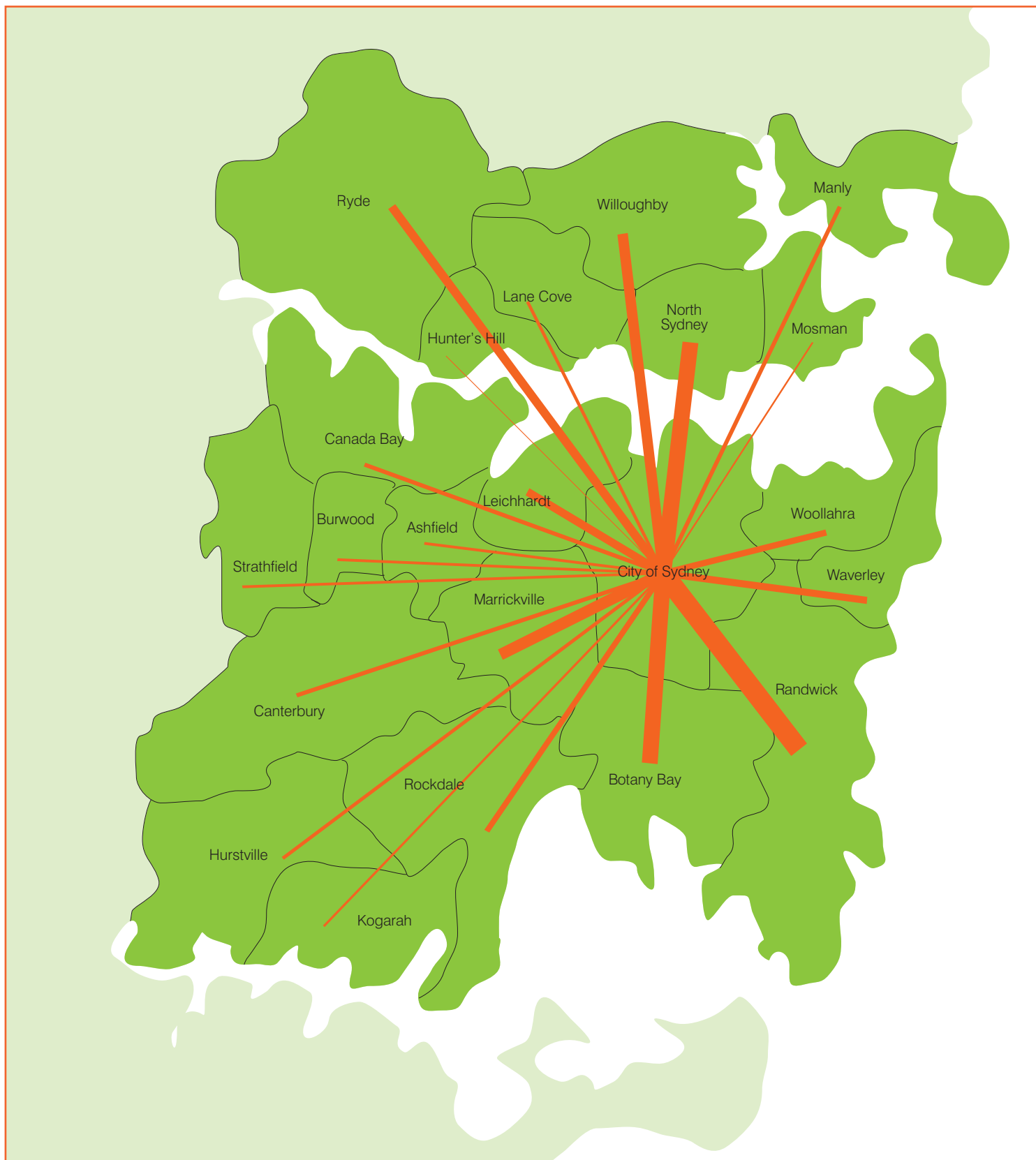


2006 Journey to work
cycle trips into Sydney
inner council areas



Cycling makes dollars and sense



The City of Sydney is working with 14 councils to develop a cycleway network in excess of 284 kilometres stretching from Kogarah to Chatswood and from Rhodes to Watsons Bay.



This Inner City Regional Bicycle Network will provide access for 1.2 million people in 164 suburbs, across the 15 council areas.

Based on the latest independent research undertaken by leading economic researcher, AECOM, the broader network is expected to deliver a net economic benefit of \$506 million (in today's dollars over a 30 year period).

For every dollar spent on this interconnected cycleway, the network will generate an economic return of \$3.88.

The City is already building the first parts of the network as part of \$76 million, 200 kilometre cycleway network in the City of Sydney Local Government Area.

The network has been designed to improve connections between home, work, shopping and recreation areas, boosting the liveability of the City's villages.

The AECOM research estimated the following additional benefits from the development of the Inner City Regional Bicycle Network:

→ Will generate more than 7 million bicycle trips a year by 2016

→ Will cut car use by 4.3 million trips a year by 2016

→ Will relieve traffic congestion, making essential car travel easier

→ Will alleviate health problems such as obesity, high blood pressure and heart disease

→ Will promote worker productivity through reduced absenteeism

→ Will increase "journey ambience" for cyclists

→ Will bring environmental improvements such as reduced greenhouse gas emissions as well as improved air quality and lower noise pollution

→ Will generate savings in Government transport infrastructure building and operating costs



The study by AECOM revealed:

Benefit in reducing congestion

- A small reduction in car demand can lead to big improvements in traffic flow.
- Cutting car numbers brings an estimated \$97.8 million in decongestion savings. That equals to \$4.07 for every commuter switching from car to bicycle in peak periods.

Household savings

- By cycling instead of driving, inner Sydney commuters would save time and money through shorter trips, the cost of running a car, and parking costs.
- New cyclists would save 7.5 minutes for each door-to-door trip on the new network.
- Motorists who switch to a bike will save \$1.34 each trip in vehicle operating and parking costs.
- Commuters who switch from bus or train to bike will save \$1.60 and \$2.20 per trip, respectively.

Health benefits

- Would provide \$147.3 million in health benefits by reducing the risk of death from heart problems to Type 2 Diabetes or 44 cents for every new cycle trip

Improved lifestyles

- Providing segregated cycleways provides journey ambiance by reducing the fear of accidents and improving the ease of travelling by bike. The report finds that this 'journey ambiance' has an economic value of \$129.8 million.

Environmental savings

- Reduced air pollution, noise pollution and greenhouse gas emissions would save \$24.2 million.

Cycling trends

- Cycling without the cycle network is forecast to increase by 9.9 percent by 2016 compared to 2011 levels.
- The network increases cycling take-up by 66 percent by 2016 and 71 percent by 2026 compared to 2011 levels.

Sydney's bike use (source: RTA)

- Between 2003 and 2008, average weekday usage of cycleways increased by 62 percent. On cycleways within Inner Sydney, average weekday usage increased by 80 percent over the same period.
- Between 2003 and 2008, average daily usage of cycleways (which includes weekends) increased by 55 percent. On cycleways within Inner Sydney, daily usage increased by 75 percent over the same period.
- In 2005, Sydney residents made more than 120,000 bike trips on an average weekday and 160,000 bike trips on an average weekend.
- Bicycle trips account for about 1 percent of trips each day.
- The growth in bike travel is supported by increased bicycle availability, with more households having more bikes.
- In 2005, 42 percent of Sydney households owned at least one bicycle, up from 37 percent in 2001.
- Despite declining household size, the number of households owning two or more bikes grew by 18 percent.
- Males and teenagers still make up the majority of bike users, but the numbers of females and people of all ages taking up cycling are growing.