

# CYCLING GUIDE

WOOLOOWARE BAY / KURNELL



SUTHERLAND SHIRE

## WELCOME TO THE SUTHERLAND SHIRE CYCLEWAY NETWORK



This cycling guide has been prepared by Sutherland Shire Council and focuses on cycleways around Woollooware Bay.

The routes recommended are mostly shared off-road cycle/pedestrian and onroad routes that provide a link between Taren Point, Cronulla and Kurnell around the scenic Woollooware Bay.

Whether you choose to use the cycle routes outlined to commute to work or school, access the area's shops or for recreation, the easy terrain makes it suitable for a range of fitness levels and riding experiences.



## REFERENCES

D.R Kirkby (1970)  
*From Sails to Atoms*, Sutherland Shire Council

Ashton, Cornwall, Salt (2006)  
*Sutherland Shire: a History*, UNSW Press

Cyclists using this guide do so at their own risk. Sutherland Shire Council will not accept liability for personal injury and/or damage to property. Although every care has been taken, no responsibility is accepted for any errors or omissions.

## FOR MORE INFORMATION

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# HISTORY

## WOOLOOWARE BAY

Photos courtesy of Ed Lewis



**The name Woolooware is derived from the Aboriginal word Wooloowa, meaning muddy track and echoes the area's natural low lying mud flats, dense stands of mangroves, salt marsh and once dominant tea tree and black wattle scrub.**

The Woolooware Bay area forms part of Gweagal country, a clan of the indigenous Dharawal nation whose people over many thousands of years used and managed the natural resources of the area. The land, sea and rivers flowing into the bay provided the Gweagal with a great variety and abundance of fish, shell fish and bush foods such as lilly pilli, figs and yams.

Woolooware Bay's saline waters have been vital for oysters to thrive. The quality and quantity of oysters and the area's close proximity to Sydney markets was a key driver of early European settlers establishing an oyster farming industry. The oyster industry flourished from the late 1800s until the outbreak of QX disease in the 1990s. An historical oyster jetty, the post WWII Nissen Hut and old stone oyster beds visible from the Woolooware Bay shared path are some of the last historic remnants of that industry.

The Woolooware Bay foreshore is a place of significant ecological value. The sandy shoal provides vital habitat for thirty types of migratory shorebirds including the local endangered pied oyster catcher and the migratory bar-tailed godwit that flies as far as the Arctic Circle. As part of the construction of the shared pathway the dilapidated, heritage-listed oyster processing jetty was sensitively restored and a new sand island constructed to provide roosting and nesting habitat for shorebirds.

To further protect the shorebirds, interpretive screens were built to shield the shorebirds from disturbance from pedestrians and cyclists. Disturbance can result in birds not storing enough fat reserves to make their long annual return flight.

From the expansion of light industrial land activity in the area during the 1970s and closure of the oyster industry the Woolooware Bay foreshore fell into decline and decay. The construction of the Woolooware shared pathway by Sutherland Shire Council and State Government has transformed the heavily polluted and weed infested foreshore into one of Sydney's most scenic foreshore reserves and spaces and a key segment of the regional Botany Bay Trail.

# CYCLING SAFETY AND TIPS



## WEAR A HELMET

It is the law. Head injuries cause up to 85% of all cycling fatalities. The helmet should be approved with an Australian Standards AS/NZS 2063 sticker. It must fit firmly and comfortably to protect you against head injury. Choose one that is light weight and a bright colour so other road users can see you.

## BE SEEN AT NIGHT OR IN LOW LIGHT CONDITIONS

When riding in the dark or in hazardous weather you must display a steady or flashing light on the front of your bike and a red flashing light from the rear of your bike. Your bike must also have a red rear reflector. Wear bright clothing during the day and reflective clothing at night. If you have no reflective gear for night riding a plain white t-shirt is the next best thing.

## LET OTHERS KNOW WHAT YOU'RE DOING

Let other cyclists, motor vehicle drivers and pedestrians know what you are doing. Use the correct hand signals before turning left or right, changing lanes or stopping.

## KEEP LEFT

Except when overtaking slower traffic.

## DON'T SPEED

Remember that shared pathways are used by children, the elderly and the disabled.

## USE YOUR BELL

Every cyclist must have a working bell. Warn pedestrians that you are approaching and give them plenty of room.

## OBEY THE ROAD RULES

When riding on the road, cyclists need to obey the same road rules as motorists. For more information on traffic regulations contact the Roads and Maritime Services (RMS) on 13 22 13 or go to [rms.nsw.gov.au](http://rms.nsw.gov.au).

## SPECIAL ROAD RULES FOR CYCLISTS INCLUDE:

- Children under 12 years of age may legally ride on the footpath. An adult may only ride on the footpath if accompanying a child under 12 years of age.
- Cyclists must give way to pedestrians and walk with their bike when using a pedestrian crossing.
- You are able to ride two abreast, but not more than 1.5m apart.
- Cyclists (especially children) should dismount and walk their bikes across intersections.

## BE PREPARED

Before you leave check the tyres, brakes, wheels, chain, lights and reflectors and make sure your bike is in good working order. Have your bike serviced every six months if you ride often.

Use sun block and sunglasses, even on cloudy days.

Consider wearing bike gloves as they help reduce jarring, protect your hands and keep your fingers warm in the winter. Take a jumper on cooler days to keep you warm when you stop riding. Don't forget to take a good lock, puncture repair kit (or spare tube), a pump, water bottle and a backpack or pannier to carry your gear.

## CYCLE YOUR WAY TO GOOD HEALTH AND FOR A SUSTAINABLE FUTURE

Each time you ride your bike it's a benefit to your health and the environment.

### By cycling you can:

- feel more energetic
- enhance your level of concentration, learning and memory
- help manage weight
- feel more confident, happy, relaxed
- sleep better and improve your sense of well-being
- reduce your chance of heart disease and cancer.

Riding a bike 5km (15 to 20 minutes) each day, rather than driving, can reduce greenhouse gas emissions by 0.6 to 0.7 tonnes a year! When you think that the cost of buying and maintaining a bike is around 1% of the cost of buying and maintaining a car, getting on a bike is not a bad option especially if you're considering that second (and third) family car. You could also be travelling as fast as a car - research shows that for trips up to 5km they can be quicker on a bike.

## OFF-ROAD CYCLE/PEDESTRIAN PATHS

The off-road component of the cycleway network has been built specifically to share with other cyclists and pedestrians. The shared pathways are sign posted and marked accordingly to let you know if you are meant to share the path with pedestrians.

Please note that as a cyclist the law requires that you ride to the left of the path and give pedestrians priority. Take care when you are crossing roads and watch out for motor vehicles.

## ON-ROAD CYCLING

The on-road sections of the cycleway network include bike lanes, sealed shoulders and road space that are shared with other traffic.

They are generally marked with bicycle signs and/or logos to show the route.

## CYCLE ROUTE GRADIENT

This map provides a colour coded guide for the gradient of the cycle routes.

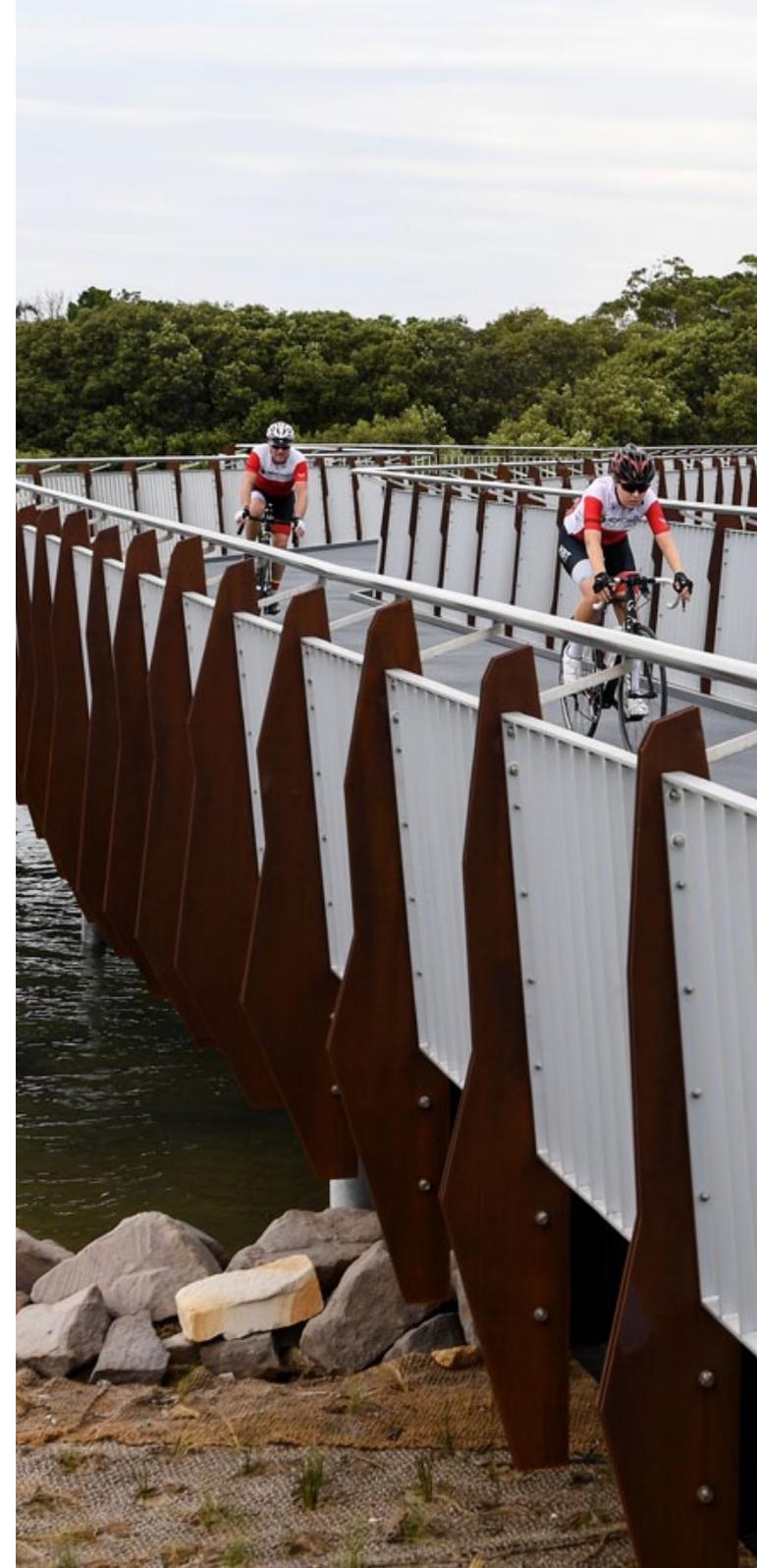
### The gradient is a measure:

$(\text{horizontal distance}/\text{vertical climb}) \times 100$

For example, if you travel 100m and rise 5m the gradient is 5%.

### The gradient is categorised in this guide as:

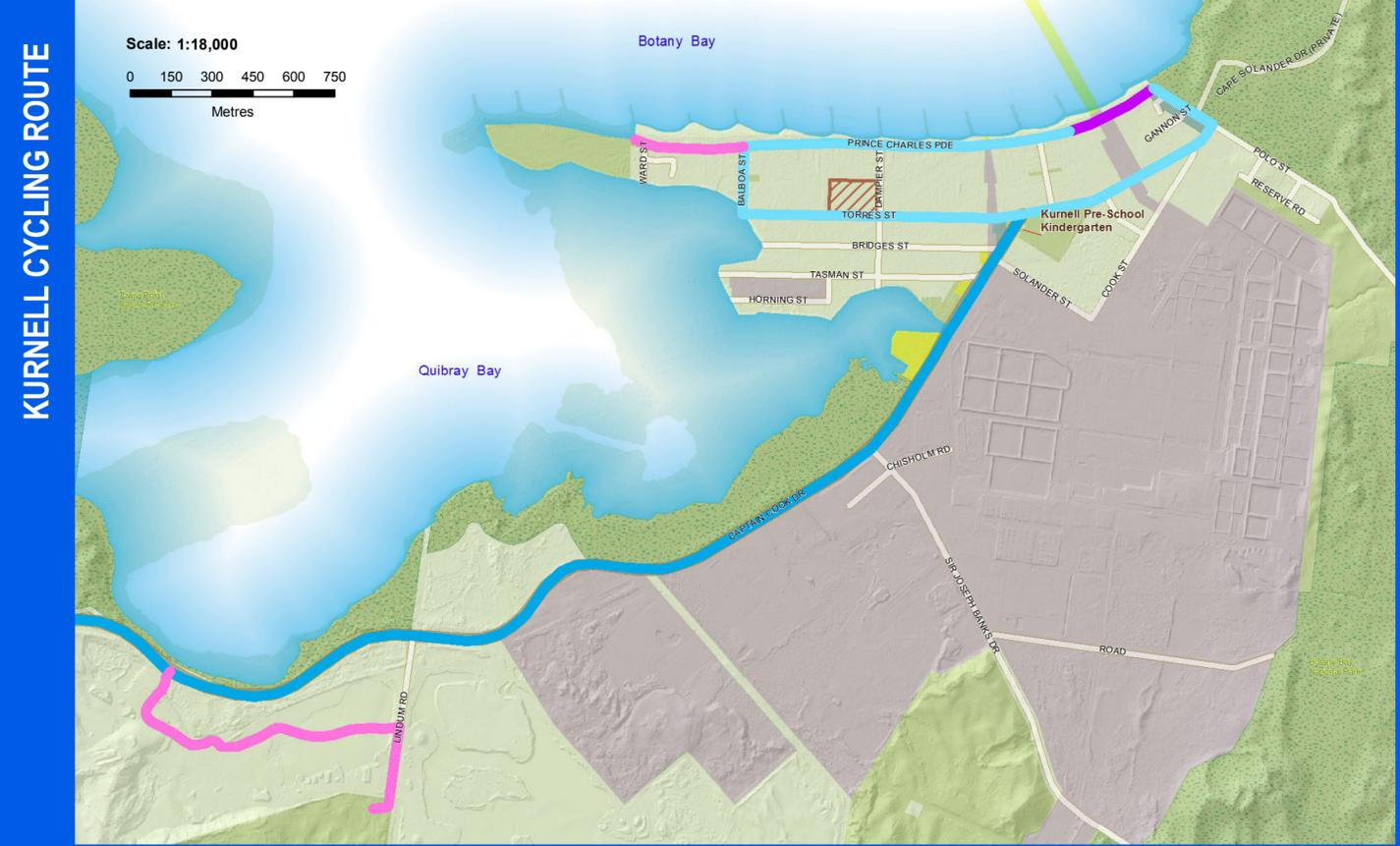
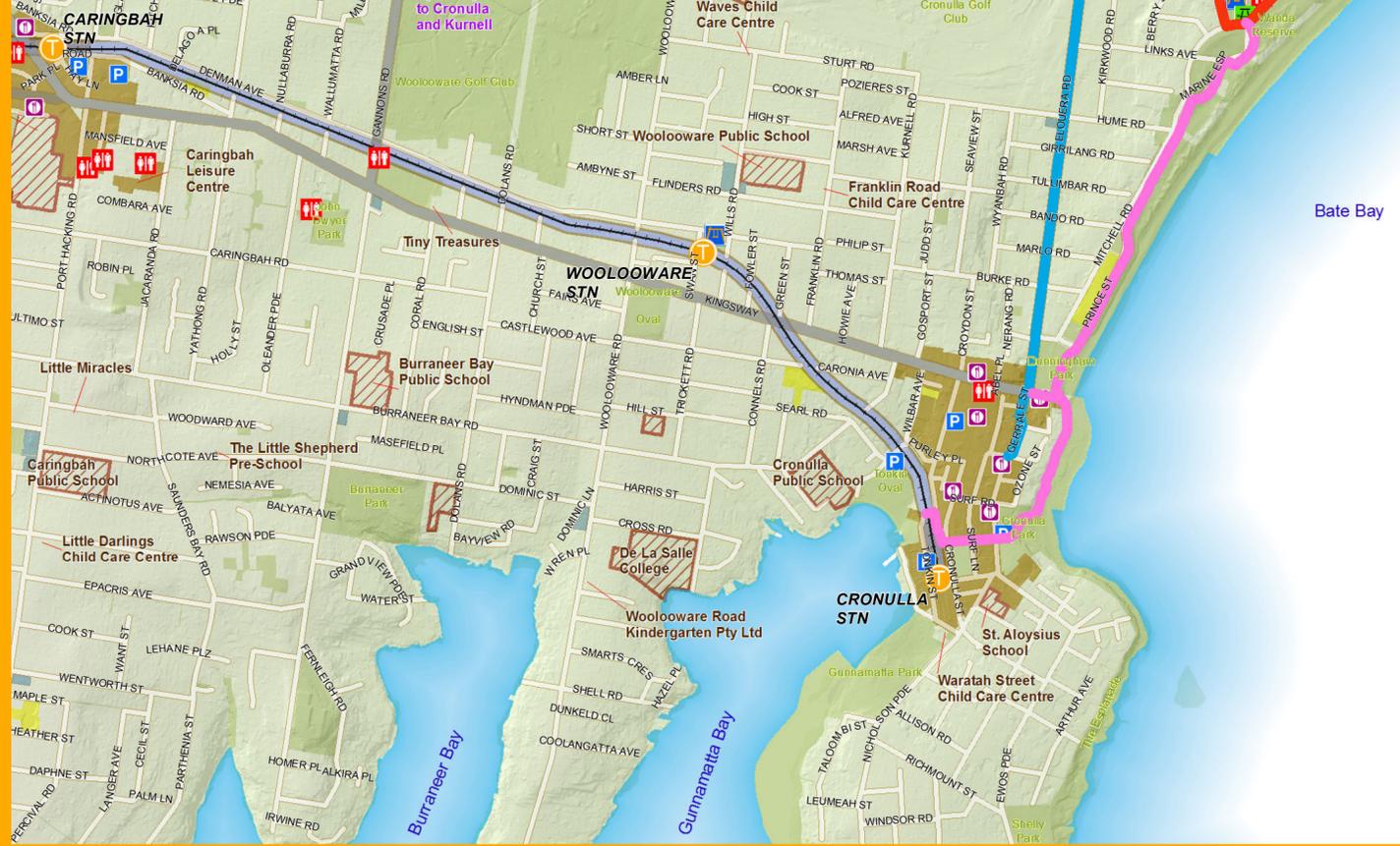
- **Easy** < 5% a gradient that most riders will find easy
- **Slight** 5% to 8% a gradient that will start to bother inexperienced riders and start to be interesting for regular riders.
- **Moderate to Difficult** 8% + inexperienced riders will find this requires some effort. As gradients go above 10% regular riders will start to find this challenging.





- Legend**
- Off Road - easy gradient
  - Off Road - slight gradient
  - On Road - easy gradient
  - On Road - slight gradient
  - On Road - moderate to difficult gradient
  - Both On and Off Road
  - Employment
  - Local Centre
  - Neighbourhood Centre
  - Schools
  - Shopping Centre
  - Special Uses (Church etc)
  - Railway Line
  - National Park
  - Reserves/Parks
  - Road
  - Arterial
  - + Hospital
  - P Car Parking
  - P Food
  - P Picnic Area
  - P Play Area
  - P Toilet

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Scale: 1:18,000  
0 150 300 450 600 750 Metres