

**ITEM 3. CYCLE STRATEGY AND ACTION PLAN 2007-2017  
IMPLEMENTATION UPDATE****FILE NO: S086151****SUMMARY**

The purpose of this report is to outline the progress to date in implementing the City's Cycling Strategy and Action Plan.

Currently there are 10 kilometres of separated cycleways completed or under construction. The focus now is on connecting these as regional routes between major destinations within and beyond the City of Sydney. These regional routes already exist but will be signposted and upgraded to form the prime regional bike routes making up the core of the City's planned 200 kilometre network.

Project scheduling is being fine-tuned to maximise connectivity with the high priority regional routes, including sections of separated cycleway, shared path and other treatments.

As more bike paths and information are available, community engagement and consultation regarding the implementation process has been progressively increased to ensure the community is well informed about the benefits and rollout of the network, how to use it safely, and to allow continued community input into the design details.

The Strategy lists a number of social actions which complement the physical infrastructure. These include providing free cycling confidence and bike maintenance courses, distributing cycling maps, supporting bike events including the occasional provision of valet bike parking.

The Streetshare Strategy has been developed to identify social projects which will encourage the community to transform the emerging physical infrastructure into a well used and well loved bike network.

**RECOMMENDATION**

It is resolved that Council approve the release of \$500,000 funding from the General Contingency, which includes a notional amount of \$4M to expedite actions and projects arising from Sustainable Sydney 2030, to fund the following:

- (A) the addition of \$50,000 (including operational costs) be added to the Local Area Action Plan Matching Grants Program for the 2010-11 financial year and the program be increased to \$200,000 per annum in the following financial year;
- (B) the appointment of a Project Coordinator to assist with the delivery of Streetshare Projects, at a cost of \$100,000; and
- (C) the commencement of selected Streetshare Projects.

**ATTACHMENTS**

**Attachment A:** Cycleways implementation consultation outcomes and activities

**Attachment B:** 2007 Cycle Strategy Regional Route map

**Attachment C:** 2010 Updated high priority regional route map

**Attachment D:** Streetshare (Enabling Cycling) Strategy  
(Note – This attachment will be circulated separately from the Agenda Paper and to Councillors and relevant senior staff only. A copy will be available for viewing on Council’s website and at the One Stop Shop and Neighbourhood Service Centres.)

**Attachment E:** Draft Bicycle Network Directional Signage Design Guidelines

**BACKGROUND**

1. The City of Sydney *Cycle Strategy and Action Plan 2007-2017*, adopted in April 2007, is Council's commitment to making cycling an equal first choice transport mode. The target is to increase the number of bicycle trips to 10 per cent of all trips made in the City by 2016.
2. Cycleway construction is underway and 10 kilometres of separated cycleway have either been completed or are currently under construction. This includes:
  - (a) King Street separated cycleway between Sussex and Clarence Streets was opened in May 2009. Feasibility work has started on continuing the cycleway to Macquarie Street to connect with the College Street cycleway;
  - (b) College Street cycleway south is open and the northern section will open later this year;
  - (c) Bourke Street cycleway northern section, between William Street and Cowper Wharf Road, is complete. The section between William Street and Phillip Street, and the shared path section to Green Square are expected to be complete in mid-2011. The southern section, Bourke Road from Wyndham Street to the southern boundary at Gardeners Road, opened in March, along with Bowden and Mandible Streets;
  - (d) Union Street cycleway in Pymont is open;
  - (e) Kent Street cycleway, between the King Street cycleway and the Harbour Bridge, opened in October and down to Druitt Street will open in early 2011; and
  - (f) Missenden Road cycleway construction will start in 2011.
3. In addition to the construction of cycleway infrastructure, the City is undertaking a number of other initiatives in order to cater for the increasing interest in using bicycles for transport. These include:
  - (a) installing over 1,000 bicycle parking rings and racks over the last two years, assisted by the implementation of a well used bicycle parking rack request form on the City's website;
  - (b) leading the development of the Inner Sydney Regional Bike Plan with 14 other councils, and completion of an economic analysis study;
  - (c) providing "Cycling in the City" cycling confidence courses, which teach low risk and responsible riding to those seeking to improve their traffic skills. To date, over 600 people (70% women) have completed the free course;
  - (d) providing free bicycle maintenance courses, which 450 people have completed;
  - (e) distributing 30,000 cycling maps;
  - (f) a large scale campaign promoting the benefits of bike riding and cycleways;

- (g) hosting or supporting various bike events, including the annual Ride to Work Day breakfast, and provision of valet bike parking at other events, such as Sydney Festival First Night;
- (h) participating with the largest corporate team at the 2010 Spring Cycle; and
- (i) investigating the introduction of a public bicycle system and related safety issues prior to developing a business case for future Council consideration.

## KEY IMPLICATIONS

### ROUTE PLANNING AND PRIORITISATION

4. The first separated cycleway projects have opened, with more to follow shortly. With this backbone in place, the City can now focus on regional routes that will connect to major destinations within and beyond the City of Sydney. Nine regional routes from the Strategy have been targeted to provide the highest level of regional connectivity to destinations. These routes already operate informally, but will be signposted and upgraded to create the prime regional bicycle routes for the City's planned 200 kilometre network.
5. The regional routes (see Attachment C) to be upgraded and the focus of cycleway construction are:
  - (a) Sydney Harbour to Botany Bay, including the Bourke Street and Bourke Road cycleways;
  - (b) North Sydney to Edgecliff, taking in the Kent Street cycleway and the completion of the King Street cycleway to connect with College Street cycleway;
  - (c) City Centre to Green Square, which will link the existing Bourke Road and Bowden and Mandible Streets cycleway with Central Station and the College Street cycleway;
  - (d) Anzac Bridge to Anzac Parade to link the University of NSW to the inner west via the Union Street, King Street and College Street cycleways;
  - (e) Sydney Park to Centennial Park will link the two regional recreational facilities via schools, parks and the Danks Street precinct;
  - (f) Leichhardt to City South/Centre, connecting Leichhardt with Haymarket;
  - (g) Southern Boundary will give access to the Bourke Road cycleway using a shared path along Gardeners Road;
  - (h) University of Sydney to University of NSW will link the universities via Missenden Road cycleway and Bowden and Mandible cycleways in Alexandria; and
  - (i) Newtown to Bondi Junction will link Newtown, Redfern and Paddington.
6. Work will start later this year installing directional signage for the routes. Design work for George and Allen Streets to connect Prince Alfred Park and the Mandible Street-Bourke Road cycleway (part of the City Centre to Green Square route) will commence by the end of this year.

7. These regional routes total 53 kilometres in length and comprise segments of separated cycleway, bike lanes, contra-flow lanes, mixed traffic and shared paths. Approximately half is existing infrastructure that will remain as it is, eight kilometres will be upgraded and 17 kilometres of new infrastructure will be installed. These routes include 10 kilometres of existing shared path, to which another 10 kilometres will be added. The final routes and treatments are subject to feasibility assessment and some changes may be made as the assessments are completed and community consultation is undertaken.
8. Other identified safety works, network gaps and access improvements (for example, contra-flow lanes and gaps at road closures) will also continue.

### **PROJECT DESIGN, CONSTRUCTION AND CONSULTATION**

9. The program of cycleway implementation is being optimised. The main changes are:
  - (a) the Shared Path conversion program will focus on existing and proposed shared paths along the regional routes first;
  - (b) new projects will be prioritised to support the ongoing development and improvement of the identified regional routes; and
  - (c) directional signage will be rolled out earlier to highlight priority regional route projects, and concurrently for other regional, local and recreational routes, in accordance with the City's new draft *Bicycle Network Directional Signage Design Guidelines* (Attachment E).
10. The existing feasibility process will be enhanced by:
  - (a) providing more visual design information and details of connectivity as part of public consultation;
  - (b) BikeSydney providing input using experiential audits of the routes as they have requested;
  - (c) continually improving designs based on feedback to maximise the speed at which connectivity and safety can be increased at the best possible price; and
  - (d) developing a design manual that exceeds existing State requirements to better support public transport and to provide this to the State for possible adoption elsewhere.
11. Route priorities and associated works will be reported at six-monthly intervals to Councillors.
12. Community engagement and communication for the cycleway implementation process has been progressively increased as cycleways have developed. By ensuring the community is well informed about all aspects of the cycleway implementation program, especially in relation to route selection, infrastructure planning, program benefits and safety awareness programs, the City is able to ensure the community has confidence in the rollout.

13. The City maintains regular and early contact with the community as projects commence, giving us a better understanding of community issues and potential mitigations. The key outcomes sought, and activities employed to support the cycleways implementation, are in Attachment A.
14. Close and regular contact is particularly maintained during construction and post construction to ensure we have a complete understanding of the impacts. For example, in Bourke Street and Union Street the City has run a “shop local” campaign to offset the short term construction impacts. If this proves successful, it may be applied to other projects.

### **STREETSHARE STRATEGY AND IMPROVED PATH AND ROAD BEHAVIOUR**

15. To further progress the City’s achievement of cycling targets, programs are needed to encourage bike riding as the safe infrastructure emerges in potential users’ villages. Programs will also address behaviour issues to improve the acceptability of bike riding in the wider community.
16. In particular, these projects aim to maximise the uptake of the network by the community and enable bicycle riders, pedestrians and motorists to interact more considerately and safely.

#### **Methodology**

17. The proposed projects were developed by identifying the best way to encourage riding. An extensive literature review was carried out by behaviour change experts, followed by social research and field research to fill gaps in knowledge. An expert working party refined the behavioural models and prioritised a range of “enabling factors” for consideration that would need to be in place to encourage riding. From these, actions were developed.
18. The Streetshare Strategy comprises twelve recommended programs.
19. Targeted behaviour outcomes that will encourage more cycling in the City include:
  - (a) Sydney residents riding more often because confidence has increased;
  - (b) riders being more considerate on shared paths and roads;
  - (c) pedestrians being considerate and behaving safely on shared paths; and
  - (d) motorists being considerate and driving safely around bike riders.

To realise the enabling objectives, the following programs are recommended:

Project	Description	Outcomes	Implementation
<b>Coexistence campaign</b>	<p>This multi-faceted campaign ensures that users of shared paths:</p> <ul style="list-style-type: none"> <li>• know it's a shared path; and</li> <li>• know the rules for considerate, safe coexistence.</li> </ul> <p>Subsidiary aim to pilot and evaluate a campaign focused on advising drivers on practical tips on how to share the road safely with riders.</p>	<p>Considerate and legal cycling</p> <p>Considerate and safe pedestrian behaviour on shared paths</p> <p>Considerate and safe driving around riders</p>	To commence immediately
<b>Friends of Sustainable Sydney</b>	Ensure opinion leaders are accurately informed of the City's plans, the rationale for them, and what to expect.	Cycling more regularly	To commence immediately
<b>Shared Path Audit</b>	An "experiential audit" process to reduce the potential for conflict on shared paths.	Considerate and legal cycling	To commence immediately
<b>Employer program</b>	This program aims to increase the number of city businesses that actively promote and support cycling by employees; including provision of secure parking facilities, showers and lockers; and positive encouragement of staff to cycle, including managers acting as role models.	Cycling more regularly	To commence immediately
<b>Explore your city program</b>	A monthly explore your city by bike program, promoting group and independent cycle exploration of the City, village by village. Riders visit participating shops and collect stamps to be in the running for attractive prizes. Encourages reluctant cyclists with the safety of a group.	Cycling more regularly	To commence immediately

Project	Description	Outcomes	Implementation
<b>Advocacy to RTA</b>	To continue to lobby the Roads and Traffic Authority (RTA) to invest in road safety advertising to improve driver skills to improve the safety of bicycle riders.	Considerate and safe driving around bicycle riders.	To commence immediately
<b>Village Road Shows</b>	<p>A mobile road show that sets up on weekends in residential parts of the City and at festivals and fairs to provide:</p> <ul style="list-style-type: none"> <li>• Escorted group rides on nearby cycle routes;</li> <li>• Free bicycle maintenance;</li> <li>• “Get on a bike” classes for novices and people out of practice;</li> <li>• Maintenance workshops;</li> <li>• Personal route planning;</li> <li>• A BBQ with social interaction and introductions between residents; and</li> <li>• Provision of route maps and other information.</li> </ul> <p>The aim is to allow residents to experience cycling in a safe environment and discover local cycle routes in group rides, contributing to their cycling confidence.</p>	Cycling more regularly	Medium Term

Project	Description	Outcomes	Implementation
<b>Community Leadership Program</b>	A series of workshops for a small number of highly motivated social entrepreneurs in the cycling community. Professionally facilitated workshops will lead them through the process of developing new community-based cycling initiatives. Initiatives may include sociable community events, employee programs, cycling promotion, advocacy, and media initiatives. Supported by a new category of “community cycling projects” to be added to the Local Area Action Plan Matching Grants.	Cycling more regularly	To commence immediately
<b>Event promotion program</b>	This aims to increase the audience reach of promotional events for cycling and cycling friendly events in inner Sydney, such as Sydney Spring Cycle, National Ride to Work Day and Gear up Girl. Currently, these events are produced by independent groups and organisations. The City will use its communication resources to increase the reach of promotion of these events, so that more people hear about them and attend. The program will also place “come by bike” advertising for mainstream community festivals and events.	Cycling more regularly  Considerate and safe driving around bicycle riders.	Ongoing
<b>Big Picture campaign</b>	The aim is to ensure that debate on cycleways and cycling in Sydney is informed by widespread public understanding of the larger issues driving the investment: road congestion, liveability, health and well-being, economic competitiveness and greenhouse gas reduction. The more people understand this perspective, the more the debate will be balanced.	Cycling more regularly  Considerate and safe driving around bicycle riders.	Medium Term

Project	Description	Outcomes	Implementation
<b>Artistic bike racks competition</b>	Quirky and buzz-worthy bicycle racks at prominent locations aim to: <ul style="list-style-type: none"> <li>• create positive conversations that legitimise cycling in Sydney; and</li> <li>• change the streetscape to announce that Sydney is a city that accepts cycling.</li> </ul>	Cycling more regularly	Medium Term
<b>Sydney Loop Ride</b>	A signposted scenic loop ride, including the foreshore, provides a reassuring “soft entry” for those unfamiliar with cycling in inner Sydney.	Cycling more regularly	Long Term

**Strategic Alignment - Sustainable Sydney 2030 Vision**

20. *Sustainable Sydney 2030* is a vision for the sustainable development of the City to 2030 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress.
- (a) Objectives include developing a network of safe, linked pedestrian and cycle paths, integrated with green spaces throughout both the City and inner Sydney; giving greater priority to cycle and pedestrian movements and amenity in the City Centre; promoting green travel for major workplaces and venues in the City.

**Organisational Impact**

21. A Project Officer position is required for a period of twelve months to initiate and project manage the Streetshare Projects. If required, the position will be extended to continue these programs.

**Social / Cultural / Community**

22. Opportunities are being sought to benefit particular community groups, with the social programs including older people (through a partnership with the Council on the Ageing NSW) and public housing tenants. The Matching Grants program will encourage City residents to get involved in projects to support cycling and community.

**Environmental**

23. The City’s Cycle Strategy and Action Plan 2007-2017 has a target of 10 per cent of trips to be made by bike by 2016.
24. The City’s Environmental Management Plan includes the Strategy’s local trips target of 20 per cent of total trips in the Local Government Area between 2 and 20 kilometres to be made by bicycle by 2016.

25. The City's Environmental Management Plan commits the City to improving cycle infrastructure, signage and community engagement to increase the number of trips by bicycle in the City in a safe and comfortable environment.

### **Economic**

26. An economic analysis by AECOM found that there is an average of \$3.88 of net economic benefit for every dollar invested in inner Sydney cycleways. There is a negative short term impact on local businesses affected by any construction project.

### **BUDGET IMPLICATIONS**

27. The 2010-11 budget has allocated funds for the construction of cycleways and for social projects.
28. The current Local Area Action Plan Matching Grants Program will have its 2010-11 budget increased by \$35,000 plus operating costs of \$15,000 for advertising, printing and postage. From next financial year, the Local Area Action Plan Matching Grants Program will be increased from \$110,000 to \$200,000 with a strong focus on cycling matching grants.
29. Cost for the provision of a new Project Officer grade 6 position (for 12 months) of \$100,000 to assist the implementation of the enabling cycling projects.
30. Cost of starting implementation of selected Streetshare Projects of \$350,000.
31. The proposed total amount of \$500,000 can be funded from the General Contingency, which includes a notional amount of \$4M to expedite actions and projects arising from Sustainable Sydney 2030.
32. Further Streetshare Projects funding will be proposed in the upcoming budget.

### **RELEVANT LEGISLATION**

33. Roads Act 1993.
34. Road Transport (Safety and Traffic Management) Act 1999.
35. Transport Administration Act 1999.
36. Environmental Planning and Assessment Act 1979.
37. NSW Road Rules Regulations 2008.

### **KIERSTEN FISHBURN**

Director City Engagement

### **MICHAEL LEYLAND**

Director City Projects

### **MICHAEL HARRISON**

Director City Strategy and Design

Maria Tsounias, Manager Community Engagement (Cycleways)  
Allan Saxby, Program Manager, Streetscapes  
Fiona Campbell, Manager Cycling Strategy