

ITEM 17 DRAFT CYCLE STRATEGY AND MASTER PLAN

FILE NO: S046655

SUMMARY

The draft Cycle Strategy and Master Plan is a strategy to guide the ongoing provision for cycling in the City of Sydney.

The draft strategy sets a direction and policy framework to achieve a greatly improved cycling environment over the next 10 years. It builds on the former City of Sydney, South Sydney Council and Leichhardt Bike Plans. It establishes a long term vision for cycling, and identifies a range of network priorities and social initiatives and an implementation program to deliver that vision.

The draft strategy is consistent with the City's Corporate Plan objectives, especially in the key focus area of *transport and accessibility*.

RECOMMENDATION

It is resolved that:

- (A) Council endorse the exhibition of the draft City of Sydney Cycle Strategy and Master Plan until end September 2006;
- (B) Council endorse the development of early projects out of the draft strategy which may include the improvement of key intersections and gaps in routes identified as 'disjunctions' in the strategy, the delivery of important network routes, or the commencement of key social initiative; and
- (C) Council endorse undertaking additional social research during exhibition of the draft strategy to contribute to a greater understanding of existing and potential cyclists in order to target initiatives most appropriately.

ATTACHMENTS

Attachment A: Draft Cycle Strategy and Master Plan

BACKGROUND

1. Council resolved on 2 August 2004 to:

“Approve the development of a comprehensive bicycle strategy for the expanded City of Sydney local government area to be implemented over 5 years, which will involve the identification of network priorities, financial implications, and implementation timeframes and to do so in partnership with the Roads and Traffic Authority.”
2. A Steering Committee was established to oversee the preparation of the strategy. The Steering Committee was chaired by the Lord Mayor. Members of the Committee include Councillor McInerney, Councillor Harris Councillor Mallard, the Roads and Traffic Authority (RTA), Bicycle New South Wales, and the area’s principal bicycle user groups BIKEast and BikeSYDNEY.
3. During the development of the draft strategy three stakeholder workshops were held. The first was held in June 2005 for Community Groups, Bicycle Groups and General Interest Government Organisations. The second workshop was held on the 24 June 2005 involving key stakeholders including the Roads and Traffic Authority (RTA), State Transit Authority (STA) and Neighbouring Councils. A third workshop was held in October 2005 primarily involving Bicycle Groups to assist in developing the route network.
4. Many routes proposed in the draft strategy correspond to cycling routes identified in the Bike Plans of the former City of Sydney, South Sydney and Leichhardt Councils. The City has sought to advance key cycling projects in parallel with the development of the strategy, such as the Kent Street cycleway connecting the Pyrmont and Harbour Bridges, and key cycling routes such as Redfern Street, Oxford Street and Wilson Street.
5. It is proposed that the draft strategy be publicly exhibited until end Sep 2006.
6. The draft strategy will contribute to Council’s Integrated Transport Strategy.

KEY IMPLICATIONS

7. The draft strategy sets a vision and policy framework to achieve a greatly improved cycling environment for the City of Sydney over the next 10 years.
8. The draft strategy includes specific aims of increasing the proportion of trips made by bicycle in Sydney, creating and maintaining a comfortable and bicycle friendly environment in Sydney and improving the attractiveness and safety of cycling. Specific targets include:
 - (a) to increase the number of bicycle trips made in the City of Sydney, as a percentage of total trips, from 2% in 2006 to 5% by 2011, and to 10% by 2016.
 - (b) to measure the proportion of Sydney cyclists who feel comfortable and confident when they are cycling in the City and ensure that it is 80% or higher by 2016.
 - (c) to measure and monitor the number of collisions and injuries involving bicycles and reduce the number of reported incidents.

9. With this strategy, Sydney will achieve a cycling network with a positive net benefit for the community. Key benefits will be in the form of reduced road costs, lower greenhouse gas emissions, lower air pollution, reduced accidents, reduced traffic congestion and lower health costs from increasing physical activity.

Network Infrastructure:

10. The draft strategy defines a coordinated network of cycling routes to interconnect the city's villages. The aim of the network is to provide major routes at a spacing of no more than 1.5km-2km, based on the NSW Government planning guidelines for walking and cycling. The routes will complement the regional routes identified by the RTA, and the recreational routes of the Sydney Harbour Cycleway and Alexandra Canal. Together, this network offers the highest priority bicycle travel through an area with few delays and a high level of consistency and quality of construction.
11. For the city's local 'mixed traffic' streets not identified as key network routes, the City intends providing for cycling by incorporating features that bring benefits for all road users and contribute to the overall safety and convenience of the transport network. These will include measures such as speed limits, traffic management schemes, bus priority and traffic calming schemes.
12. The draft strategy also identifies a need to develop bicycle route signage, improved access to high-quality and secure bicycle parking and end of trip facilities, and to ensure ongoing maintenance of the route network.

Social Initiatives:

13. The draft strategy defines a series of social initiatives to support the delivery of network infrastructure. The social initiatives aim to promote wider community awareness of the individual and community benefits of cycling, and to support increased community participation in cycling.

Implementation of the plan

14. Consistent investment over several years is needed to deliver Council's cycling vision. The draft strategy provides the framework for this investment, identifying and prioritising a broad range of actions required to deliver the strategy.
15. Full implementation of the works envisaged by the draft strategy will also require the NSW Government to deliver the regional routes it identified in the 1998 Roads and Traffic Authority publication *Action for Bikes 2010*. These are:
 - (a) RTA Route 17, Sydney Harbour Bridge to Woolloomooloo
 - (b) RTA Route 28, University of NSW to Sydney
 - (c) RTA Route 43 – Rail Trail, Penrith to CBD
 - (d) RTA Route 44 – Mascot to Darlinghurst

FINANCIAL IMPLICATIONS

16. Council's 2006/07 capital works budget assigns \$1.25 m to implementation of the strategy together with forward estimates of \$750,000 for each of the following three years. This is in addition to bicycle facilities delivered through the City's street improvement and maintenance programs.

RELEVANT LEGISLATION

17. Work flowing from the strategy would be undertaken in accordance with the provisions of the Local Government Act 1993 and any requirements under the Roads Act 1993.

CRITICAL DATES / TIME FRAMES

18. No critical time frames. Exhibition until end Sep 2006 will allow time for any submissions to be considered and a revised strategy brought back to Council to be considered for adoption before the end of 2006. Note the timing of NSW Bike Week 2006, 23 Sep to 1 Oct, which can enhance opportunities for community input into the draft strategy.

OPTIONS

19. A public exhibition period until end September 2006 for the draft strategy is proposed (approx 6 weeks). Public exhibition is not a statutory requirement.

PUBLIC CONSULTATION

20. Public exhibition is proposed, to be primarily web-based, supplemented by limited printed copies on exhibition at libraries, neighbourhood service centres and the One Stop Shop. CD copies of the draft strategy will be made available at no cost and printed copies available at a nominal cost to recover printing expenses. The city will publicise the exhibition in local media and in relevant cycling forums (likely to include key bicycle media and events such as NSW Bike Week).
21. As a key part of the consultation process Council staff will offer to provide a presentation of the draft strategy to Bike Sydney and Bike East bicycle user groups.

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