



Sydney2030/Green/Global/Connected

CITY OF SYDNEY  

Cycling Strategy and Action Plan

Executive Summary

2018-2030

city of villages

Lord Mayor's message



The evidence of the past decade is that if you deliver safe cycling facilities, Sydneysiders will get on their bikes and ride.

The numbers speak for themselves. Thousands of people now travel by bike in the city and surrounding areas.

As every piece of bike infrastructure goes in we boost the number of people riding and get closer to our shared target with the state government - to double bike trips.

Of course not everyone can ride, or wants to. But there isn't enough space in our city for everyone to drive and our public transport is increasingly full. More people riding bikes is critical to reducing traffic and transport congestion.

Now it's time to reset our vision for cycling in the city to ensure our bike network is joined up. We need to address the challenging traffic conditions that come with the population growth and development faced by our local communities. We are committed to making sure parents, carers and their children feel safe getting on a bike to go to the shops or school.

There is sound economic justification for finishing the bike network. Building cycleways has a benefit cost ratio far higher than the transport projects recently proposed by the State Government, with a return of at least \$2.68 worth of benefits for every \$1 invested.

As in countless other cities, the only way to address congestion is to give people more and better transport options - connecting the bike network is one of our best opportunities.

Clover Moore
Lord Mayor of Sydney



How fast is the City of Sydney growing?

Population



Current population
224,000+ people
in the City of Sydney area¹
2030 projection
300,000 people²

Workforce

437,000+ people
currently work
in the city³



Job growth



Transport



Extra peak hour trips into the city centre by 2031
45,000+⁴

Cost of traffic congestion to Greater Sydney

12.6 billion a year by 2030⁵



1. Population – ABS Regional Population Growth Catalogue No. 3218.0, July 2017
2. Projected 2030 Population – NSW Planning and Environment, Population Forecasts 2016
3. Workforce – City of Sydney Floor space and Employment Census, 2012
4. Sydney City Centre Access Strategy, 2013 (SCCAS)
5. Bureau of Infrastructure, Transport and Regional Economics, 2015

Executive summary

In the last decade, cycling trips have doubled and attitudes to cycling have shifted significantly.

Well-functioning transport plays a vital role in the future of Sydney. The efficient and safe movement of people and goods is essential for economic growth, and is a hallmark of a globally competitive city. Cycling and walking are integral to our transport future because they are the most accessible, equitable, sustainable and reliable forms of transport.

We are committed to making bicycle transport easier and safer, so it is an attractive and feasible option for more people.

Our Sustainable Sydney 2030 target for 10 per cent of all trips in the city to be made by bike is ambitious. This strategy builds on the progress made over the last 10 years and keeps us moving toward this target.

Progress so far

The City has worked intensively on actions from our previous 2007–2017 cycle strategy, investing an average of \$11 million per annum to build a safe and connected bike network and cycling trips have doubled in the city.

Changing attitudes to cycling since 2007:

- NSW Government and NRMA now support separated cycleway infrastructure.
- Transport for NSW has part-funded the City's cycling projects since 2015.
- Infrastructure Australia has listed the Inner Sydney Regional Bike Network on the National Infrastructure Priority List.
- All our neighbouring councils have started building a connected network of separated cycleways.
- Riding a bike is an increasingly popular way for children to get to school.
- Positive images of people cycling are widely used to market real estate and products.
- Workplace end-of-trip facilities are a high priority for city employers (they've invested over \$30 million in the city centre in the last three years alone).
- Innovation in mobile technology has prompted the private sector to provide share bikes and deliver food by bicycle.



+100%

over the last seven years

Rider numbers boom where we have built separated cycleways

+580%

Kent St
at Druitt St

+292%

Bowden St
Alexandria

+373%

Castlereagh St
at Goulburn St

+282%

King St
city centre

+309%

Bourke St
Surry Hills

+281%

George St
Redfern

**Residents ride bikes
double the rate of greater Sydney**



42,500
residents ride in
a typical week

2,000 riders
cross the Sydney Harbour
Bridge each weekday,
equivalent to **30 buses of people**





Priority 1 | Connecting the network

Priority 2 | Supporting people to ride

- 1.1 Complete the 11 regional bike routes, and substantially complete the local bike network
- 1.2 Build the regional routes as separated cycleways where feasible and necessary
- 1.3 Add local wayfinding signs
- 1.4 Improve safety and access throughout our area, for example by providing new contra-flow provisions, kerb ramps, reducing through traffic and speed on local streets
- 1.5 Continue to provide bike parking in the public domain on request, including on-street bike parking corrals in suitable high demand locations, and for public schools in our area
- 1.6 Work with the NSW Government and developers for safe, connected and comprehensive bicycle infrastructure for large developments and precincts, including Waterloo, Central to Eveleigh, the Bays Precinct and Barangaroo
- 1.7 Provide shared paths on, and alternative routes for, state roads where the City is not currently permitted to reallocate road space
- 1.8 Investigate and respond to the community's suggestions and comments about the bike network, to improve safety, access and comfort
- 1.9 Advocate to the NSW Government for lower speed limits
- 1.10 Advocate to the NSW Government to complete the Sydney City Centre Access Strategy bike network
- 1.11 Advocate for Transport for NSW to fully fund their portion of the network and pursue multi-year funding agreements
- 1.12 Investigate improved intersection designs and reduce delays for people riding
- 1.13 Investigate opportunities for more children's riding areas and learn to ride tracks.

- 2.1 Target activities in areas where existing and new infrastructure is connected
- 2.2 Provide opportunities for people to build skills and capabilities
- 2.3 Distribute information about our bike network, including maps and digital navigation
- 2.4 Ensure our programs are informed by a strong evidence base that address local community needs and barriers
- 2.5 Ensure our programs and communications are inclusive and respond to the needs of our diverse community
- 2.6 Support children, school communities and families to ride safely
- 2.7 Stimulate people to have positive conversations with their peers about riding and encourage their friends to ride, through events and programs
- 2.8 Create and support events that incorporate bike riding
- 2.9 Work to improve relations between road users and encourage people to look out for each other
- 2.10 Monitor and evaluate our effectiveness and incorporate learnings in future programs
- 2.11 Work with state government to improve compliance with road rules, targeting high risk behaviours.



Priority 3 | Supporting businesses

- 3.1 Work with businesses to encourage cycling, particularly in locations with job growth and change and where new cycling infrastructure is built
- 3.2 Work with the tourism, entertainment and accommodation sector to encourage cycling by visitors
- 3.3 Deliver public, connected, end-of-trip facilities in the city centre
- 3.4 Share information on best practice and case studies
- 3.5 Provide information and support for businesses wanting to set up a bike fleet or encouragement programs
- 3.6 Support a bicycle friendly workplace accreditation scheme
- 3.7 Support and encourage bike based or related enterprises or activities and work with operators to maximise beneficial outcomes for Sydney, including bike share and food delivery.
- 3.8 Work with the bike industry to increase the range of bikes available, to meet varying needs.

Priority 4 | Leadership and advocacy

- 4.1 Lead by example in encouraging our staff to ride to work and for work trips
- 4.2 Continue to integrate cycling throughout our organisation's policies, operations and community planning
- 4.3 Share knowledge and expertise with other councils, cities and agencies
- 4.4 Support research and innovation, including for service and delivery in the city centre
- 4.5 Build the community's capacity to contribute to, and advocate for, improved cycling conditions and culture
- 4.6 Identify and advocate for higher capacity separated cycleways along the most direct and flat routes with priority at intersections
- 4.7 Pursue funding and implementation of the Inner Sydney Regional Bike Network
- 4.8 Push for integration between cycling and public transport operations, incorporation of cycling into transport projects and for building paths alongside rail lines
- 4.9 Advocate for fairer prioritisation of street space and allocation of time at signals
- 4.10 Advocate for more action from state and national governments
- 4.11 Encourage the NSW Government to facilitate successful operation of bike share
- 4.12 Advocate for changes to practices, legislation and technical guidance which will improve and increase cycling
- 4.13 Advocate for more NSW government action on driver education and road safety.



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