



Sydney2030/**Green/Global/Connected**

CITY OF SYDNEY  

Cycling Strategy and Action Plan

For a more sustainable Sydney

2018-2030

city of villages



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01 Acknowledgement

The City of Sydney acknowledges Aboriginal and Torres Strait Islander peoples as the traditional custodians of our land – Australia.

The City of Sydney acknowledges the Gadigal of the Eora Nation as the traditional custodians of this place we now call Sydney.

In 1788, the British established a convict outpost on the shores of Sydney Harbour. This had far reaching and devastating impacts on the Eora Nation, including the occupation and appropriation of their traditional lands.

Despite the destructive impact of this invasion, Aboriginal culture endured and is now globally recognised as one of the world's oldest living cultures.

Aboriginal peoples have shown, and continue to show, enormous resilience coupled with generosity of spirit towards other peoples with whom they now share their land.

We recognise that, by acknowledging our shared past, we are laying the groundwork for a future which embraces all Australians, a future based on mutual respect and shared responsibility for our land.

02 Lord Mayor's message



The evidence of the past decade is that if you build 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.

Since first setting the vision for a city that's safe and simple for people to ride around, we have come so far. It's now possible to ride across the Sydney Harbour Bridge, through the city to Central station and all the way to Green Square on traffic-free paths. 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.

Business leaders inspired our first strategy in 2007 and they continue to lobby for cycling in our city because they know that traffic congestion costs billions each year in lost revenue and productivity. The private sector is investing millions of dollars in end-of-trip facilities to support their staff who ride, because they know healthy workers take fewer sick days, are more productive – and that's better for their bottom line.

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 London, Paris, New York, Melbourne and 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

2036	increase by 32,000
2051	increase by 50,000

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



Where are the opportunities?

52%

of trips into the city centre come from a heavily populated inner ring of neighbourhoods⁶



Nearly 1/3

of City residents already ride a bike or walk to work



151,700 car trips
of less than five kilometres
made in the City of Sydney each day⁷

40%

of City of Sydney households are car-free⁸



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

6. Sydney City Centre Access Strategy, 2013 (SCCAS)
7. Household Travel Survey, 2015
8. ABS Census 2016

03 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.

What we will do next

Connect the network – build a bike network to make it safer for people to ride in Sydney

Support people to ride – understand and address barriers and help people to start, and continue riding

Support business – partner with employers to encourage staff to ride

Lead by example – share our expertise and be a positive influence for improvements for cycling within and beyond our boundaries.



Our actions

Priority 1 | Connecting the network

- 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 where needed and 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, including 30km/h
- 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
- 1.14 Consider all bike network users, including those on cargo bikes, ebikes, trishaws and mobility scooters, in the design of infrastructure



Priority 2 | Supporting people to ride

- 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 and increase cycling participation by women
- 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
- 2.12 Support and work with others who are contributing to getting more people riding



Priority 3 | Supporting businesses

- 3.1 Work with employers to encourage cycling, particularly in locations with job growth and change and where new cycling infrastructure is built
- 3.2 Work with venues and tourism, entertainment and accommodation sector to encourage cycling by visitors
- 3.3 Deliver public end-of-trip facilities in the city centre, connected to the bike network
- 3.4 Share information on best practice and case studies
- 3.5 Provide information and support for workplaces 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, agencies and the community
- 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, training and technical guidance which will improve and increase cycling
- 4.13 Advocate for more NSW government action on driver education and road safety

04 Four priorities to increase cycling







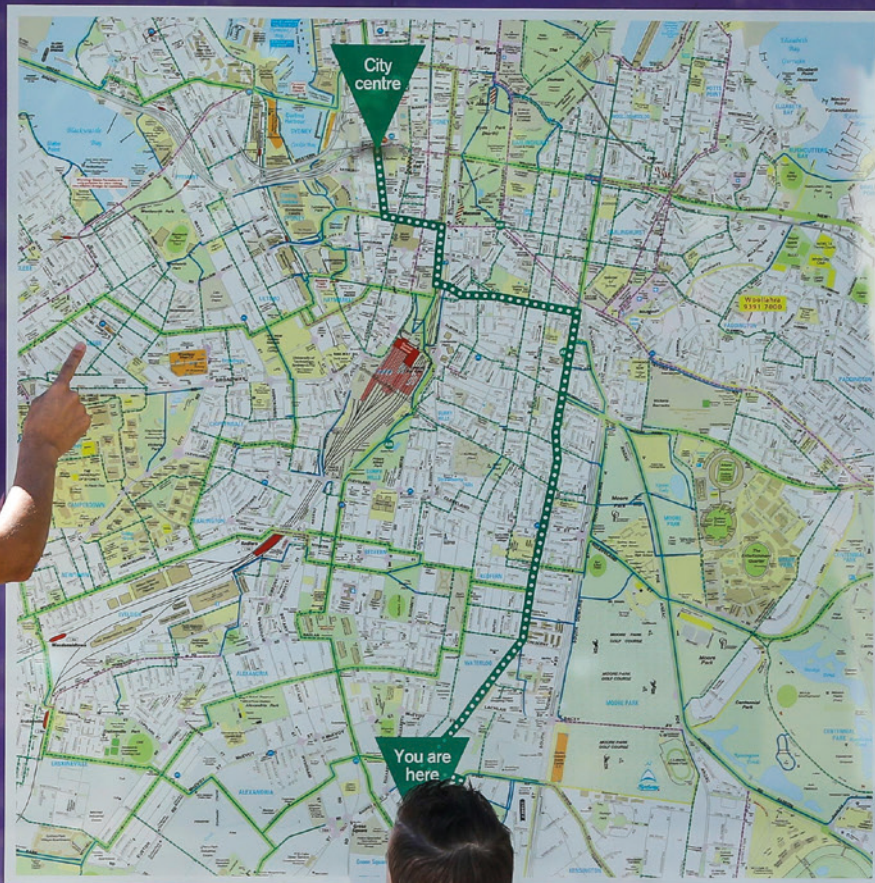
Sydney needs infrastructure and programs that support a growing population and keep our city moving.

Sydney is Australia's largest global city. Light rail, the Sydney Metro and increased bus, ferry and train services will help meet increasing travel demand, but they are not sufficient to serve our rapidly growing population. Walking and cycling remain the most efficient and sustainable ways to make short trips to work, schools, shops and parks in our area. This is especially true in a constrained and crowded inner city environment. More people riding bikes for transport frees up space on the road for deliveries and services, and space on busy public transport, particularly in the city centre.

The City's Sustainable Sydney 2030 vision for a green, global, connected city calls for a safe and attractive walking and cycling network. This helps reduce traffic congestion, improve health and wellbeing, and reduce air pollution and greenhouse gas emissions.

Our Sustainable Sydney target of 10 per cent of all trips in the city to be made by bike by 2030 is ambitious and challenging. We have four priorities to achieve this.

JCDecaux




Sydney Cycling Guide Map

Beat the traffic and enjoy the best way by bike.
Order a copy or request a free service at cycleways.sydney

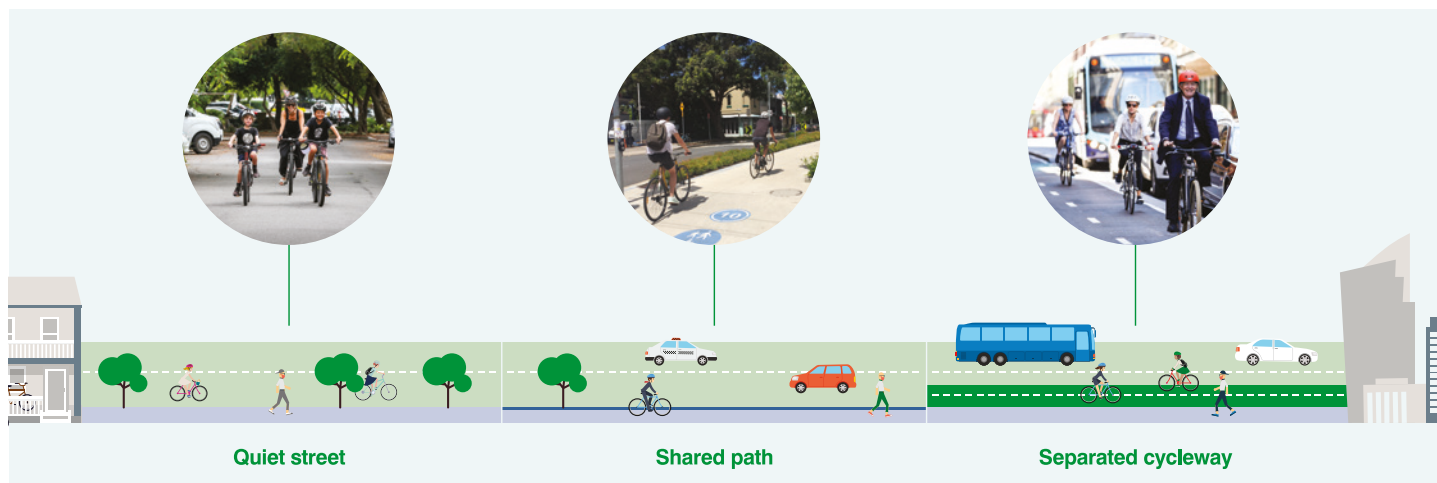


Give yourself a lift
cycleways.sydney /

CITY OF SYDNEY 

Priority 1

Connecting the network



We are building a safe bike network connecting people and destinations, suitable for all ages and abilities, within 250 metres of all residents. It will serve workers, students, residents and visitors travelling in, to or through the city.

Our approach

There is strong evidence showing safe connected cycling infrastructure is essential to making bike riding a viable transport option for the majority of the population.

Providing a connected bike network is the most important thing we can do to encourage more people of all ages and abilities to ride safely, both in the city centre and surrounding areas.

Our bike network features separated cycleways, shared paths, bike lanes, and light and slow traffic streets. These all contribute to create safe, comfortable and convenient journeys. Shared paths are sometimes a necessary compromise to avoid leaving a network gap or forcing people to ride in busy traffic.

Our benchmark is a bike network that is safe enough for a 12 year old to ride alone.

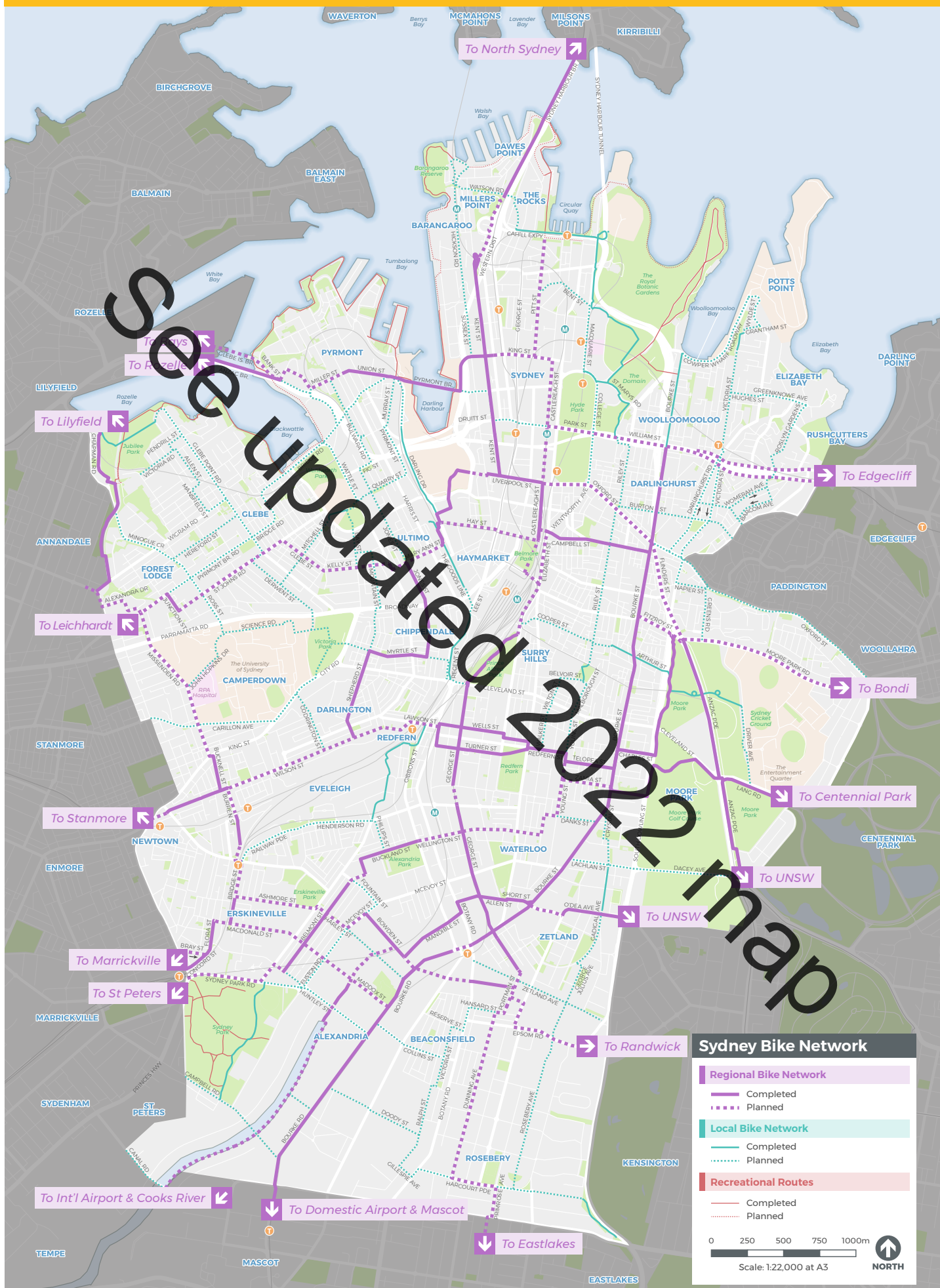
We actively engage our community to help address challenges and improve the quality of our projects.

City of Sydney's planned bike network

Our cycling infrastructure safely links the inner city, homes, schools, businesses and other destinations.

The planned network of local and regional routes underpins the City's transport and environmental goals. The regional routes are the main corridors, which bring larger flows of people into the city from across the inner Sydney area. The local routes are the connections, bringing people closer to the doors of homes and businesses.

Priority 1 | Connecting the network



Cycling Strategy and Action Plan



Actions

We will:

- 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, including:
 - replace bicycle shoulder lanes
 - add new contra-flow provisions
 - lower speeds and reduce traffic on local streets
 - install kerb ramps at road closures
 - upgrade stormwater grates to be bike-safe
 - maintain road surfaces and coordinate with utility authorities
 - ensure regular asset inspections, and street cleaning and maintenance of our bike network and signs
 - 1.5 Continue to provide bike parking in the public domain where needed and on request, including on-street bike parking corrals in suitable high demand locations, and continue to provide bike racks for public schools in our area
- 1.6 Work with the NSW Government and developers on the planning and delivery of safe, connected and comprehensive bicycle infrastructure for large developments, foreshore and state government planning 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 suggestions and comments from our community about the bike network to improve safety, access and comfort
 - 1.9 Advocate to the NSW Government for lower speed limits, including 30km/h
 - 1.10 Advocate to the NSW Government to complete the Sydney City Centre Access Strategy bike network
 - 1.11 Advocate for TfNSW to fully fund their portion of the network and pursue multi-year funding agreements with Transport for NSW
 - 1.12 Investigate improved intersection designs and reduce delays for people riding
 - 1.13 Investigate opportunities for more riding areas and learn to ride tracks for children
 - 1.14 Consider all bike network users, including those on cargo bikes, ebikes, trishaws and mobility scooters, in the design of infrastructure



Case study

Bourke Street

In 2011 the City completed a 3.2 kilometre separated cycleway along Bourke Street, part of a seven-kilometre route between Mascot and Sydney Harbour. The project included upgraded footpaths and services, and added new street lighting, street furniture, raingardens and additional trees. The upgrade saw Bourke Street transform into one of Surry Hills' most attractive streets with the cycleway regularly featuring in real estate advertisements.

There are now five times as many bike trips on Bourke Street than before the cycleway was built, with around 1,700 bike trips each weekday. Some of those trips are by children, riding to Bourke Street and Crown Street public schools.

Bourke Street School principal, Peter Johnston, said "About 80 per cent of the school's pupils walk, ride or scooter to and from school every day. The kids enjoy it because they can ride along the bike lane to the school gate. Riding is seen as a fun, social activity rather than any sort of chore. And with parents joining in too, getting to school becomes a real family event".

The cycleway won a Sydney Design Award and an Australian Institute of Landscape Architects Award. It is featured in the NACTO Global Street Design Guide as a best practice case study.

Case study

Working with our communities

We consult our community for big and small projects, from new shared paths to separated cycleways. Community engagement can include letters, doorknocking, information sessions and newsletters.

We share plans with local residents and businesses so they can have their say on the design of new projects. This ensures our work reflects the needs of our community.

In 2012, the City consulted 6,700 residents and organisations about the 2.4 kilometre city to Green Square cycleway along George Street in Redfern.

Redfern Fire Station employees had some concerns about the original George Street separated cycleway design. The station did not have adequate space to clean fire trucks and staff parked the trucks on the footpath to wash them. This meant people walked out onto the road. The City worked closely with the fire station and changed the plans to extend the footpath and provide new space to clean the fire trucks into our new design.

The project delivered a high-quality project, improving safety for people walking and helping local firefighters.

Priority 2

Supporting people to ride

We support people to ride by understanding their challenges and providing them with the right tools and solutions.

While the City works on building a connected bike network, a parallel behaviour change program encourages more people to try riding.

Our approach

The City designs programs based on social research, surveys, observation, pilot projects, and international best practice. We apply this evidence to a people-centred design process so that our programs are robust and have a high chance of success.

Environmental, personal and social factors influence how people choose to travel, their habits and their attitudes. These include:

- connections between areas where people live and work
- infrastructure like separated cycleways and signs, and improvements such as shade trees
- popularity and perceived safety of different travel types
- the accessibility of transport options
- cost and convenience
- physical fitness, skills, knowledge and lifestyle
- previous experiences, familiarity and feelings
- beliefs about group and individual identity
- integration with other modes of transport

We target high return opportunities, like places with connected bike routes and where changes are disrupting travel patterns and where potential demand is growing.

Normalising riding

While many people ride in Sydney, there is still some way to go before bike riding becomes a popular way to travel. Some people may hesitate to start riding, and others who already ride may be reluctant to talk about the benefits.

Communicating the diversity of riding helps dispel the myth that 'bike riding is not for me' by showing the range of people who ride and the benefits they enjoy. The City's programs and communications represent different people who ride in the city, from children learning to ride and families with cargo bikes, to employees riding to work and retirees and tourists exploring the city. There is a significant gender gap in cycling in Sydney, indicative of a broader lack of diversity in participation.

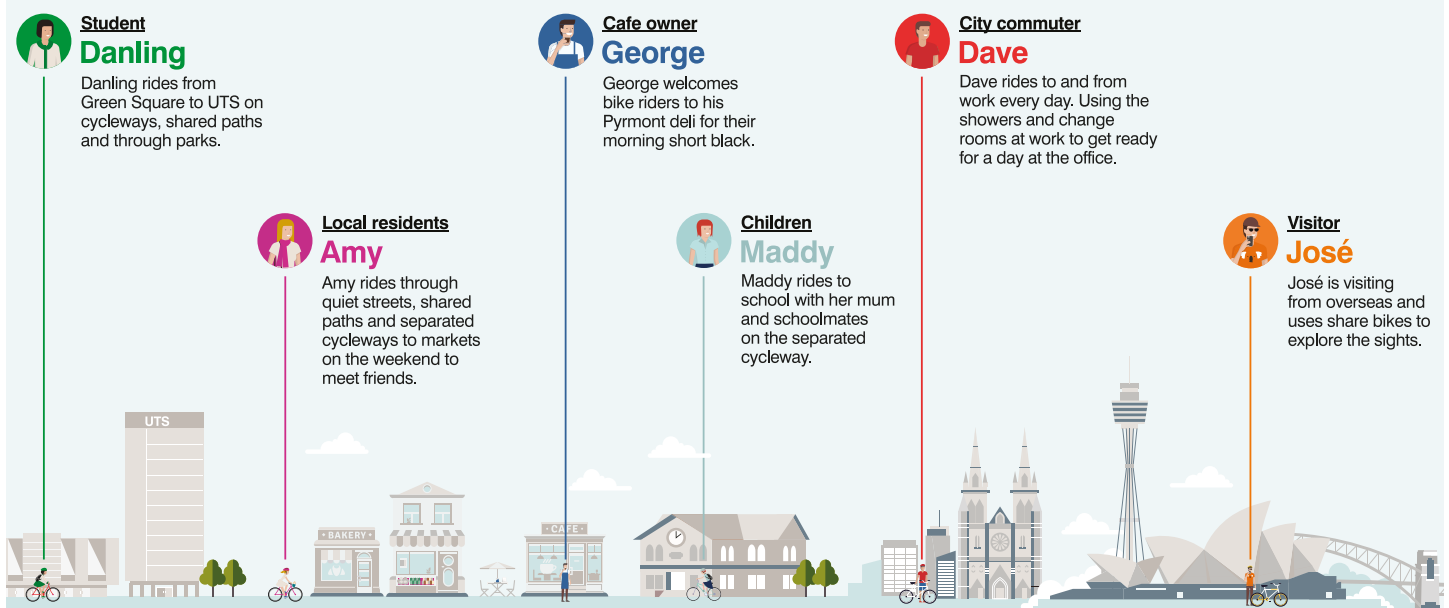
Social relationships are important to spread positive messages about riding, since people are more likely to keep riding if they have friends who ride.

Encouraging safe and respectful behaviour

The City's 2017 social research found many people have a fear of riding in traffic. Around 59 per cent of women think that generally, it is 'dangerous to ride on the road'. In inner Sydney, 'too much traffic, making it dangerous' discourages 48 per cent of men and 63 per cent of women.

The City promotes 'gracious' behaviour by all road users. This encourages people driving, riding and walking to be considerate of one another, and have positive interactions. If all people using the road look out for one another, people are more likely to feel riding is a safe, acceptable, easy and quick way to get around.

Priority 2 | Supporting people to ride



Increasing safety

The City is working to increase the actual and perceived safety of riding by improving the network, addressing road and path user behaviour, and by safety in numbers. It remains crucially important to reduce crashes and injuries as more people ride. In our council area the number of bike riders involved in a reported crash has fallen by a third since 2010 while bike trips have doubled. We support and will work towards the NSW Government's goal of zero road fatalities.

Increasing bike riding skills and confidence

Helping people to become confident to ride in Sydney is critical to increasing the number of people riding bikes. There are many ways to build confidence, including through riding skills courses, personalised advice and knowledgeable friends.

We provide maps, route advice, digital navigation tools and wayfinding signs to highlight the best way to travel by bike, so people know how to safely get around.

Actions

We will:

- | | |
|--|--|
| <ul style="list-style-type: none"> 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 and increase cycling participation by women | <ul style="list-style-type: none"> 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 2.12 Support and work with others who are contributing to getting more people riding. |
|--|--|



Case study

Share the Path

As more people ride in Sydney, mutual respect between people walking and riding on shared paths is more important than ever. Share the Path is a face-to-face education program held four times a week where City staff talk to people walking and riding about courteous behaviour.

We remind people to always give way to people walking, slow down, pass at a safe distance, and 'ring their bell early' as a courtesy when passing. We also remind people walking to be alert to people on bikes, listen out for bells and keep left. A smile or wave is a bonus!

Twice a week bike mechanics offer free tune-ups to engage bike riders in longer conversations. We also distribute bells, maps and information about events, projects and cycling courses. We share photos of people holding chalkboard messages on social media, to create a sense of community.

In 2017, we ran 133 Share the Path sessions, distributing 4,145 maps and 1,050 bells.

A survey in 2018 of more than 500 people at nine shared path locations found 84 per cent of people walking feel extremely, very or moderately safe compared with 80 per cent in 2012.

Our Share the Path program has been emulated in other areas including Parramatta, Inner West, North Sydney, City of Melbourne, City of Adelaide and County of Marin in California.

A survey in 2018 of more than 500 people at nine shared path locations found 84 per cent of people walking feel extremely, very or moderately safe compared with 80 per cent in 2012.



Case study

Think of the Impact car dooring campaign

Car dooring happens when a driver or passenger opens a car door into the path of someone riding a bike. It's a major cause of injuries to people riding in the city. The Think of the Impact campaign was developed to raise awareness and help reduce the frequency of incidents.

The campaign targeted people who drive and people who ride, encouraging drivers to look for bike riders before opening a door and bike riders to ride wide of the door zone. The NRMA was a campaign partner and helped the City reach out to its large network of drivers.

Messaging took place through SydneyCycleways social media and e-newsletter channels, and advertising on bus back posters, taxi back posters and roadside billboards near locations with a higher incidence of doorings.

Stickers were designed to be placed inside car doors and on bikes to remind people to look out for each other. There were 1,310 online requests for stickers and more than 23,000 were distributed. Survey data showed that most people ordered stickers for both themselves and a friend.

The survey found that 69 per cent of recipients were more likely to look before opening their car door, and 68 per cent of recipients were more likely to ride wide of the door zone after receiving the stickers.

Pre and post campaign research revealed two thirds of drivers would be likely to check for bike riders after seeing the campaign, up from just over half before the campaign began. Among bike riders, there was a big jump from 39 per cent to 52 per cent who said they would be more likely to ride wide of the door zone after seeing the campaign.

Reducing the incidence of car dooring is a long-term behaviour change objective for the City of Sydney.

Priority 3

Supporting businesses

We support employers to encourage staff to ride for health and productivity, and we support bike related enterprises.

Businesses are key partners in achieving our goals and were the catalyst for the City's first cycling strategy in 2007.

Employers recognise that Sydney needs to keep up with other global cities to provide the lifestyle their employees demand, including easy mobility and opportunities to be active. They also understand that time lost in traffic means lost productivity and that a healthy workforce is better for the bottom line.

Record investment in end-of-trip facilities have made secure bike parking, lockers and showers increasingly common in Sydney workplaces. This makes riding a bike more convenient for many employees, and can help overcome barriers such as concerns about personal appearance at work.

Our approach

The City has developed a range of support mechanisms and resources, as each workplace has different needs. Employees can also participate in bike-focused forums, rides and other workplace programs.

Several changes in the market today did not exist when our first cycling strategy was written, including dockless bike share and app-based food delivery by bicycle. The City has worked with new businesses where possible to provide guidelines and advice, particularly around safety and community concerns. There will be further changes to this landscape, particularly around in-app mapping, consolidated last-kilometre delivery by bicycle, and the increasing use of electric assist and cargo bikes. Each new change will present challenges and opportunities.

We welcome new businesses and will work with them to ensure they are aware of their local impact, safety and the legislative landscape.

Actions

We will:

- 3.1 Work with employers to encourage cycling, particularly in locations with job growth and change and where new cycling infrastructure is built
- 3.2 Work with venues and the tourism, entertainment and accommodation sector to encourage cycling by visitors
- 3.3 Deliver public end-of-trip facilities in the city centre, connected to the bike network
- 3.4 Share information on best practice and case studies
- 3.5 Provide information and support for workplaces 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.



Case study

Working with other organisations

The City is not alone in championing healthy streets. The Heart Foundation wants Australians to have the best cardiovascular health in the world, and actively campaigns for urban environments that encourage people to be active.

“People tell us they’d cycle more if they felt safer on the road,” explains NSW Director of Cardiovascular Health at the Heart Foundation, Julie Anne Mitchell. “That’s why we support bicycle infrastructure that helps people feel safe and confident to ride a bicycle and make an active transport choice.”

The Heart Foundation commissions surveys into cycling participation and incentives, advocates for better infrastructure, promotes active travel to school, and makes the business case for more people cycling.

The Heart Foundation’s 2014 ‘Blueprint for an active Australia’ found the built environment can effect how much physical activity people undertake each day, and how likely they are to choose active travel options like walking and cycling. The report suggests streets that invite people to walk and cycle more can decrease the incidence of coronary heart disease, obesity and type 2 diabetes.

“Physically active people live longer; have better managed weight, lower blood pressure and healthier cholesterol levels. They are also likely to feel more confident, happy, relaxed and sleep better,” said Mitchell.

The Heart Foundation partners with the City to promote healthy heart information at events, including the Suit Ride and Sydney Rides Challenge.

“There is great potential for getting more people riding for health and helping to tackle Australia’s obesity crisis. Organisations such as ours, businesses and government agencies all have a role to play to get more Australians moving”.



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“Modern global businesses know the cities that provide world class cycling infrastructure and encourage active transport are the ones that attract highly sought-after talent. There’s good reason that businesses in London, Paris and New York have embraced cycling, and it’s great Sydney businesses are doing the same.”

Dr Tim Williams, Committee for Sydney CEO, 2017

Case study

End-of-trip facilities

Private sector investment in end-of-trip facilities has skyrocketed as a result of tenant and employee demand, and a growing connected bike network.

A 2015 survey of 280 tenants by commercial property managers Colliers International found tenants value bicycle parking and end-of-trip facilities over car parking in their office buildings.

In 2017, Great Places to Work surveyed employees about end-of-trip facilities at their workplace. Seventy five per cent of respondents had bike racks at work and a quarter said the racks were typically 75 to 100 per cent full. Three in four workplaces also provided showers and more than 85 per cent of people surveyed used them at least weekly.

At least 52 major end-of-trip facilities spanning two million square metres have been installed in Sydney in the past four years alone. The \$57 million investment is making it easier for more than 170,000 local workers to ride to work.

End-of-trip facility design specialists Five At Heart CEO Mark Rossiter said businesses support bike riding because they know active, healthy staff are more productive and that directly contributes to their bottom line.

“Employers have to cater to the demands of the modern worker and now more than ever, that includes an active lifestyle to support their time spent in the office. State-of-the-art facilities are being rolled out by landlords nationwide, encouraging a healthier and more focused workplace.”

Barangaroo South is home to the largest bike end-of-trip facility in the southern hemisphere. Westpac’s section alone includes 1,120 bike parking spaces, 1,240 lockers and 110 showers for staff. Westpac surveyed staff before moving to the new office space and overwhelmingly staff wanted a greater focus on wellbeing, including end-of-trip facilities to support riding.

Westpac employee Sally McGeoch is among those making the most of the world class facility. Sally rides her e-bike to the city each day, dropping her kids to school along the way.

“I ride from Randwick every day and use the cycleways along Bourke, Liverpool and Kent streets. It’s by far the quickest, most enjoyable and most reliable way to get in and out of town quickly as a working mum”, Sally said.



Priority 4

Leadership and advocacy

Our organisation, staff and facilities set a leading example for bike riding in Sydney. We share our expertise and we are a positive influence for improvements within and beyond our boundaries.

The City's leadership role in bike infrastructure design and ongoing partnerships with other councils and agencies supports people to ride in our area and beyond.

Our approach

We actively collaborate with others, to develop working relationships and positive outcomes. We have regular seminars to build capacity among professional and community networks.

Through creative thinking, innovation and being responsive to others, we are able to progress problem solving on the many levels required to effect meaningful change, not just within our own local area and jurisdiction.

We continue to integrate cycling into the City's policies and practices. For example:

- our hoardings and scaffoldings guidelines protect cycleways as well as footpaths
- our website has a guide on how construction traffic management plans can provide safely for people riding
- our fleet drivers get extra training on driving safely around people riding, and we run 'exchanging places', events to enable our truck drivers and the public to exchange views and experiences
- our cycleways are prioritised in the regular street cleansing schedule
- our sustainability programs incorporate and encourage riding, for example Smart Green Apartments provides a guide for retrofitting bicycle parking facilities.

City staff have access to good end-of-trip facilities to encourage them to ride to work. Our well-used bike fleet is available for staff to save time getting to meetings, site visits and errands, and a monthly lunchtime ride provides encouragement and practice for staff new to finding their way around by bike.



Actions

We will:

- 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, and the community
- 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, training and technical guidance which will improve and increase cycling
- 4.13 Advocate for more NSW government action on driver education and road safety



Working with others in the future

As the bike network expands and demand for active transport increases, the City, state government agencies and neighbouring councils will need to work together even more. Supporting future demand for more walking and cycling in Sydney will include closing gaps in the network, providing new connections and increasing capacity.

Filling gaps in the network:

- Active transport connection between Surry Hills and Chippendale across the Central station rail lines north of Cleveland Street
- Active transport connection(s) at Eveleigh across the rail lines between Macdonaldtown and Redfern as part of a Redfern station upgrade.

Provide greater active transport capacity:

- Central to Eveleigh active transport link – alongside the rail corridor, as part of the Central to Eveleigh project, to reduce pressure on public transport and traffic networks.
- Improved active transport links where lack of capacity is impacting safety, such as the connection between Pyrmont Bridge and King Street and the Sydney Harbour Bridge cycleway.
- Grade separated active transport crossings at key major intersections to reduce delay for all road users.
- Improved active transport access to the re-established Glebe Island Bridge connection, to cater for increased demand (such as from the future City West Cycle Link)

Potential new connections:

- Active transport path along the southern boundary of Moore Park Golf Course between O’Dea Avenue cycleway and Anzac Parade as part of an improved connection between Green Square and University of NSW
- The Domain to Kings Cross – a direct connection aligned with the rail viaduct, over the steep Woolloomooloo valley.



Case study

An Inner Sydney Regional Bike Network

Since 2009, the City of Sydney has led and advocated for the Inner Sydney Regional Bike Network, collaborating with councils and the NSW Government.

Covering 10 council areas and a 10-kilometre catchment around the city centre, the proposed network will complete the remaining 136km of the 191km planned to make cycling a safe, viable and time-competitive option for trips in inner Sydney. This will help relieve worsening congestion on the transport system in Australia's most productive urban area.

The Inner Sydney Regional Bike Network is the first bike project to receive national backing as one of Australia's most important projects on the national infrastructure priority list. The project is now included in the NSW Government's Future Transport Strategy and the Greater Sydney Commission's district plan. Transport for NSW are now developing a similar regional bike network plan for Parramatta.

The project has the potential to significantly reduce car trips. More than two million car trips in Sydney each day are less than two kilometres and nearly five million are under five kilometres. Research shows more than 70 per cent of residents would ride if the infrastructure were there to support them.

Sydney's population and jobs growth will lead to a 40 per cent increase in trips within 20 years if unabated. This trip growth could be higher still around the city centre. Cycling is a highly efficient and cost-effective solution for shorter trips. It helps to free up much needed capacity on public transport to accommodate growth and pressure on our roads for services and delivery.

A business case of the Inner Sydney Regional Bike Network for Infrastructure Australia conservatively calculated a benefit to cost ratio of 2.65. The economic benefit of \$901 million, includes health savings of \$1.2 billion and congestion savings of \$85 million. Commuters switching to cycling from car and public transport will save on vehicle costs (\$87 million), tolls (\$3 million), parking costs (\$3.5 million) and fares (\$226 million).

05 Measuring the outcomes

We will measure progress on and outcomes from the cycling strategy at three levels:

- the Sustainable Sydney 2030 target of 10 per cent of all trips in the city to be made by bike
- indicators of safety and growth in cycling
- indicators against actions in our four priority areas.

We will regularly report on our progress implementing the strategy.

Monitoring progress against our target

We have developed the cycling strategy to work toward achieving the Sustainable Sydney 2030 target of 10 per cent of all trips in the city to be made by bike. Achieving this target depends on funding from the NSW and Commonwealth governments.

Proportion of trips made by bike

Indicator	Baseline	Interim targets	2030	Data source	Data frequency
proportion of journeys to work by bike by City residents	1.9% (2006) 3.4% (2016)	5% (2021)	10%	Census	Every 5 years
proportion of journeys to work by bike by people working in the City	1.01% (2006) 1.8% (2016)	3% (2021)	10%	Census	Every 5 years

Note: Census data is used as a proxy for cycling for all trip purposes, since NSW has no reliable data on non-work cycling trips.

Measuring the outcomes

Monitoring progress indicators

These indicators provide a measure of progress towards our target.

People feel safe to ride

Indicator	Baseline	Interim targets	2030	Data source	Data frequency
Proportion of people who ride who feel somewhat and very safe riding in inner Sydney (within 10km of city centre)	53% (2017)	60% (2023)	80%	Active transport survey	Every 3 years
Crashes involving people riding in our council area	108 (2015)	85 (2021)	50	RMS crash database	Annually

More people riding

Indicator	Baseline	Interim targets	2030	Data source	Data frequency
Number of bikes counted at intersections in our council area	tbc (2018)	+50% (2024)	+100%	Intersection counts (75 sites)	Twice yearly from October 2018
Number of bikes at key counter sites in our council area	August 2018 daily averages	+50% (2024)	+100%	Permanent bike counters	Monthly
Proportion of City residents who rode a bike in the past week/past year	20% (2017) 32% (2017)	25% (2021) 40% (2021)	30% >50%	National cycling participation survey	Every 2 years

Monitoring progress against our four priorities

The cumulative and combined effect of actions in all four priority areas will help towards achieving the target. They will be monitored using these measures.

Priority 1 – Building a connected network

Measure	Baseline	Interim targets	2030	Data source	Data frequency
Percentage of regional routes completed*	50%	80% (2024)	100%	Measured	Annually
Percentage of local network completed*	16%	35% (2024)	60%		
Proportion of residents living within 250m of completed bike network	62%	72% (2024)	94%	Generated from GIS map and Census data	Every 5 years

* Based on the NSW Government providing full level of funding for projects which are eligible, and the City achieving cost efficiencies of 10-30% (route dependent)

Monitoring progress against our four priorities (continued)

The cumulative and combined effect of actions in all four priority areas will help towards achieving the target. They will be monitored using these measures.

Priority 2 – Supporting people to ride

Measure	Baseline	Interim targets	2030	Data source	Data frequency
Number of people attending events and rides	20,875 (2017)	Increase (2024)	+100%	Measured	Annually
Proportion riding regularly 3 months after cycling course	69%	75% (2024)	75%	Survey	Quarterly
Proportion of riders who feel confident when riding in Sydney	75% (2017)	77% (2024)	80%	Active transport survey	Every 3 years
Proportion of female City residents who rode a bike in the last week	13% (2017)	17% (2021)	25%	National cycling participation survey	Every 2 years

Priority 3 – Supporting businesses to encourage cycling

Measure	Baseline	Interim targets	2030	Data source	Data frequency
Proportion who say their workplace encourages people to ride	tba	+10% (2022)	tba	Survey	Annually
Number of workplaces with end-of-trip facilities	194 (2012)	+10% (2022)	+50%	Floorspace and employment survey	Every 5 years
Number of employees in those buildings	104,500 (2012)				

Priority 4 – Leadership and advocacy for cycling

Measure	Baseline	Interim targets	2030	Data source	Data frequency
Attendance at capacity building seminars & forums	240 (2017)	300 (2022)	400	Counts	Annually
Staff bike fleet use (km travelled p.a.)	950km/m	1000km (2022)	1200km	Internal records	Monthly

06 More cycling delivers broader goals

Cycling supports the City's strategies

Cycling contributes to making Sydney green, global and connected and to all of the City's strategic directions. It also aligns with our key strategies and policies.

A City for All: Social Sustainability Policy

Cycling contributes to social wellbeing and resilience in many ways. It supports social connectedness by providing opportunities for casual and organised interactions among diverse individuals and communities. Along with walking, cycling is a key contributor to healthy, active lifestyles in an urban environment, bringing both physical and mental health benefits. Cycling can foster people's sense of place and belonging through providing a richer, more fine-grain experience of our city and its neighbourhoods than car-based travel.

Resilient Sydney Cycling infrastructure can contribute to a city's resilience as it diversifies transport options, especially when there are failures or strains in transport systems. Cycleways are used by emergency vehicles when motorised traffic is blocked. Bikes are useful in disaster emergency response.

A City for All: Inclusion (Disability) Action Plan

2017–2021 Our cycling services and events offer opportunities for people with disability to be more active. For example, specialised personal training in tandem riding for people with low vision, and a balance bike clinic for children on the autism spectrum. Separated cycleways provide a smoother alternative than footpaths for people with wheelchairs or mobility scooters.

Sustainable Sydney 2030 10 strategic directions

1	A globally competitive and innovative city
2	A leading environmental performer
3	Integrated transport for a connected city
4	A city for walking and cycling
5	A lively, engaging city centre
6	Vibrant local communities and economies
7	A cultural and creative city
8	Housing for a diverse population
9	Sustainable development, renewal and design
10	Implementation through effective governance and partnerships



Walking Strategy and Action Plan Many actions and programs in the walking and cycling strategies overlap or complement each other. Examples include: safer routes to schools and the Share the Path program.

Economic Development Strategy Cycling has a strong role in building a liveable and accessible city and helps businesses seeking the best talent, particularly for the knowledge and finance sectors. It is increasingly important for tourism. Cycling projects create more jobs per dollar than other transport projects. Cycling also offers a way of exploring our villages and neighbourhoods, and supporting their art galleries, specialty retailers, cafes and restaurants.

Making Sydney a Sustainable Destination Encouraging visitors to walk or ride helps address the transport aspect of improving sustainability in the tourism, entertainment and accommodation sector.

Environmental Strategy and Action Plan 2016–2021

An increase in people riding for transport reduces emissions and improves air quality. The strategy will help the City meet our environmental targets.

The City's target is to reduce 2006 emissions by 70 per cent by 2030 and for net zero emissions across our area by 2050. Today most emissions are from the energy used by buildings, but these emissions are falling as buildings become more efficient and there is more renewable energy in the grid. Emissions from transport are now 13 per cent of the total council area's emissions and growing. Reducing emissions from the transport sector will be essential to meet the City's targets. Active transport and in particular cycling has many benefits including reducing local air pollution and greenhouse gas emissions. There are 62,000 car trips less than five kilometres long taken each working day in the city centre, creating more than 12,000 tonnes CO₂ each year. If even half of these trips were done by cycling or walking instead it would make a significant contribution to reducing emissions.

This strategy supersedes the City's Cycle Strategy and Action Plan 2007–2017. Any reference to the previous strategy in the City's planning controls now refers to this Cycling Strategy and Action Plan 2018–2030.



Cycling supports broader strategies

Increasing cycling is key to the success of the following strategies and policies of external stakeholders:

NSW Government:

- Future Transport 2056
- Sydney's Cycling Future
- Sydney City Centre Access Strategy
- Cycling Safety Action Plan, NSW Road Safety Plan 2021 and Towards Zero
- NSW Planning – A Plan for Growing Sydney
- NSW Office of Preventative Health – NSW Active Travel Charter for Children
- Greater Sydney Commission – The Greater Sydney Region Plan
- NSW Government Architect – Better Placed
- Infrastructure NSW - Building Momentum, NSW State Infrastructure Strategy

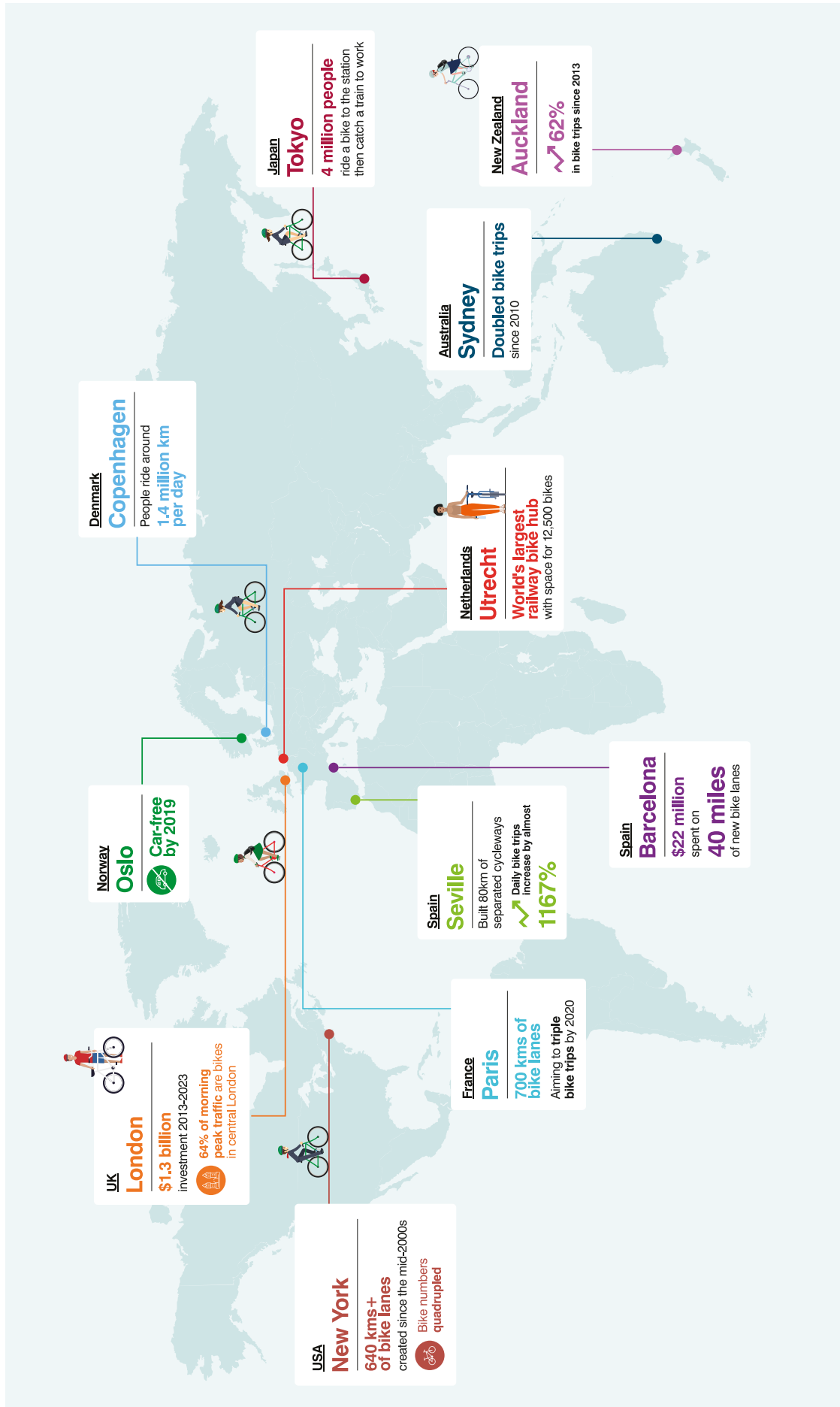
Australian Government:

- National Cycling Strategy
- Walking, riding and access to public transport: supporting active travel in Australian communities, Ministerial statement
- Australia's Physical Activity and Sedentary Behaviour Guidelines
- Smart Cities Plan
- National Cities Performance Framework

And:

- NRMA Cycling Strategy (2015)
- Committee for Sydney – 2017–2018 Priorities; Making Great Places; A Fork in the Road (on congestion management); City of Choice: Sydney as a Global Talent Hub

Global cities are cycling cities



07 Cycling in the city: progress since 2007

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

- NSW Government and NRMA now support separated cycleways.
- Transport for NSW has part-funded the City's bike network 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.

A developing bike network

Our bike network consists of local and regional routes along separated cycleways, shared paths, bike lanes and low-traffic streets. These connect to destinations in and beyond our area. The 10 priority regional routes are now 32 per cent complete and have comprehensive wayfinding signs.

The first separated cycleway opened in 2009 on King Street in the city centre. We've built around 13 kilometres of separated cycleways and another nine kilometres are underway.

More than 60 kilometres of shared paths provide important network links through parks, plazas, road closures and alongside roads where we haven't been permitted to allocate road space for separated cycleways.

Low-traffic streets and local access improvements knit the network together, connecting regional and local routes to the doors of our residents and businesses.

It is now possible to ride, separated from traffic, all the way from North Sydney through the city centre to Pyrmont or Central Station. Safe cycling infrastructure along George Street in Redfern and Bourke Street connects the densely populated Green Square with the city centre.

Some of the city cycleways carry more commuters in the morning peak than an adjacent motorised traffic lane, such as on Kent Street.



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

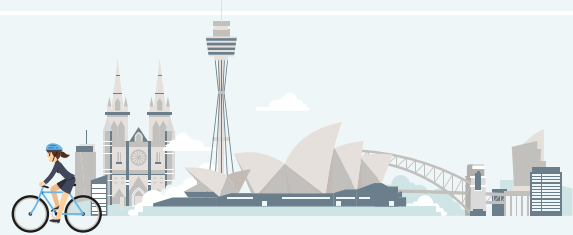
+309%

Bourke St
Surry Hills

+281%

George St
Redfern

Residents ride bikes double the rate of greater Sydney

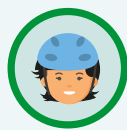
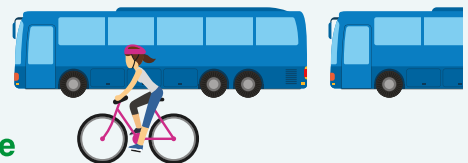


42,500

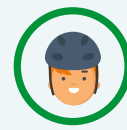
residents ride in
a typical week

2,000 riders

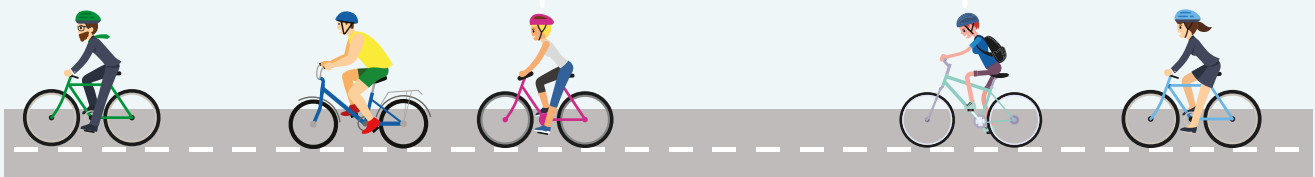
cross the Sydney Harbour
Bridge each weekday,
equivalent to **30 buses of people**



**13% of women
ride bikes**
(6% in greater Sydney)



**40% of teenagers
(10-17 year olds)
ride bikes**
(20% in greater Sydney)





Comprehensive behaviour change program

Complementing the city's bike network, our behaviour change program is helping to build a bike-friendly city with courses, events, grants, campaigns and other projects. The program also targets safety, using education and information.

In 2010, we commissioned the StreetShare strategy to boost riding among inner Sydney residents and improve relations among people riding, walking and driving. It underpins our ongoing behaviour change programs.

- The Sydney Rides Festival is an annual event that showcases bike riding as a normal and fun activity and helps give a presence to bike riding for existing and potential riders. The festival features nearly 30 events attended by over 20,000 people.
- The Connecting Schools program promotes active and safe travel to school. Cycle skills courses aimed at 8 to 10 year olds are free for schools within 10 kilometres of the city centre, and the City supports annual Ride to School Day.
- Guided rides, including chocolate, foodie, art and market rides show how easy it is to ride in Sydney. They promote riding for leisure, recreation and shopping, and attract new people to riding a bike for transport.
- We run face-to-face outreach to encourage people riding and walking on shared paths to be considerate of one another. Signs and education sessions on shared paths remind people riding to give way to those walking, to ride appropriately and use their bell when passing.

- Skills courses have given confidence to thousands of people to take up riding or ride more often. There are courses for people who have not been on a bicycle for many years, while others are focused on women or families to develop and improve skills.
- A popular personalised route planning service has helped thousands of people find better routes to reach their destinations.

Improved safety

Importantly, the infrastructure and programs to support cycling have helped make bike riding safer. The number of bicycle crashes has dropped since the first few cycleways opened in 2010 while bike trips doubled over that time. We have run safety awareness and education programs for all road user groups.



Building on success

The City of Sydney has made good progress, given the often challenging environment, differing opinions, and political, media and community attitudes at times. Being collaborative is key for success.

Like the NSW Government, we believe it is important to take a 'movement and place' approach to road planning.

Only 14 per cent of peak hour travel into the city is by car, but disproportionate road space is allocated to this transport mode. Meanwhile our footpaths and public transport services are nearing capacity.

The NSW Government has highlighted constrained capacity on Sydney's street network as a key issue for growth and development in our city. The Sydney City Centre Access Strategy (NSW Government 2013) showed that over the previous 10 years, the majority of growth in travel to the city centre had been carried by public transport, and that walking and cycling trips in the morning peak hour had more than doubled from 5,000 to 11,000 trips.

Sydney's Cycling Future (NSW Government 2013) recognises the need for increased cycling and walking and outlines a priority bike network. NSW Government funding for active travel has been at unprecedented levels in recent years and is a step in the right direction. However, additional funding, potentially from several sources, is needed to build an effective network.

The Roads Act should be reviewed to explore the delegations to local government, ensuring each power is delegated to the right level of government; and the decision making processes are fit for purpose and reflect the complexity of different issues.

Cutting red tape for local road infrastructure and a stronger state financial commitment would progress Sydney's bike network and provide a viable and cost effective long-term solution to reduce congestion and improve health across Sydney. Priority 4 in this strategy includes actions to address these concerns.





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