale - November 2021



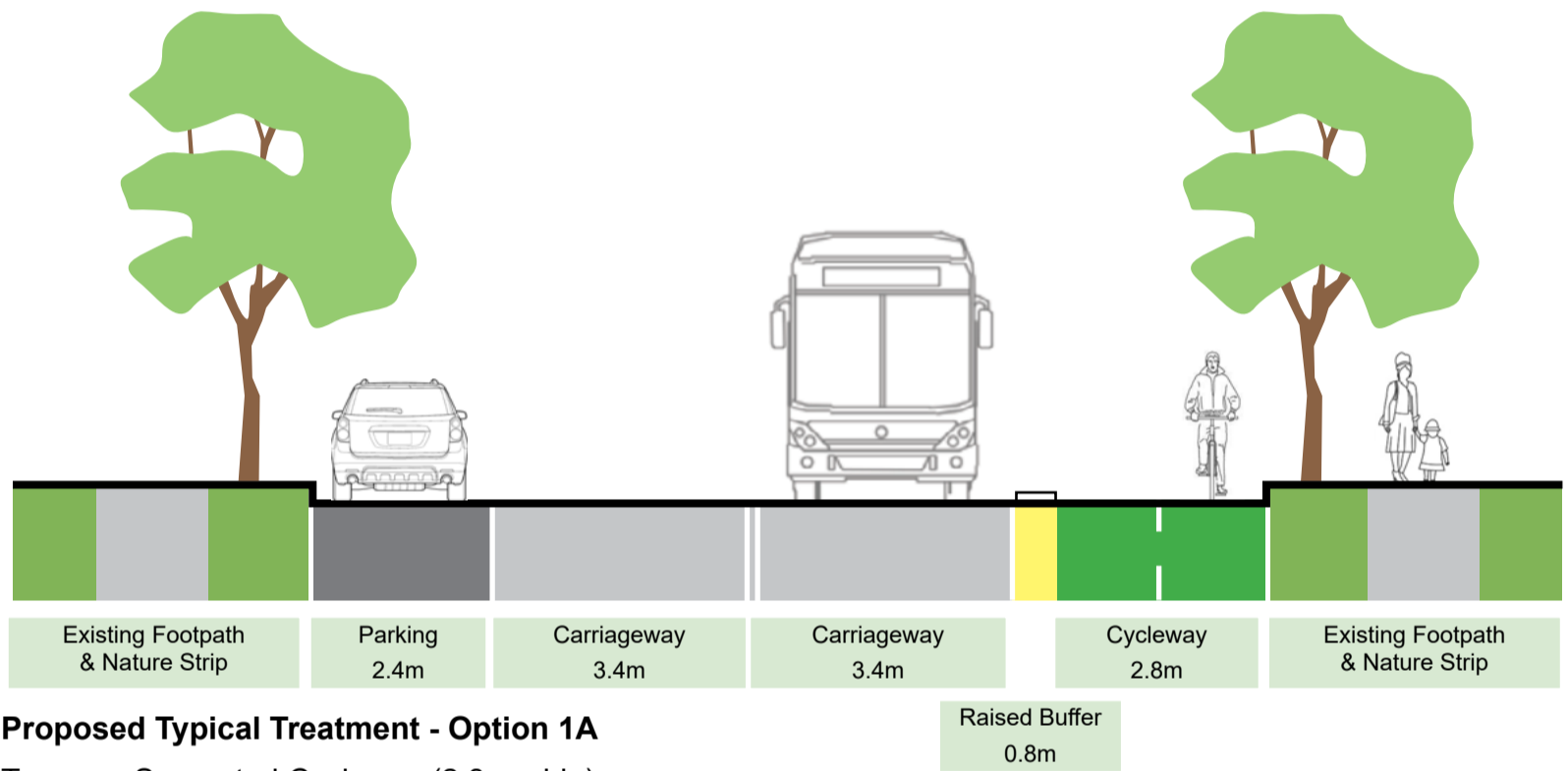
Proposed Separated Cycleway

Curl Curl to Freshwater

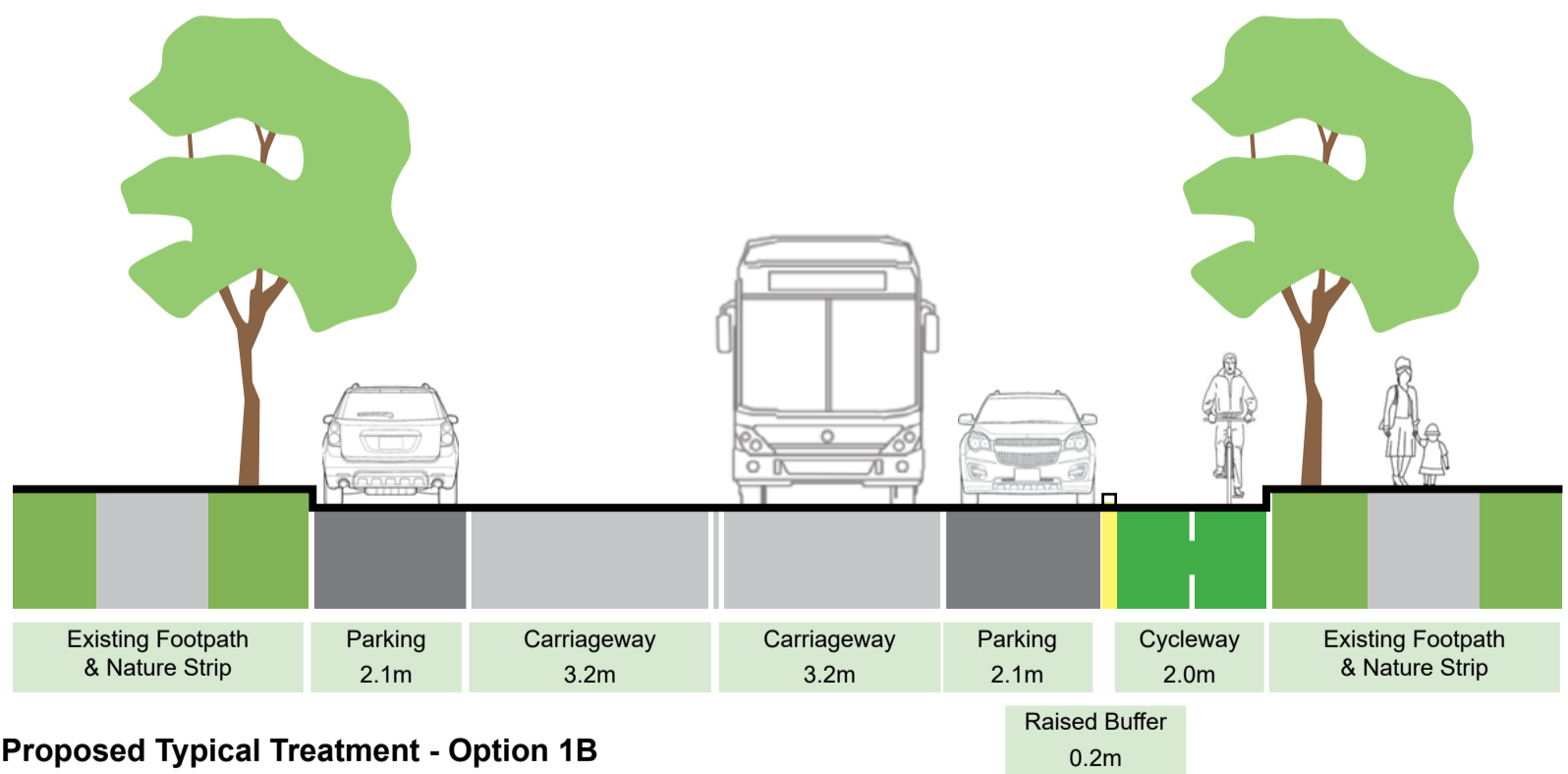
Concept Plan for Community Engagement - Not to Scale - November 2021



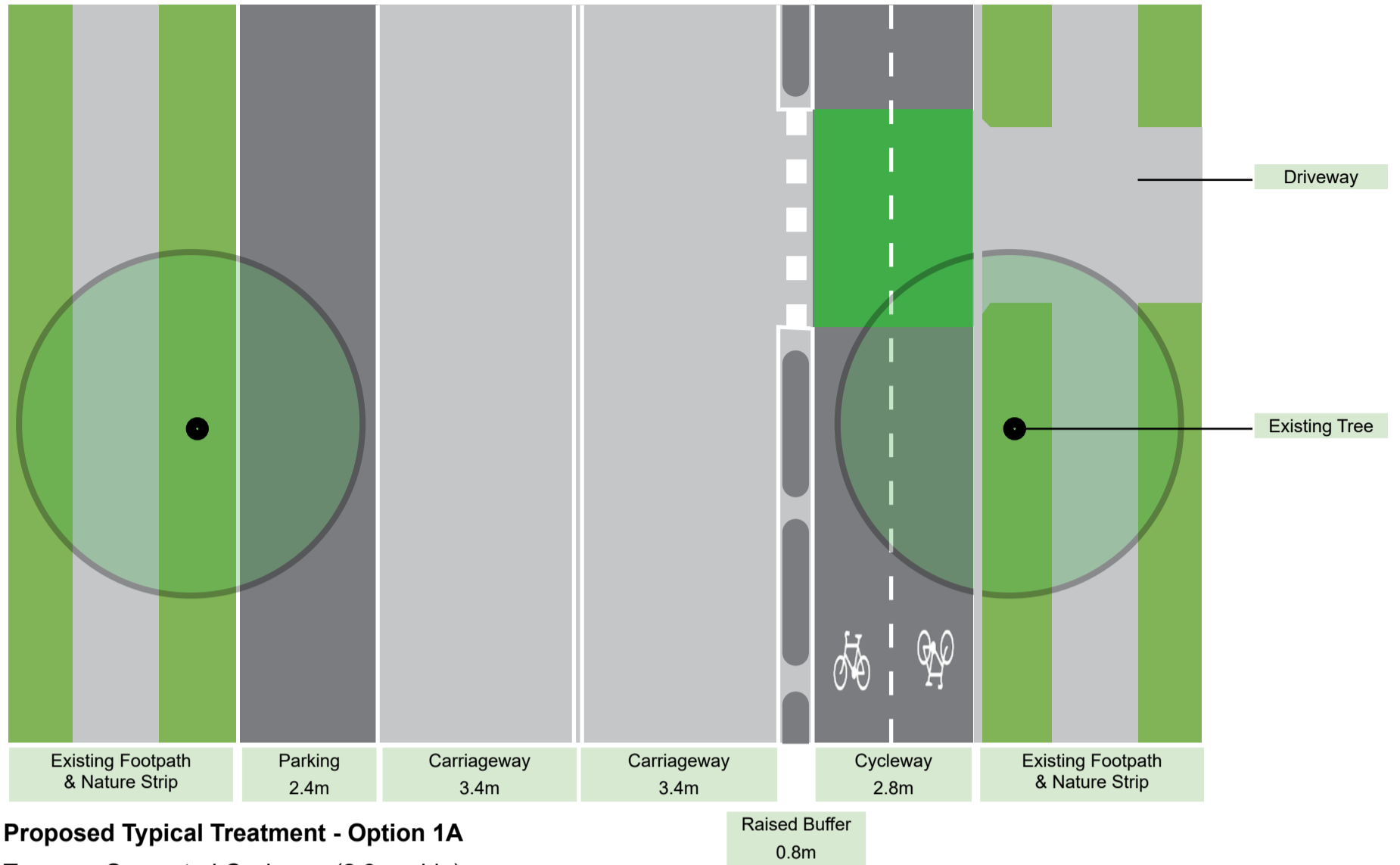
Existing Treatment
Bicycle lanes within "door zone"



Proposed Typical Treatment - Option 1A
Two-way Separated Cycleway (2.8m wide)
Parking removed from eastern side of street

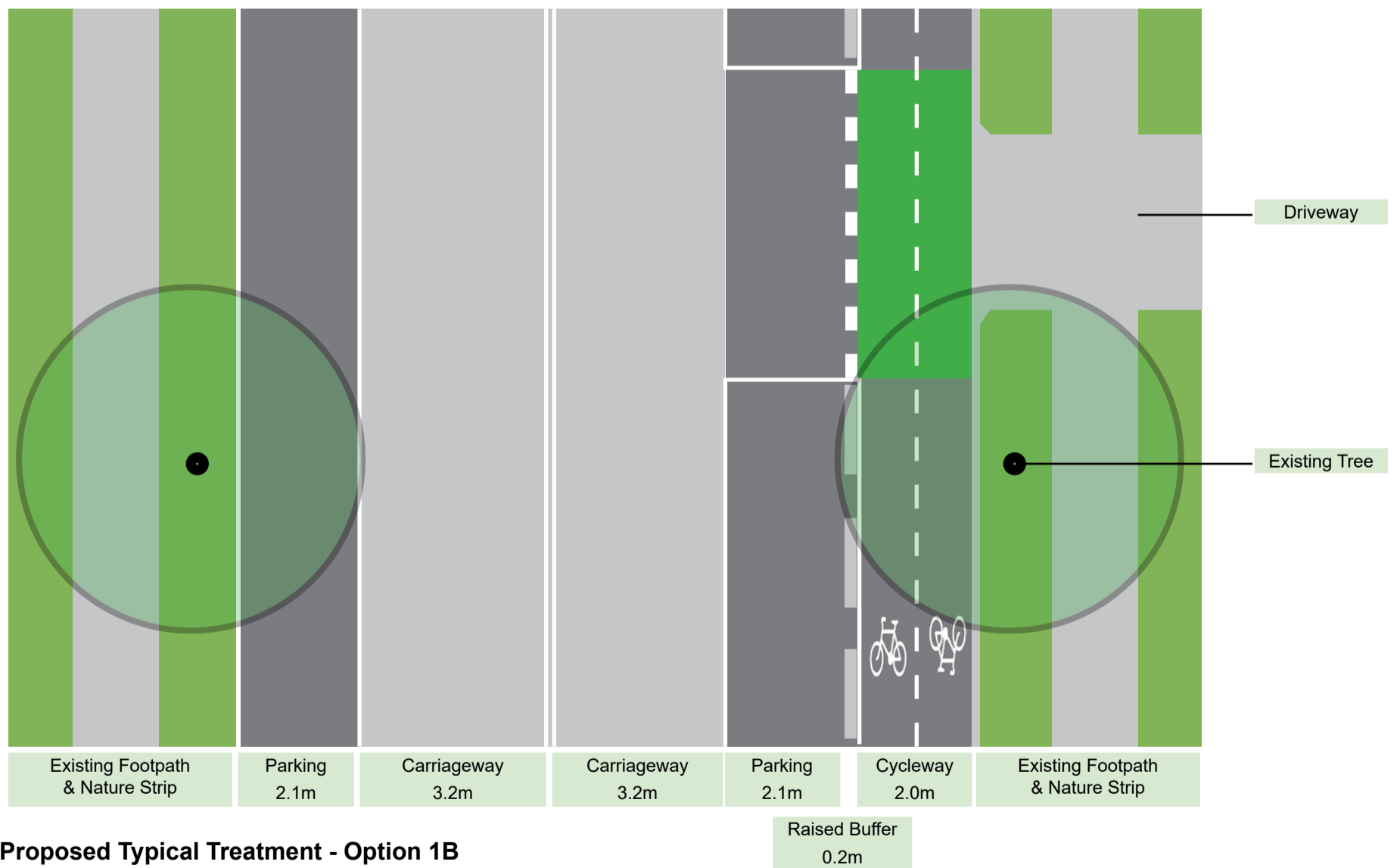


Proposed Typical Treatment - Option 1B
Two-way Separated Cycleway (Narrowed to maintain car parking)
Retain on street parking on both sides where possible



Proposed Typical Treatment - Option 1A

Two-way Separated Cycleway (2.8m wide)
 Parking removed from eastern side of street



Proposed Typical Treatment - Option 1B

Two-way Separated Cycleway (Narrowed to maintain car parking)
 Retain on street parking on both sides where possible

Proposed Separated Cycleway

Curl Curl to Freshwater

Typical Treatment Plans for Community Engagement - Not to Scale - November 2021



The Strand, Dee Why



Safer Crossing Treatment, Kalinya St, Newport



George Street, Redfern



Bourke Street, Redfern



Sutherland Street, Cremorne



Queens Road, Westmead

Proposed Separated Cycleway

Curl Curl to Freshwater

Separated Cycleway Examples for Community Engagement - Not to Scale - November 2021