

# SYDNEY'S CYCLING FUTURE

## Cycling for everyday transport

December 2013



**Sydney Cycling Future**  
December 2013  
ISBN: 978-1-922030-60-3  
© State of New South Wales through  
Transport for NSW, 2013.

**Transport for NSW**  
18 Lee St, Chippendale NSW 2008.

**Disclaimer**  
While every reasonable effort has been made to ensure that this document is correct at the time of printing, the State of NSW, its agents and employees, disclaim any and all liability to any person in respect of anything or the consequences of anything done or omitted to be done in reliance upon the whole or any part of this document.

## CONTENTS

MINISTERS' MESSAGE	2
EXECUTIVE SUMMARY	3
SEQUENCING OF INITIATIVES	4
CYCLING FOR TRANSPORT	5
CYCLING IN SYDNEY TODAY	6
PRINCIPLES TO GUIDE THE DELIVERY OF SYDNEY'S CYCLING FUTURE	9
THE THREE PILLARS OF SYDNEY'S CYCLING FUTURE	10
CONNECTING BICYCLE NETWORKS	11
PROMOTING CYCLING	23
ENGAGING WITH PARTNERS	26
WE LISTENED TO YOU	28



## MINISTERS' MESSAGE

A safe and connected network of bicycle paths is an important part of Sydney's integrated transport system.

We want to make bike riding a convenient and enjoyable option that benefits everyone - by improving access to towns and centres, reducing congestion and increasing capacity on the public transport system.

We are investing \$33 million into cycling in 2013-14 across NSW. This will build new routes, fix missing links in the network and better integrate bike riding with other modes of transport.

*Sydney's Cycling Future* outlines how we will improve the bicycle network and make sure that the needs of bike riders are built into the planning of new transport and infrastructure projects. It is the first time in our state's history there have been comprehensive plans for active transport.

The NSW Government is working with the Australian Government, councils and the community to plan, prioritise and deliver better connected cycling infrastructure.

Bicycle riding is already a popular form of transport: it costs nothing, improves health, generates zero carbon emissions and, for shorter journeys, can often be quicker than a car or public transport.

Since 2006, the number of people riding to work has increased by 50 per cent in metropolitan Sydney. Continuing to increase this mode share will ease pressure on our transport system.

Customers have told us that they would cycle more if it was made safer for them. We are prioritising key initiatives that will have an impact on the customer's safety and experience every time they hop on their bike.

This year we have also joined forces with the Amy Gillett Foundation to deliver an education campaign to help improve the safety of bicycle riders in NSW. Bike riders share the road with drivers and each has a duty of care to each other. Our education campaigns will focus not only on bike rider behaviour, but on careful driver behaviour.

*Sydney's Cycling Future* will coordinate planning and investment in infrastructure and initiatives, resulting in a safer and easier bicycle riding experience for the people of Sydney.



**Gladys Berejiklian**  
**Minister for Transport**

**Duncan Gay**  
**Minister for Roads and Ports**

## EXECUTIVE SUMMARY

*Sydney's Cycling Future* presents a new direction in the way we plan, prioritise and provide for cycling in Sydney. This supports the change in culture we are seeing in Sydney with more people choosing to ride a bike for transport.

Our focus is on the 70 per cent of NSW residents who tell us that they would like to ride a bike more for everyday transport – and would do so if cycling was made a safer and more convenient option for them. We will make bicycle riding a feasible transport option for these customers by:

- investing in separated cycleways and providing **connected** bicycle networks to major centres and transport interchanges;
- **promoting** better use of our existing network; and
- **engaging** with our partners across government, councils, developers and bicycle users.

We will focus on solutions that provide safe separation from motor vehicles and pedestrians wherever possible.

We will prioritise our investment on projects that have the greatest potential to get the most people to shift their short transport trips to a bicycle – adding capacity to the transport system for those who need to travel further.

We will prioritise bicycle infrastructure investment to ensure the projects that will have the biggest impact on encouraging more people to ride a bike are completed first. Investing in connected bike routes that are within five kilometres of major centres and public transport interchanges will help to increase bike riding for short trips.

We will invest in state priority corridors to safely link inner Sydney customers to Sydney's CBD from the north, east, south and west.

This includes connections to North Sydney, St Leonards and Chatswood; Bondi Junction and Randwick; Green Square and the Airport; and inner west suburbs. We will also deliver state priority corridors within a five kilometre catchment of Parramatta, Penrith, Liverpool and Blacktown.

We will work with councils to connect networks within five kilometre catchments of Sydney's other major centres.

Cycling will be linked to urban growth. The needs of people on bikes will be included in the planning, design and construction of new transport and urban development projects.

A new level of service will be provided for customers who ride their bike to public transport. The Bike and Ride initiative will make it convenient for our customers to ride to transport hubs, leave their bikes securely locked up and transfer to public transport to continue their journey. This will include new secure access bicycle facilities at our busiest public transport interchanges and improved bike racks near entrances to all interchanges.

We will make it easier for customers to find their way as we continue to work with councils to roll out directional signs and markings on bike routes. Online information will help customers to plan their trip. We will also make maps of local bike networks available at interchanges.

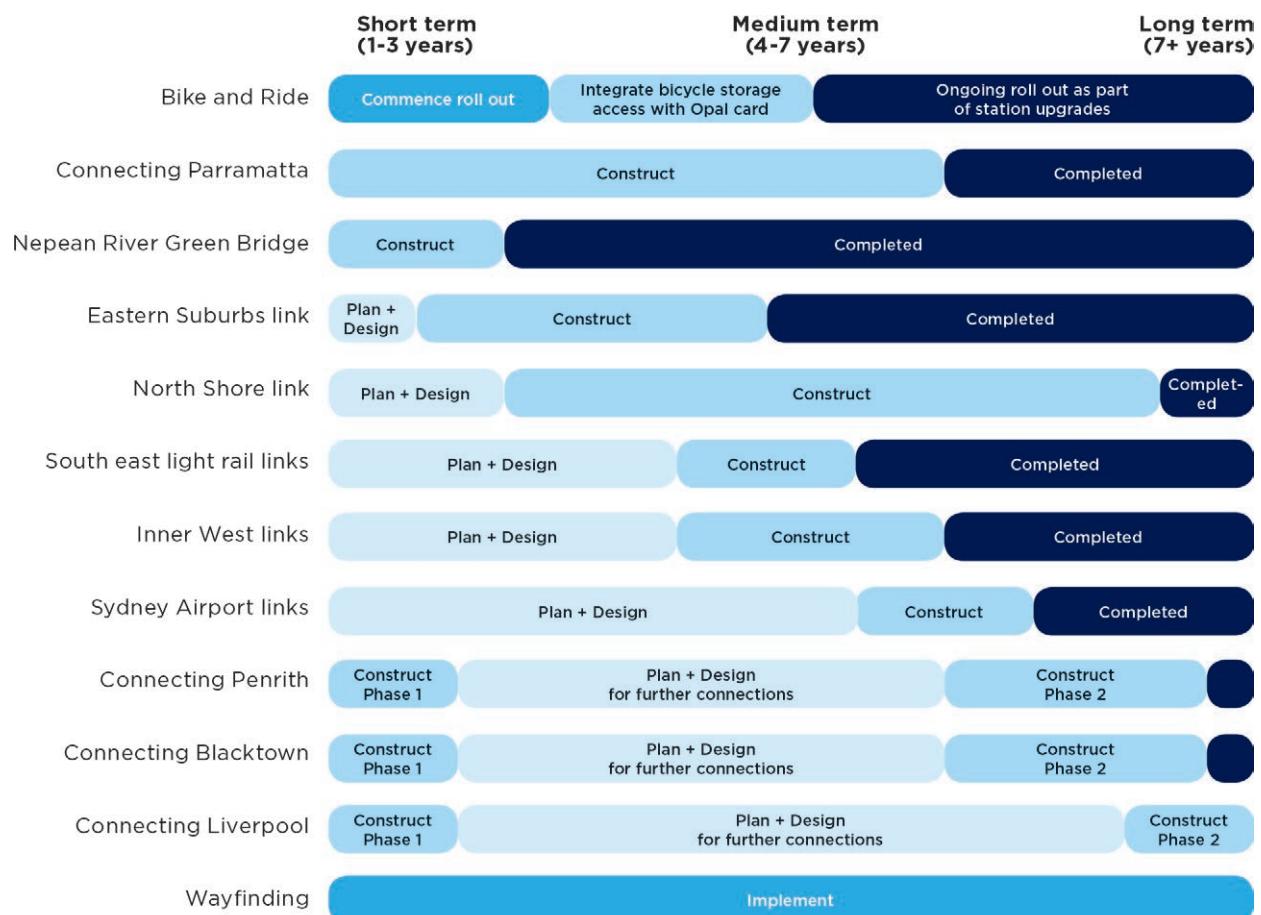
Bicycle safety will be improved through a coordinated campaign for all road users to behave safely and share the road. The NSW Government will partner with councils to offer regular bicycle courses, which build people's confidence and safety when riding.

We will continue to support community events that showcase local bicycle networks and routes and encourage more people to ride for transport.

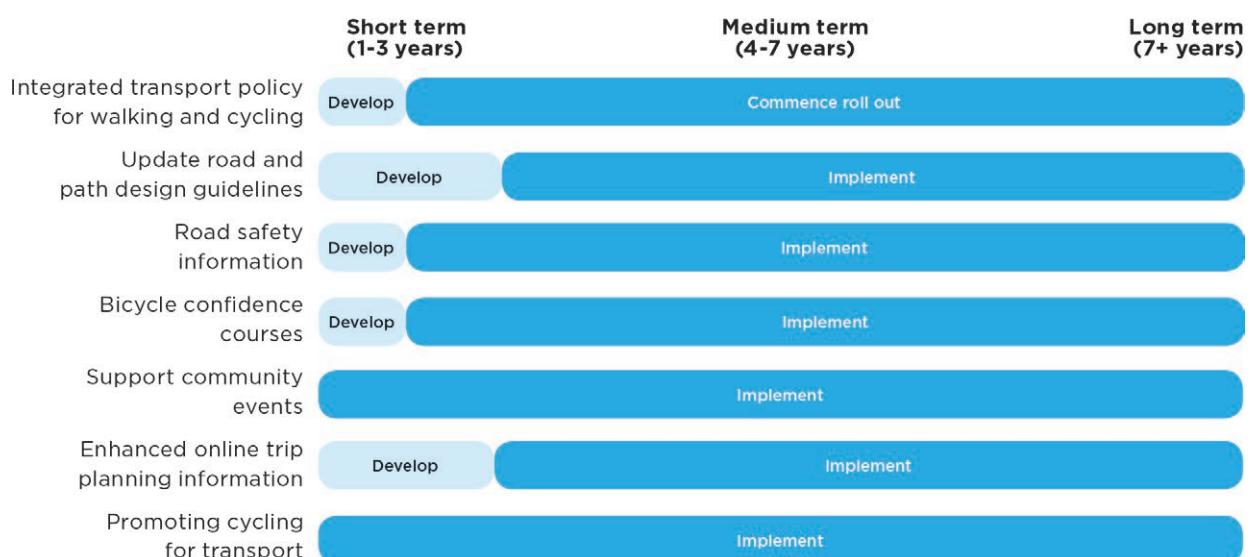


## SEQUENCING OF INITIATIVES

### Infrastructure



### Non-infrastructure



## CYCLING FOR TRANSPORT

**The overarching goal of Sydney's Cycling Future is to make cycling a safe, convenient and enjoyable transport option for short trips.**

We want to create more liveable towns and centres by helping to reduce the burden of congestion on our roads and increasing capacity on the transport system.

Our target is to increase the mode share of cycling in the Sydney metropolitan region for short trips that can be an easy 20 to 30 minute ride. Increasing the number of people riding a bike for transport will have a positive impact on travel time for people using other modes of transport. Some bicycle paths on roads in the Sydney CBD are already moving more people than adjacent lanes in the morning peak.

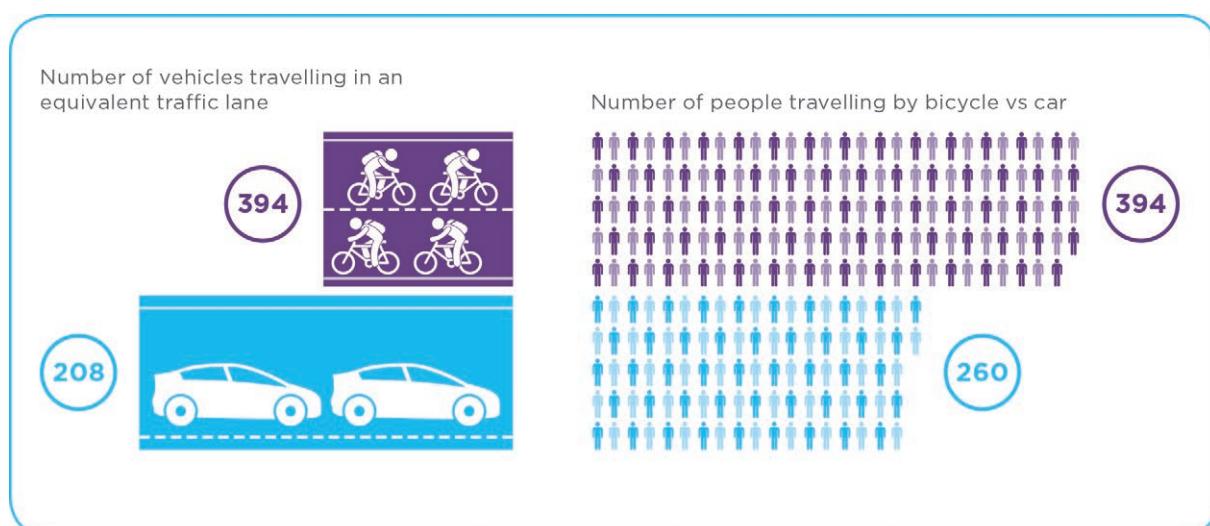
There are numerous opportunities for growing the number of people riding bikes and growing the frequency with which people ride. Key opportunities include:

- Encouraging customers to cycle for short trips on the most constrained parts of the transport network to free up capacity for people who need to travel further

- Integrating bike riding into the way communities are designed to make cycling journeys safer and more connected
- Improving bicycle access to public transport to encourage cycling as part of longer transport journeys
- Working in partnership with councils
- Delivering local initiatives that make the greatest improvements to safety and local access
- Working in partnership with business to develop travel plans to encourage employees to ride to work or part of the way
- Capitalising on the economic benefits of cycling, including reduced road congestion reduced road maintenance, health and environment.

Walking and cycling are both active and sustainable forms of transport. Sydney's Walking Future and Sydney's Cycling Future are complementary strategies.

**Figure 1** Comparison of passenger numbers by lane during the morning peak (8am-9am) on Kent Street



## CYCLING IN SYDNEY TODAY

Each year more people are choosing the convenience of riding a bike as their preferred mode of transport. Since 2006, the number of people riding to work has increased by 50 per cent in metropolitan Sydney. Most of this increase in bike riding is occurring close to town centres, where people are choosing to live closer to where they work, shop and socialise.

Cycling is ideal for short distances of about five kilometres or 20 minutes. Riding a bike can be quicker than a car for trips up to five kilometres, and faster than public transport for trips up to eight kilometres.

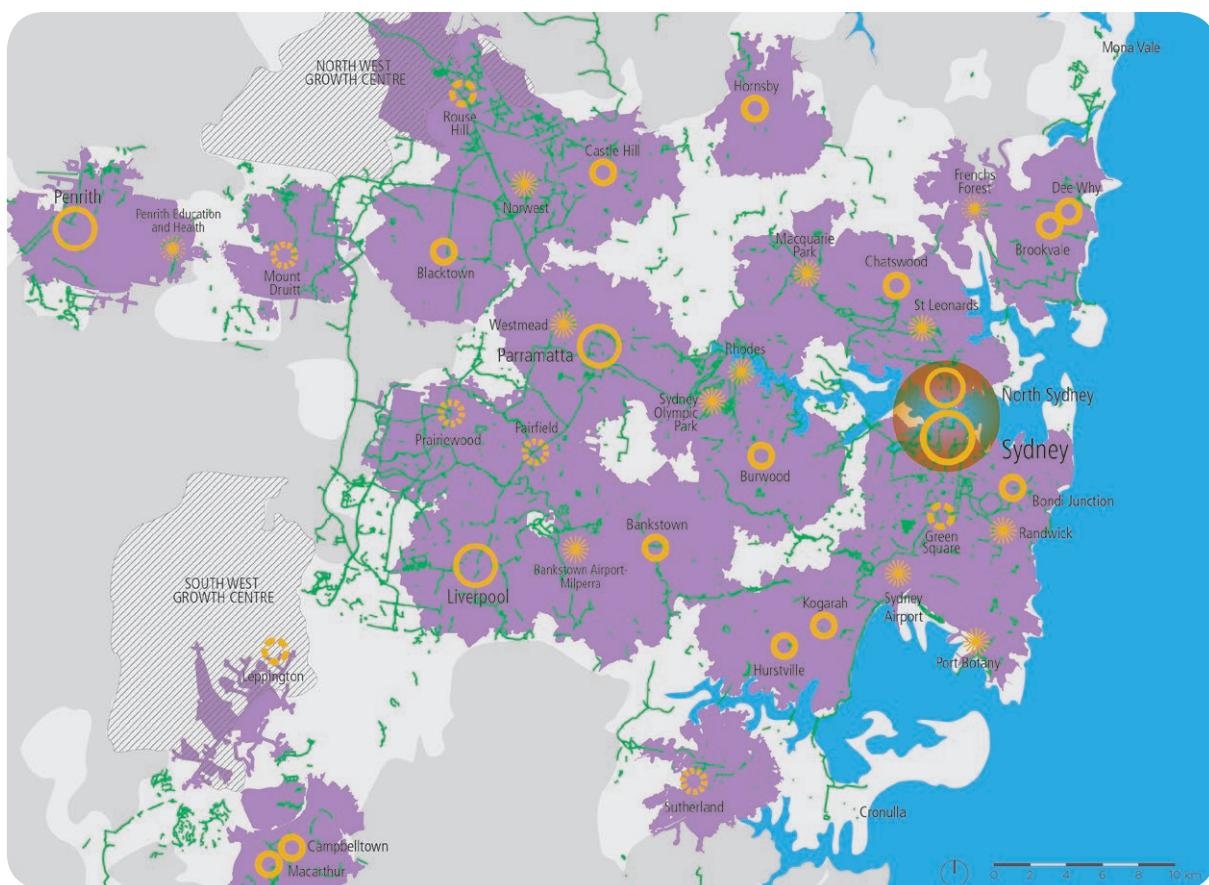
Even with the growing number of people riding bikes, there is capacity to accommodate more riders.

Encouraging more people to cycle for transport and recreation will help to reduce the demand on other modes of transport. Well-placed cycling and walking networks can extend the catchment of the public transport system.

### Existing cycleways

People need to be connected from where they live to key destinations. Although the NSW Government and local councils have been investing in developing bicycle networks across Sydney, there are a number of routes that are incomplete. To increase the number of people choosing to ride a bike, networks need to better connect with major employment centres or with other transport modes.

**Figure 2** 5km bike riding catchment from major activity centres and existing cycleways



- Global Sydney
- Regional city
- Major centre

- Specialised precinct
- Potential specialised precinct
- Planned major centre
- Potential major centre

- 5km catchment from activity centres
- Existing cycleways

## Where we cycle today and why

People across Sydney cycle to get to various destinations, including the local shops, school, university or work. Every day in metropolitan Sydney, customers make more than 16 million trips that are less than 10 kilometres, this includes 392,000 bicycle trips – more than the number of trips undertaken on ferries each day. The cycling mode share for under 10 kilometre trips in greater Sydney has grown from 1.9 per cent to 2.5 per cent since 2010.

## Cycling and safety

Safety is a key factor that people consider when choosing to ride a bike. In inner Sydney, more than half of residents say they would ride a bike to work at least once a week if they could use a cycleway that is separated from motor vehicles. Customers want direct and connected routes with separate paths and more relevant information about trip planning to help them plan a safe journey. We also know that the number of injuries involving people on bikes has decreased where separated cycleways are built.

## Who is cycling?

People ride their bike for different reasons. Bike riders vary in age, fitness, skill and confidence. About 70 per cent of people in NSW either ride regularly or would like to ride more and say they would if bike riding was made safer for them.

## Why are we cycling?

Customers have told us that they are riding more where they:

- Feel safer and more confident riding
- Have access to cycleways separated from motor vehicles, providing a safe and direct option for people who are not comfortable riding in traffic
- Have received better information to plan their trip and can easily connect to other modes of transport
- Have experienced the effects of congestion on the roads and public transport system.

**Figure 3** Change in bicycle mode share around key infrastructure in inner Sydney from 1996 to 2011





## The bicycle experience – what our customers want

Our customers have told us that there are four major factors that influence their choice to ride a bike to their destination.

- 1. Connectivity and separation** – separated street space for bikes, more direct routes to destinations and improvements to the quality of roads for people on bikes.
- 2. Safe behaviour** – increased road user awareness of road rules and safety, higher priority for bicycles at road intersections, increased enforcement of road rules, reduced speed limits in busy areas and more responsible sharing of paths.
- 3. Supporting facilities** – better lighting, more facilities that support riding during a trip, bike routes that connect to public transport and more bicycle parking facilities at public transport interchanges.
- 4. Health, wellbeing and confidence** – more promotion and campaigns on the benefits of riding a bike, trip planning and knowledge of local roads, more education and confidence courses, greater encouragement of social riding and increased knowledge of road rules by bicycle users.

Bicycle riders on Park Street



## PRINCIPLES TO GUIDE THE DELIVERY OF SYDNEY'S CYCLING FUTURE

Our plan for the future of bike riding in Sydney supports the integration of cycling into the transport system.

We will use the following **principles** to guide delivery of *Sydney's Cycling Future*:

	Ensure cycling initiatives are based on <b>sound evidence</b> .
	Prioritise <b>cost effective</b> solutions.
	Deliver in <b>collaboration</b> with partners.
	Support a <b>culture of cycling</b> for transport.

Bicycle riders on Union Street cycleway, Pyrmont



## THE THREE PILLARS OF SYDNEY'S CYCLING FUTURE



### 1

#### CONNECT Safe, connected networks

- Investments prioritised within five kilometre catchments of major centres, extending to 10km in longer term
- Build cycling infrastructure outwards from key destinations and fix missing links in local bicycle networks
- Identify a hierarchy of safe bicycle routes to major centres and prioritise projects for action
- Deliver the right type of infrastructure for customer needs
- Improve bicycle parking facilities at public transport interchanges
- Deliver bicycle infrastructure through major transport and development projects

### 2

#### PROMOTE Better use of existing Infrastructure

- Better use of our existing infrastructure
- Promote cycling as an easy and fun transport choice
- Provide enhanced online bike trip planning information
- Work with employers, local councils and bicycle user groups to encourage more people to ride
- Focus training for cycling skills and confidence on areas where good networks are already in place or have recently been completed
- Support key community events, including NSW Bike Week

### 3

#### ENGAGE Policy and partnerships

- Bicycle infrastructure and supporting end of trip facilities will be integrated into major urban development and transport projects using a whole of government approach
- Partner with councils to target missing links and problem intersections in local bicycle networks
- Collaborate with peak bodies and interest groups, such as Bicycle NSW and other stakeholders, to draw on their expertise and jointly deliver actions

## CONNECTING BICYCLE NETWORKS

**Our focus is on creating connected cycleways that are within five kilometres of activity centres and public transport interchanges. By focusing our efforts here we are aiming to increase opportunities for people to ride their bike for short to medium distances, and helping to reduce pressure on the transport system.**



### Achievements so far

- Completion of the North Ryde to Macquarie University cycleway
- Construction of the Wentworthville to Parramatta cycleway beside the M4
- Completing links to the M7 cycleway
- Fixing missing sections of the cycleway around Botany Bay
- Completing missing sections in the Prospect to Blacktown and Blacktown to Parramatta cycleways
- Ongoing improvements to the operation of innovative traffic lights, in partnership with the City of Sydney Council.

### Prioritising cycle infrastructure

We will prioritise bicycle infrastructure investment to ensure the projects that will have the biggest impact on encouraging more people to ride a bike are completed first. A four stage process will set out how infrastructure projects will be prioritised.

**Figure 4** How we will prioritise cycle infrastructure projects

#### Step 1

##### Map catchments around centres

Define a five kilometre bike riding catchment around each major centre – prioritise centres that attract a high number of short trips



#### Step 2

##### Pinpoint neighbourhood destinations

Prioritise links to major destinations within each catchment – identify employment centres, schools, shops, recreational facilities



#### Step 3

##### Define strategic cycleways

Identify key paths to major destinations – ensuring they pass through high residential and employment areas



#### Step 4

##### Select appropriate route and infrastructure solutions

Use existing infrastructure where possible, avoid unnecessary conflict with other modes, separation from pedestrians wherever possible





## A hierarchy of cycleways

A hierarchy of safe cycleways to major centres will help to identify and prioritise key projects.

- 1 **Regional bicycle corridors** – highly used routes that connect to major destinations, on cycleways that are separate from motor vehicles and pedestrians.
- 2 **Local bicycle network** – lower use corridors that connect to priority corridors and neighbourhood destinations within catchments.
- 3 **Quiet local streets** – connecting residential destinations and local services in low traffic environments, design treatments make provision for people on bikes.

## Getting the infrastructure right

As cycling becomes more popular, the type, function and location of infrastructure built will be determined by customers' requirements.

Future investment will aim for separation of bikes, vehicles and pedestrians wherever possible. Shared paths for bike riders and pedestrians will only be used where there are no other options and will be carefully designed to minimise conflict.

New bicycle infrastructure will be guided by:

- Additional design options for separated cycleways on one or both sides of the road, separate from both the footpath and traffic lanes
- New infrastructure guidelines for local councils
- Options for treatments where there are high numbers of bike riders and pedestrians sharing the same path. Guidance may include path width, level of separation and signs that advise speed
- Provision for temporary cycleway treatments, to allow innovative traffic management solutions to be piloted at low cost to councils and others.

## Building cycle routes outwards from centres

Sydney's major employment centres attract many people travelling a short distance to reach their destination. Investing in connected bike routes that are within five kilometres of major centres and public transport interchanges will help to increase bike riding for short trips. We will complete these cycleways in the short to medium term.

In the longer term, we will build a connected network of cycleways that provides access to centres from a 10 kilometre catchment.

**Figure 5** Infrastructure to match customer needs



## Connecting centres

The Connecting Centres Program will help councils to complete local bicycle networks to major centres of metropolitan Sydney. Local government provides and maintains the majority of local bicycle infrastructure in NSW. Many of these local routes are delivered with 50 per cent partnership funding from the NSW Government.

The NSW Government will work with councils to identify and co-fund local bicycle infrastructure to connect local bicycle networks to key destinations. We will focus on completing links within a five kilometre catchment of major centres in the short term and expand to a 10 kilometre catchment in the longer term. One such link is the Sutherland to Sutherland Hospital cycleway for which the NSW Government has committed up to \$2 million to work with Sutherland Council to identify the scope and cost, and progress detailed design of a proposed link between Sutherland and Cronulla transport interchanges.

Bicycle network plans will be developed with councils within five kilometre catchments of the following Major Centres:

- Sydney CBD
- Blacktown
- Brookvale,
- Parramatta, Liverpool
- Dee Why
- Westmead
- Campbelltown
- Castle Hill
- North Sydney, and Macarthur
- Rouse Hill
- St Leonards
- Burwood
- Frenchs Forest
- Chatswood
- Bankstown
- Mount Druitt
- Green Square
- and Airport
- Norwest
- Sydney Airport
- Sutherland business park
- Botany
- Hornsby
- Prairiewood
- Hurstville and Park
- Macquarie and Fairfield
- Kogarah
- Sydney Park
- Olympic Park
- Bondi Junction and Rhodes
- Penrith
- Olympic Park and Rhodes
- Leppington

## Completing the missing links

Local bicycle networks can often be significantly improved by fixing minor missing links. We will continue to work with councils to:

- Identify and prioritise small projects that will significantly improve local cycle connectivity
- Address key pinch points
- Increase safety.

## Linking cycling to urban growth

The NSW Government is focused on better long-term planning that integrates land use and transport. Locating the places that people want to travel to and from close to each other, and addressing how individual land developments can contribute to a cycleway network are essential to achieving this.

Transport for NSW will work with the Department of Planning and Infrastructure to achieve these outcomes, ensuring that land use planning and design supports a 10 kilometre bicycle catchment area around new developments and urban renewal projects. The NSW Government will work in partnership with developers to deliver bicycle networks to new communities. For example, we are working with the developer for a major new development. This will include a new bridge connecting Wentworth Point and Rhodes to allow residents to access shops, employment areas, public transport services and infrastructure on either side of Homebush Bay.

**Figure 6** Working with developers to expand cycleways to connect new communities





## Bike and Ride – improving bike parking and information at public transport interchanges

Secure and convenient bicycle parking at transport interchanges makes it easier to access public transport services on a bike.

The Bike and Ride initiative will make it convenient for customers to ride to transport hubs, leave their bikes securely locked up and transfer to public transport to continue their journey. Bicycle facilities will be progressively improved as transport interchanges are upgraded.

New bicycle parking and wayfinding facilities include:

- Bike racks in highly visible locations near interchange entrances
- Maps of the local bicycle network
- Secure access bicycle parking facilities built at the busiest interchanges. Customers will be able to use these new facilities by registering for an access card or their Opal card in the longer term. Secure bicycle parking will be built into the design of new interchanges and commuter car parks. Unused space such as old station buildings can be used at existing interchanges.

The existing bike locker program will continue to be offered at quieter interchanges, depending on customer demand.

Opportunities will be explored to work in collaboration with businesses to improve end

of trip facilities such as the provision of change rooms and showers.

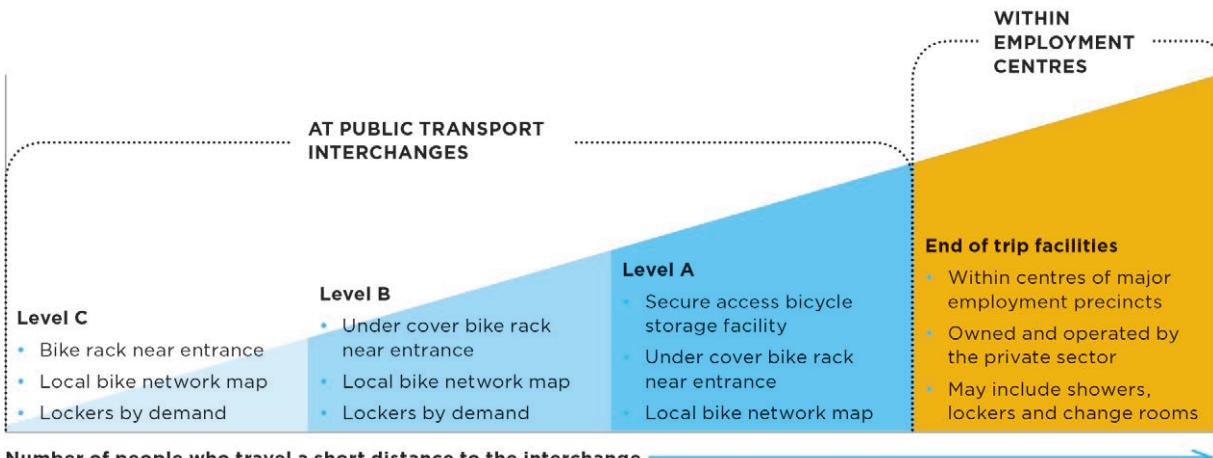
We will begin by installing secure bicycle facilities at the following transport interchanges across the network:

- Redfern Station
- Parramatta Station
- Penrith Station
- Blacktown Station
- Campbelltown Station
- Woy Woy Station
- Gosford Station
- Hornsby Station

We will continue to allow customers to take their bicycle on trains, ferries and light rail free of charge during off peak times. Customers can take their folding bike free of charge at any time of day on a bus, train, ferry and light rail provided it is within designated size limits.

### North West Rail Link

New interchanges being built as part of the North West Rail Link will include secure bike parking and racks at all stations. We will also improve the local bicycle network to these interchanges and provide better trip planning information to customers wanting to continue their journey by train.



## Providing for cycling through transport and development projects

By coordinating transport and land use development, planning for bicycles will be incorporated into the delivery of transport projects to support urban development and growth corridors. This will ensure people will be able to use a bike to travel short distances along major transport routes, and access stops and stations on new public transport lines.

The needs of people on bikes will be included throughout the planning of new and upgraded road, rail, bus and interchange projects, including corridor protection and the provision of infrastructure when projects are designed or constructed. Bicycle facilities will be identified and delivered parallel to major transport corridors, in partnership with local councils.

Riding to work



## Priority cycleways across Sydney

The NSW Government will fund the provision of the major missing links in our priority cycle network within five kilometres of major centres.

Priority routes have been identified for investigation or development, these key cycleways will provide better access to Sydney, specifically the CBD, North Sydney and Western Sydney.

- Connecting Inner Sydney
  - North Shore link
  - Eastern Suburbs link (Bondi Junction to CBD)
  - Inner West links
  - South East Light Rail links
  - Sydney Airport links
- Connecting Penrith
  - Nepean River Green Bridge
  - Completing the network within Penrith city centre
  - Penrith to St Marys corridor
- Connecting Parramatta
  - Parramatta Valley urban renewal
  - Completing the network within Parramatta city centre
  - Merrylands to Parramatta
- Connecting Liverpool
  - Completing the network within Liverpool city centre
  - Liverpool to Glenfield
- Connecting Blacktown
  - Completing the network within Blacktown city centre
  - Prospect to Blacktown



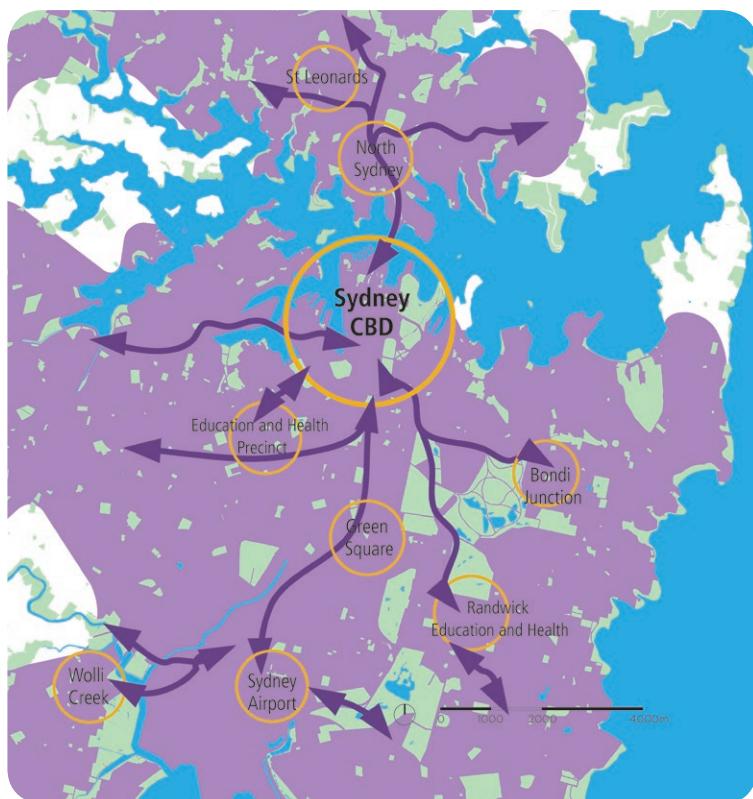


## Connecting Inner Sydney

Inner Sydney has the highest number of people who commute to work by bicycle in NSW. As detailed in the Sydney City Centre Access Strategy we are working with the City of Sydney to confirm the Sydney CBD strategic cycleway network. We are concentrating on the provision of continuous links, separated from other road users where possible, that connect cycle entry points to the CBD and provide safe passage through the city.

- █ 5km catchment to major centre
- Major centres + neighbourhood destinations
- ↔ Strategic bicycle corridor

NOTE: corridors are subject to detailed route selection with local councils and the community.



## North Shore link

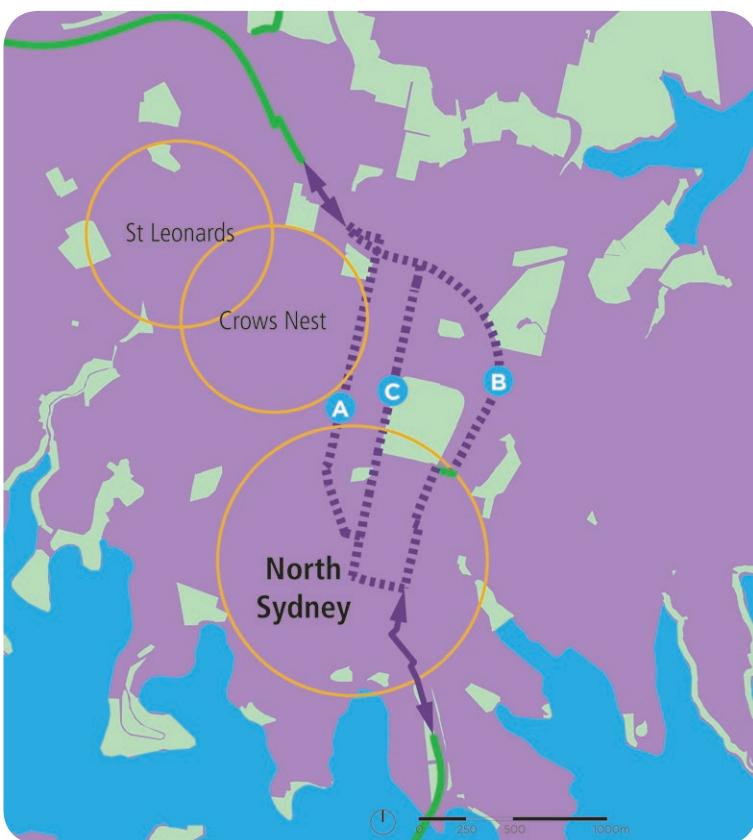
We will work with North Sydney Council to complete the missing link between the Naremburn Cycleway and the Sydney Harbour Bridge. We are currently investigating three options for this link:

- A along West Street
- B beside the Warringah freeway
- C along Miller Street.

In the longer term, safe and separated cycle connections will be developed to Willoughby, Chatswood and Mosman.

- █ 5km catchment to major centre
- Major centres + neighbourhood destinations
- ↔ Strategic bicycle corridor
- Existing cycleways

NOTE: corridors are subject to detailed route selection with local councils and the community.

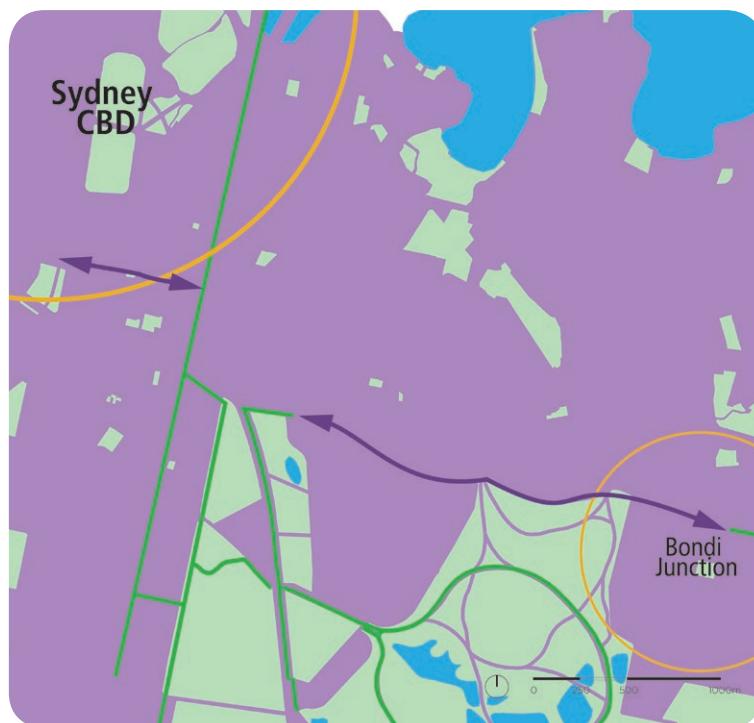


### Eastern Suburbs link

We will make improvements to the bicycle route between Bondi Junction and the Sydney CBD, including a proposed separated cycleway along the northern side of Centennial Park from York Road, Bondi Junction to Lang Road, Centennial Park. This investment will improve longer-distance connections that link to facilities in Sydney's CBD.

- █ 5km catchment to major centre
- Major centres + neighbourhood destinations
- ↔ Strategic bicycle corridor
- Existing cycleways

NOTE: corridors are subject to detailed route selection with local councils and the community.



### Inner West links

We will improve safety in the Inner West by completing missing links in the regional bike network. Upgrading connections to Anzac Bridge will create new links to residential areas including Summer Hill, Lewisham and Lilyfield. The focus will be on improvements within five kilometres of the CBD. We will work with councils on other sections, such as the southern section of the Greenway, to improve local neighbourhood links to light rail stations on the Inner West Light Rail Extension.

- █ 5km catchment to major centre
- Major centres + neighbourhood destinations
- ↔ Strategic bicycle corridor
- Existing cycleways

NOTE: corridors are subject to detailed route selection with local councils and the community.



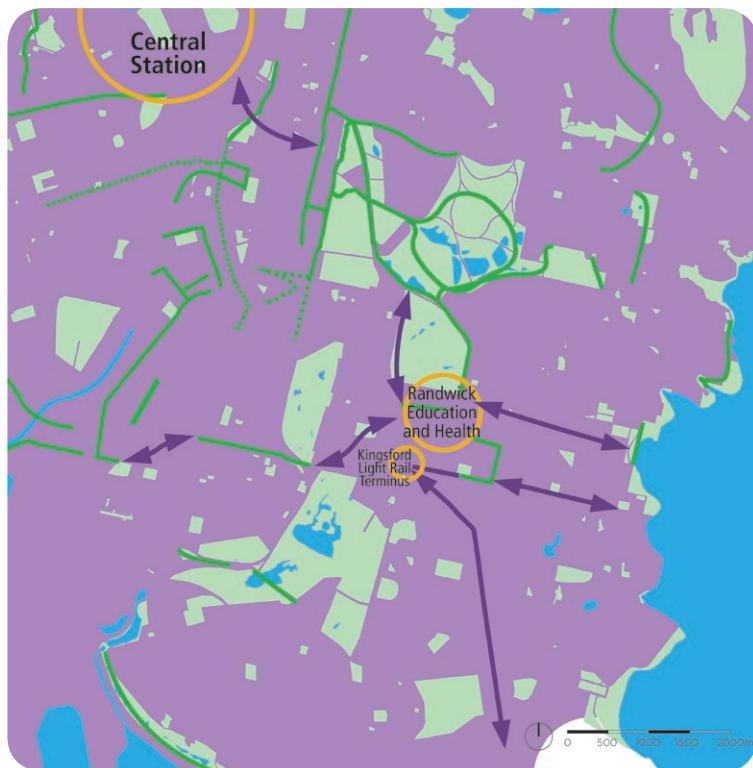


### South East Light Rail links

We will increase bike riding in South East Sydney by improving connections to the Randwick Racecourse, hospital and university precinct. This will improve access to stations on the future CBD and South East Light Rail. We will make transferring from one mode to another easier by providing secure bicycle parking at major interchanges.

- 5km catchment to major centre
- Major centres + neighbourhood destinations
- ↔ Strategic bicycle corridor
- Existing cycleways

NOTE: corridors are subject to detailed route selection with local councils and the community.



### Sydney Airport links

Around half of the 12,000 people that travel to work at Sydney Airport everyday live within cycling distance of the airport. We will complete missing links in bike routes from surrounding areas in St George, the Eastern Suburbs, Inner Sydney and the Inner West. This will also improve connections with residential growth areas at Wolli Creek, Mascot and Green Square.

- 5km catchment to major centre
- Major centres + neighbourhood destinations
- ↔ Strategic bicycle corridor
- Existing cycleways

NOTE: corridors are subject to detailed route selection with local councils and the community.

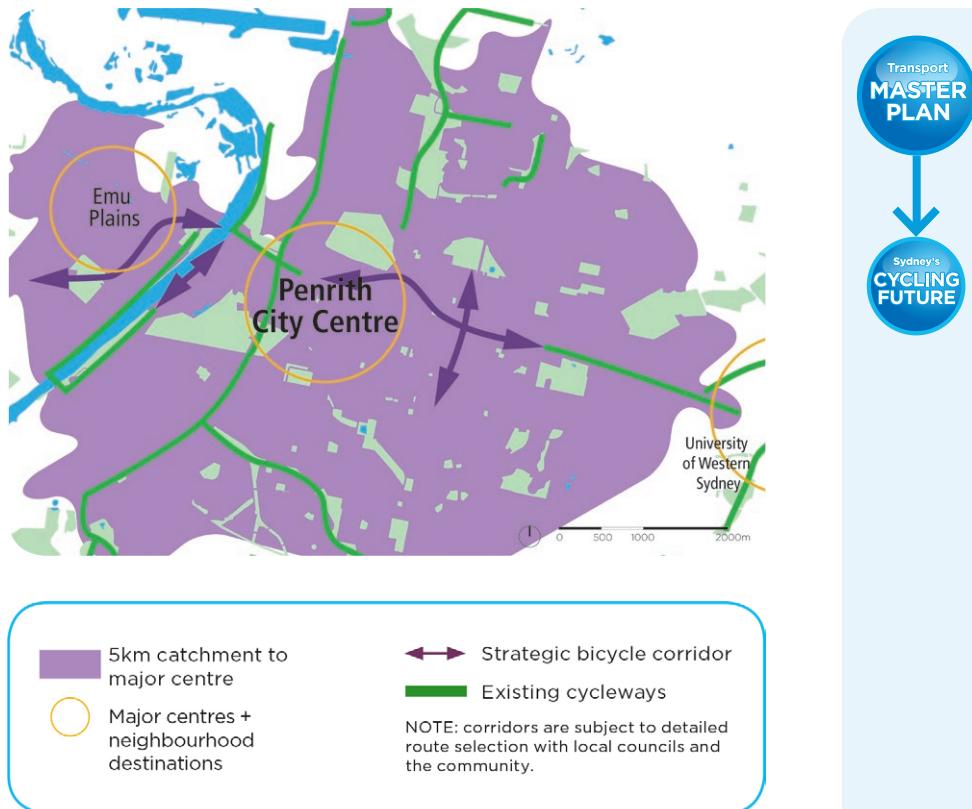


## Connecting Penrith

We have improved cycling access to the Penrith town centre with the recent delivery of off road paths along Castlereagh Road to the north, south along Mulgoa Road and east along Memorial Avenue.

We will continue to work with Penrith City Council to identify and build a bicycle network within Penrith's catchment that complements priority transport corridors.

This includes completing an off-road path along the Great Western Highway from Penrith City Centre to the Nepean District Hospital and the University of Western Sydney Nepean Campus – providing a safe option for people to ride their bike to work and study in Penrith.



## Nepean River Green Bridge

We have announced plans to build a truss bridge for pedestrians and bike riders, located south of Victoria Bridge, with construction due to start in late 2014. The Nepean River Green Bridge will connect communities on both river banks, making the crossing safer and more direct for trips between Emu Plains and Penrith.

Artist's impression of the Nepean River Green Bridge.  
View looking south towards Penrith





## Connecting Parramatta

We will work with Parramatta City Council to identify the most appropriate locations for cycleways within the city centre. These routes will link to existing connections from Liverpool to the south of Parramatta, parallel to the M4 to the south-east and south-west, Old Windsor Road to the north-west and Parramatta River to the east.

We will complete the Western section of the Merrylands to Parramatta (M4) off road path in partnership with Holroyd Council and complete an off-road path between Burnett Street and Ledger Road, Merrylands.

Other connections within a five kilometre catchment of Parramatta will be explored in the medium term including to the north along Darling Mills Creek and Subiaco Creek, and to the south along Duck River.

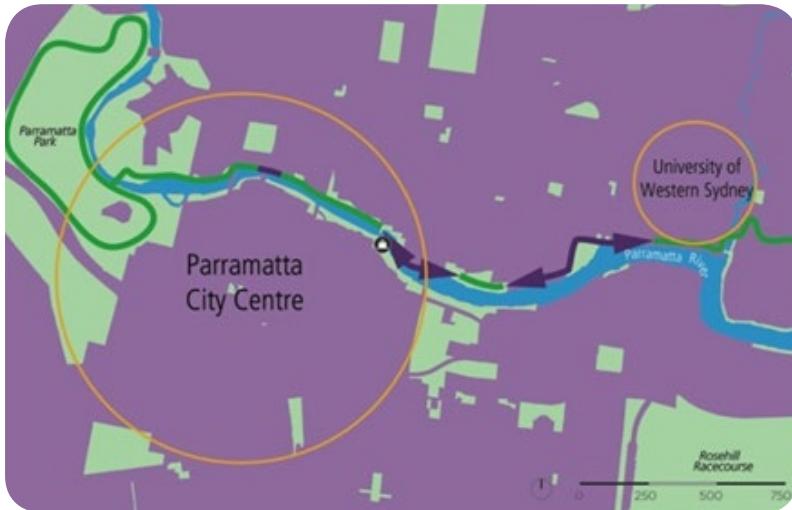
## Parramatta Valley Urban Renewal

We are working in partnership with Parramatta City Council and the Federal Government to complete the remaining Parramatta River foreshore public access missing links as part of a larger urban renewal project for the valley. This will improve bicycle and pedestrian access to the historic foreshore and create a continuous off road link between Westmead, Parramatta City Centre and Sydney Olympic Park. The link will go through the University of Western Sydney and various existing or proposed residential areas.



NOTE: corridors are subject to detailed route selection with local councils and the community.





Artist's impression Baludarri Wetlands Boardwalk, Parramatta Valley

Artist's impression of boardwalk along Subiaco Creek, Parramatta Valley



Artist's impression of Escarpment Boardwalk, Parramatta Valley





## Connecting Liverpool

We will complete the missing links in the existing bicycle network to improve connections to the Liverpool CBD. This includes completing the network of cycleways within central Liverpool along Bathurst Street, Campbell Street, Moore Street and Bigge Street.

We will improve bicycle access to the Liverpool City Centre from the south by completing the missing sections of the off road walking and cycling corridor along Glenfield Creek, between Casula to Liverpool. The completed section will connect to the existing path within Leacocks Regional Park, Casula.

We will also construct the Baulkham Hills to Liverpool (M7) cycleway links package, which will include the completion of improved connections to adjacent local communities, including Quakers Road, Woodstock Avenue and The Horsley Drive.

In the longer term, we will work with Liverpool City Council to explore options for a safer pedestrian and bicycle crossing over the Georges River.



- 5km catchment to major centre
- Major centres + neighbourhood destinations

- Strategic bicycle corridor
  - Existing cycleways
- NOTE: corridors are subject to detailed route selection with local councils and the community.

## Connecting Blacktown

We will complete the missing links in the existing bicycle network to improve connections to the Blacktown City Centre. This includes improving walking and cycling access to the Wet 'n' Wild Waterpark and connecting Blacktown with the Western Sydney Parklands. It will include construction of an off road path and traffic signal upgrades: firstly along the northern section, between St Martins Crescent and Warwick Lane, Blacktown, and then along the southern section, between Harrod Street and Prospect Reservoir, Prospect.



- 5km catchment to major centre
- Major centres + neighbourhood destinations

- Strategic bicycle corridor
  - Existing cycleways
- NOTE: corridors are subject to detailed route selection with local councils and the community.

## PROMOTING CYCLING

**Our customers value the flexibility and health benefits of getting around on a bike. We will encourage more people to ride a bike for transport, and make better use of our existing networks by promoting these benefits and providing meaningful information to customers.**

Many good bicycle networks already exist and safely get thousands of people to work, school or appointments on their bikes every day. To make the most of these existing networks and the new links we build, we are developing a range of customer initiatives that will raise the profile of bike riding as a fun, healthy, easy and flexible transport option. We will provide information to customers on how to plan a safe riding route to their destination. To make things safer for everyone, we will introduce initiatives to improve compliance with the bicycle related road rules when riding or driving on the road.

### Getting more people on bikes

A large number of people know how to ride a bike and about one million households in the greater Sydney metropolitan area own a bike. Programs aimed at changing people's travel behaviour can be effective in getting more people to ride for transport.

We will use our customer research and feedback to develop tailor made approaches to remind people that, as well as enabling fun and healthy activity, their bike can provide an effective, convenient and flexible way to get around – especially during peak times. Campaigns, social media and community engagement will play a vital role in building confidence and encouraging customers to ride for everyday transport.

As a result, customers will become more confident in planning safe riding routes to their destination and remaining safe when sharing the road.

### Trip planning

Providing easy to access, reliable and relevant information is key to increasing the mode share of cycling. By promoting existing bicycle networks, we can encourage more people to make better use of existing infrastructure.

Not knowing where to find safe and convenient bicycle routes is a barrier for customers who don't currently ride a bike as a mode of transport. Providing information about all the transport options available to customers can help when planning a trip.

We will explore options to enhance our trip planning support, including:

- On the Transport Info website customers will be able to quickly find the information they need to plan their trip
- Apps will be explored for bicycle route mapping and options
- Maps of the local bicycle network will be piloted, with future roll out to stations and interchanges in partnership with councils.

### ACHIEVEMENTS SO FAR

- Online maps and information to customers about existing bicycle infrastructure across the state.
- Customers can report a hazard online if they come across a hazard on their bike trip. In the past 12 months 230 hazards have been reported and quickly resolved. A further 300 online queries were also answered for bicycle customers in NSW.
- Bicycle infrastructure data is being used in smartphone maps and online trip planning tools.
- NSW Bike Week 2013 featured 63 events across the state that attracted more than 12,500 participants.
- A trial, community-based cycling skills and confidence training program was delivered in Western Sydney major centres (Penrith, Parramatta, Liverpool).





- Working with local councils, we will provide information about the local bike network, including connections to transport interchanges using a consistent approach to signage and maps.
- We will support local councils and bicycle user groups to help new interested customers find safe bicycle routes for their trip.

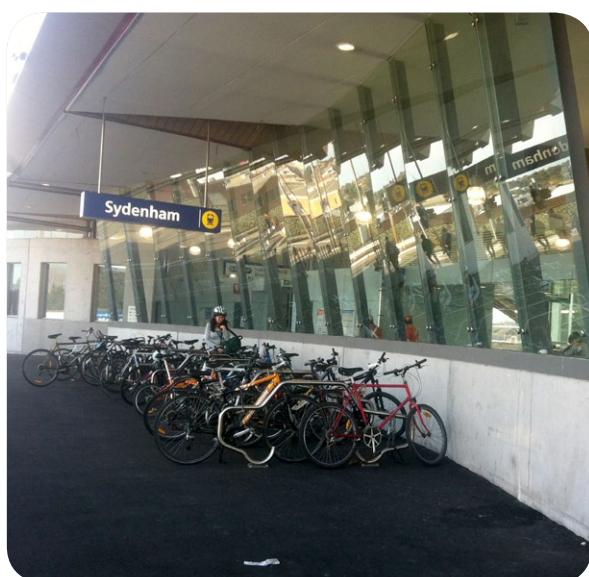
Most people form their transport habits within two months of moving into a new area. Providing people with trip planning information about their local bicycle network can encourage them to consider cycling as a primary form of transport.

The NSW Government will assist councils with providing information on cycling and other transport modes in new resident welcome packs.

### Transport Management Associations

A Transport Management Association – a partnership between multiple levels of government and local businesses – is being piloted at Macquarie Park. We will explore opportunities to progressively rollout Transport Management Associations in other areas. These associations will support cycling in local communities through routes, facilities and ensure people have appropriate information and support.

Cycle parking prioritised at the new Sydenham Station entrance



### Bicycle confidence courses

About 15 per cent of customers ride their bike infrequently and say that they would ride more if they were shown how to ride safely on their local bicycle routes. The NSW Government will partner with councils to offer regular bicycle courses, which aim to build people's confidence and safety when riding. These courses will reinforce compliance with road rules and provide bike riders with practical ways they can be courteous towards other road and footpath users. These courses have contributed to substantial increases in safe bike riding when they are coordinated with infrastructure improvements and other promotional activities.

### Travel choices

Habit often prevents people from thinking about alternative ways to commute to school, university or the workplace. We will support programs designed for everyday destinations to inform customers of their travel choices and provide incentives for them to ride. These programs will help ease congestion around key destinations at peak times.

### Community events to encourage cycling

Through continued support of NSW Bike Week, we are encouraging local bike groups to organise events that promote bike riding as a safe and healthy mode of transport. NSW Bike Week 2013 featured 63 events across the state that attracted more than 12,500 participants. Many of the events we're family fun rides, allowing participants to ride in a safe environment, improving their skills and confidence.

Bicycle maintenance workshops and information on how the NSW road rules apply to people on bikes helps to increase safety and knowledge of rights and responsibilities. Community events that demonstrate local safe bicycle routes have also been successful in building people's confidence riding a bike.

## NSW Cycling Safety Strategy

With a growing number of people on bikes, it is important that both bike riders and motorists know how to act safely when on the road or path together. Transport for NSW is developing a Cycling Safety Strategy to sit alongside the NSW Road Safety Strategy 2012-2021 that will focus on reducing serious injuries and fatalities as more people ride.

The strategy will adopt the safe systems approach to road safety, which takes a holistic view of the transport system and the interactions among the key components of the system – the road user, roadside, vehicles and addresses important factors such as speed.

The Cycling Safety Strategy will deliver a range of actions for bicycle riders and motorists to improve understanding and compliance with the road rules, raise awareness about importance of safe road interactions, improve bicycle safety skills and engagement between the government and bicycle user groups. In addition, there will be initiatives to promote safer road infrastructure bicycle safety features, and safety on shared paths.

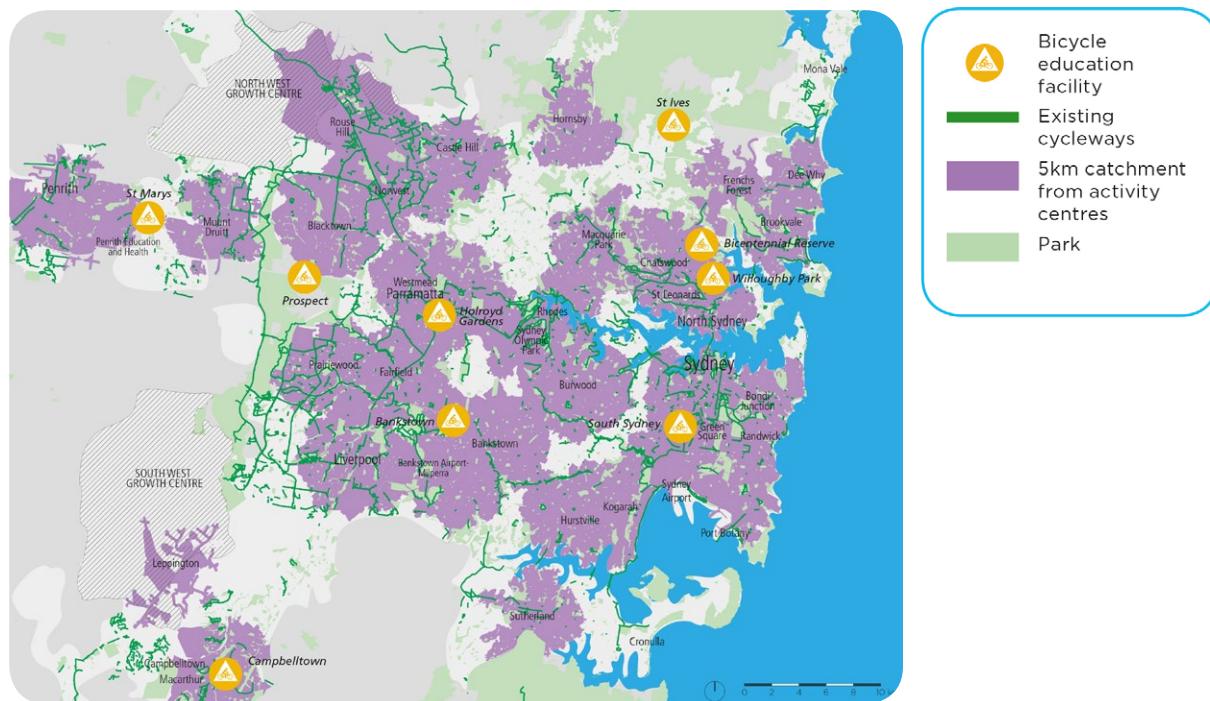
## Road Safety Education Program

The Road Safety Education Program is a long-term integrated educational initiative. The program aims to increase students' road safety knowledge, understanding and skills and to develop positive road user attitudes and safe behaviours in children and adolescents. This includes safe bicycle riding. Transport for NSW works closely with the Department of Education and Communities, the Association of Independent Schools of NSW and the Catholic Education Commission, on the development and delivery of road safety education resources in their implementation.

## Community Bicycle and Road Safety Education facilities

Transport for NSW will continue to work to instil safe cycling practices into school age children. Many facilities exist for children to learn road skills and safe cycling practice away from live traffic. There are more than nine community bicycle and road safety education facilities, as well as numerous parks and off road bicycle tracks that provide safe places for children to ride.

**Figure 8** Existing bicycle education facilities and safe places for children to ride in Sydney



## ENGAGING WITH PARTNERS

**To increase the number of people riding a bike, we will work with local governments and land developers to improve bike facilities and promote bike riding.**

Bike riding is a key focus for a number of NSW Government agencies and councils. *Sydney's Cycling Future* focuses on bike riding for transport while recognising the efforts that are already underway in other policy areas such as health, planning, tourism and recreation.

Policy initiatives that inform this strategy include:

- NSW Government's *NSW 2021: A plan to make NSW number one*
- NSW Department of Planning and Infrastructure, *Metropolitan Plan for Sydney. A New Planning System for NSW*
- Transport for NSW, *Sydney City Centre Access Strategy, Environment and Sustainability Framework*
- Ministry of Health, *NSW Healthy Eating and Active Living Strategy*.

We will collaborate across the NSW Government to ensure that transport objectives contribute to these policy initiatives and are informed by experience and evidence.

### Working with local councils, land developers and peak bodies

To encourage bike riding, both the NSW Government and councils need to work together to improve facilities and promote bike riding. Local councils play an important role in providing infrastructure, managing local roads, and delivering promotion and information programs to support bike riding.

We will work with councils to deliver cycleway networks to help customers more easily access key activity centres. Together with councils, we will target missing links and problem intersections in local bicycle networks. We will revise guidelines to provide innovative and cost-effective design options, including clearer standards for shared paths. We will work with developers to promote bike riding in community design. Importantly, we will also collaborate with peak bodies and interest groups, such as Bicycle NSW and other bicycle stakeholders to draw on their expertise and jointly deliver actions.

### Achievements so far

- The NSW Government is partnering with local government to plan and deliver the local bicycle network in and around our major centres. More than 60 km of local bicycle network has been rolled out in the past two years and planning is underway to complete safe bicycle networks within five kilometres of each major centre in metropolitan Sydney.
- We are collaborating with community organisations and bicycle groups to create a better environment for cycling in NSW.
- Transport for NSW has recently partnered with the Amy Gillet Foundation focusing on promoting considerate interactions between people in cars and people on bikes.
- We have worked closely with Bicycle NSW and bicycle user groups to develop the principles and strategy that underpins *Sydney's Cycling Future*.



## Working with local councils

The NSW Government will partner with 23 councils in 2013-14 to deliver more than 20 kilometres of local bicycle network around key activity centres in metropolitan Sydney from the Northern Beaches to the Blue Mountains to St George and Sutherland.

Transport for NSW will bring together groups of councils to coordinate, plan and prioritise the cycleway network within five kilometre catchments of Sydney's metropolitan centres.

## Updated road and path design guidelines

The NSW Government will update road and path guidelines given to local councils.

This will include:

- The integration of local area-wide bicycle plans into council Community Strategies
- Safe design treatments for shared pedestrian and cycleways, with a focus on cost-effective solutions that promote pedestrian safety and comfort, manage bicycle travel speeds where needed, and minimise conflict.

## Cycling integrated with public transport



## Centres Design Guidelines

The NSW Government is preparing *Centres Design Guidelines* to help developers of other major transport, residential and commercial projects achieve walking and cycle-friendly outcomes. Guidelines will address ways of supporting for pedestrians and bike riders by providing connected pathway networks in new suburbs, or including bicycle parking in new retail developments.

## Bicycle user groups and peak bodies

The NSW Government continues to engage with bicycle users and local councils across the state.

We will continue to talk to our customers and stakeholders to monitor the implementation of *Sydney's Cycling Future* and form partnerships to deliver actions.

## Support existing health programs

We will work with the Ministry of Health and the Office for Preventive Health on programs such as the Healthy Children Initiative, Active Travel to School and Healthy Workers Initiative.

We will also continue to support a range of existing programs run by NGOs that encourage people to choose cycling as their transport choice.

## WE LISTENED TO YOU

The development of *Sydney's Cycling Future* draws on extensive consultation on the *NSW Long Term Transport Master Plan* and customer research.

Consultation on the *NSW Long Term Transport Master Plan* included:

- Over 130,000 hits on our website
- Over 1,200 submissions from the community, industry and experts on the Discussion Paper
- Over 480 submissions on the draft Plan
- Consultation with customer, transport specialist, industry and local government advisory groups
- Over 1,000 attendees at regional forums.

Submissions to the draft Plan focused on the importance of cycling in addressing congestion and improving the public transport system. The majority of submissions about bike riding focused on improving safety and increasing the bicycle as a mode of transport. Customers identified issues related primarily to the limited network of connected cycleways that are separated from traffic. Submissions sought recognition of the bicycle as a legitimate and priority mode of transport to be integrated into land use planning and connected with other modes of transport.

### Before *Sydney's Cycling Future*

- I don't know where to access reliable information to plan my ride so I can use dedicated cycleways
- The dedicated cycleways near my house do not connect to my local town centre
- I don't have the right gear and I'm not that confident on my bike
- I don't know where to store my bike when I get to the interchange.

When undertaking customer research, four broad themes emerged in what customers told us was important in their bike journey:

- 1. Connectivity and separation** – Our customers would like to see separated street space for bikes, more direct routes to destinations and improvements to the quality of roads for people on bikes.
- 2. Safe behaviour** – Our customers would like to see increased road user awareness of bicycle road rules and safety, higher priority for bicycles at road intersections, increased enforcement of road rules, reduced speed limits in busy areas and more responsible sharing of paths.
- 3. Supporting facilities** – Our customers would like better lighting, more facilities that support riding during a trip, bike routes that connect to public transport and more facilities at public transport interchanges.
- 4. Health, wellbeing and confidence** – Our customers would like to see more promotion and campaigns on the benefits of riding a bike, more education and confidence courses, greater encouragement of social cycling and increased knowledge of road rules by bicycle users.

### After *Sydney's Cycling Future*

- Riding a bike is an easy and convenient way to get around, anyone can do it
- I can easily ride my bike on a quiet local street to connect to the new dedicated cycleway that will safely take me to my local town centre
- After attending a free course organised by my council, I feel much more confident and aware of the road rules on my bike
- I've planned my trip using [transportnsw.info](http://transportnsw.info) and I can safely get to local destinations without having to dress differently
- It's so easy to store my bike a secure bicycle parking facility at the interchanges and jump on a bus, train, ferry or light rail to complete my journey.





**For more information, visit [www.transport.nsw.gov.au](http://www.transport.nsw.gov.au)**

