

Policy - Draft Cycling Strategy and Action Plan 2018-2030

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Summary

The draft Cycling Strategy and Action Plan 2018-2030 (the Strategy) sets targets, priorities and actions for increasing bike trips in the City of Sydney.

Sustainable Sydney 2030 Direction 4 is to make Sydney a city for walking and cycling. Increasing cycling also contributes to the other Sustainable Sydney directions, particularly: a globally competitive and innovative city; a leading environmental performer; and integrated transport for a connected city. Increased cycling helps build a more resilient and socially sustainable Sydney and contributes towards 11 of the 17 UN Sustainable Development Goals.

Sustainable Sydney 2030 Target 7 is for at least 10 per cent of total trips made in the city to be by people riding bicycles and 50 per cent to be by people walking. The State Government 2021 target is to more than double the mode share of bicycle trips made in the Greater Sydney region, for trips up to 10km. The Strategy helps deliver the NSW Government's Sydney's Cycling Future, Future Transport Strategy 2056 and the Greater Sydney Commission's Eastern City District Plan.

The previous Cycle Strategy and Action Plan 2007-2017 was unanimously adopted in April 2007 and has underpinned the City's cycling program for the past 10 years. This update reflects changes over the last decade, documents achievements and progress, and incorporates the StreetShare Strategy from 2010.

The Strategy is action focused, with four priority areas to increase cycling:

- connecting the network;
- supporting people to ride;
- supporting businesses to encourage cycling; and
- leadership and advocacy.

A safe and connected cycleway network is absolutely essential for success in achieving the City's target, and the rate of completion will depend on the level of NSW and Australian Government funding in coming years. The complementary behavioural programs ensure that, as the network is built, it is well used and safely used.

Recommendation

It is resolved that:

- (A) Council approve the draft Cycling Strategy and Action Plan 2018-2030 (the Strategy), as shown at Attachment A to the subject report, for public exhibition, for a minimum of six weeks; and
- (B) the Chief Executive Officer be requested to report to Council following public exhibition, with stakeholder and community feedback.

Attachments

Attachment A. Draft Cycling Strategy and Action Plan 2018-2030

Background

1. Well-functioning transport plays a vital role for the future of Sydney. The efficient and safe movement of people and goods is essential for economic growth, and is a hallmark of globally competitive cities. Cycling and walking are integral to our transport future because they are the most accessible, equitable, sustainable and reliable forms of transport.
2. As Sydney's density increases, localised services and more active transport are essential to the liveability and efficient functioning of the city.
3. The City is committed to making bicycle transport easier and safer, to make it attractive and feasible 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. The Strategy builds on the progress made over the last 10 years and keeps us moving toward this target.
4. This Strategy updates and supersedes the City's Cycle Strategy and Action Plan 2007-2017, adopted by Council in April 2007.

Cycling Strategy and Action Plan 2018-2030

5. The draft Strategy set the targets, priorities and actions for increasing cycling and meeting the Sustainable Sydney 2030 target.
6. The strategy outlines four priority areas to make Sydney a cycling city:
 - (a) Connecting the network – creating a network of cycling infrastructure to make it safer for people to ride in Sydney;
 - (b) Supporting people to ride – understanding and addressing barriers and helping people to start, and continue, riding;
 - (c) Supporting business – partnering with employers to encourage staff to ride; and
 - (d) Leading by example – sharing our expertise and being a positive influence for improvements for cycling within and beyond our boundaries.
7. The Strategy includes a number of actions under each of the priority areas, designed to collectively create the conditions to progress towards the target.

Key Implications

Strategic Alignment - Sustainable Sydney 2030 Vision

8. 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. This plan is aligned with the following strategic directions and objectives:

- (a) Direction 1 - A Globally Competitive and Innovative City – Globally competitive cities are attractive places to live and easy to get around, to help businesses attract mobile global talent, and to increase opportunities for direct face-to-face connections. Sydney has consistently performed strongly in global rankings over the past decade, though our challenges include transport constraints.
- (b) Direction 2 - provides a road map for the City to become A Leading Environmental Performer. 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. Emissions from transport are now 13 per cent of the total local government area (LGA) 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.
- (c) Direction 3 - Integrated Transport for a Connected City – cycling and walking increase the catchments of public transport. More commute trips by bike improves the operating efficiency and reduces operational costs for public transport by reducing the overload in the inner ring, where bus stops and train stations have the longest dwell times. For peak hour trips up to 10 km, cycling is competitive with driving and public transport for door-to-door travel time. Reducing congestion helps freight, service and delivery traffic that needs to access the city centre, North Sydney, airport and port areas – the busiest parts of the Global Economic Corridor. Increasing commutes by bike helps reduce (or delay) the need to increase capacity of rail, bus and traffic networks, especially in the constrained inner city area.
- (d) Direction 4 - A City for Walking and Cycling – the Strategy is the City's plan to make Sydney a city for cycling, with actions in four priority areas to help achieve the first half of Target 7, "at least 10 per cent of total trips made in the city are by bicycle and 50 per cent by pedestrian movement".
- (e) Direction 5 - A Lively and Engaging City Centre - Successful cities are alive and inviting during both day and night. They offer art, design, culture and entertainment, attractive public spaces and workplaces, great shopping experiences and easy access. A bike network is part of creating a better connected city and encouraging exploration of the city and its diverse retail and entertainment offerings.
- (f) Direction 6 - Resilient and Inclusive Local Communities - cycling contributes to social wellbeing and resilience in a range of ways. It supports social connectedness through 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. Additionally, 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.
- (g) Direction 7 - A Cultural and Creative City – cycling is associated with artistic and creative industries and a bike network helps attract creative talent. Creative institutions such as Bangarra Dance Theatre are promoting cycling at work.

- (h) Direction 8 - Housing for a Diverse Population – removing the requirement for housing to include parking can make housing more affordable for the 39 per cent of City of Sydney households that are car free. A bike network, combined with public transport, enables more households to become car free, making them able to redirect around an extra fifth of their income to rent or mortgage repayments.
- (i) Direction 9 - Sustainable Development, Renewal and Design - How well a dense area functions depends on the availability and efficiency of a range of infrastructure, in particular transport. Greater use of space efficient transport leaves more space for parks and community uses and improves amenity.
- (j) Direction 10 - Implementation through Effective Governance and Partnerships – by taking an evidence based approach to strategy development and actions, and by showing positive results for cycling and the community, the City shows leadership and is able to influence other councils and agencies to be more successful at achieving access, health and environmental outcomes.

Organisational Impact

- 9. In developing the draft Strategy, consultation was undertaken with relevant City staff. Actions and projects are being included in the budgets and business plans of responsible units, using existing resources.

Risks

- 10. The Strategy includes targets and actions impacted by external factors beyond the City's direct control, such as NSW Government approvals, policy and funding.

Social / Cultural / Community

- 11. Bicycle related capital projects, and increased cycling, benefit the whole community, whether or not they ride. Reduced congestion, quieter, less polluted streets, calmed traffic, reduced crashes of all types, integrated footpath improvements, crossings, plantings, street furniture, trees, rain gardens and improved lighting provide benefits for everyone. Residents, workers, students and visitors have improved transport options, including the 39 per cent of City of Sydney resident households who are car free. People using wheelchairs or mobility scooters have extra space on which to travel.

Environmental

- 12. 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. Emissions from transport are now 13 per cent of the total LGA 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.

Economic

- 13. An economic analysis of building the bike network in inner Sydney by AECOM in 2010 identified a net economic benefit of \$3.88 for every dollar invested in building the Inner Sydney Regional Bike Network. There can be a localised negative short-term impact on local businesses affected by the construction phase of any streetscape project.

Budget Implications

14. The draft Strategy includes actions that have capital and operating funding implications. Most of these actions and projects are already covered within the City's existing budget and forward estimates. Some projects are expected to attract external funding from the State and Federal Governments, and completion of the network will depend on the level of State and Federal Government funding.

Relevant Legislation

15. Local Government Act 1993.
16. Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012.

Critical Dates / Time Frames

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| 17. Start of public exhibition period of 6 weeks | 26 June 2018 |
| End of public exhibition | 7 August 2018 |
| Final Strategy submitted to Council for endorsement | later in 2018, dependent on feedback received in the exhibition period. |

Public Consultation

18. This draft Strategy is informed by responses from earlier consultation in October 2017, including 492 online surveys and 265 people surveyed at Sydney Rides Festival events.
19. A summary of key findings of the pre-draft Strategy consultation is provided below.
 - (a) 90 per cent of people thought cycling was highly important;
 - (b) people ride bikes for multiple purposes; 74 per cent for leisure; 60 per cent for exercise; 60 per cent for work and 42 per cent for shopping;
 - (c) top barriers preventing people from riding or riding more often were: not enough infrastructure (44 per cent); and attitudes of other road users (36 per cent); and
 - (d) 40 per cent of people surveyed rode bikes regularly to work and around their area; 35 per cent rode sometimes and would like to ride more; 13 per cent were club or road riders; and 9 per cent did not ride, but would like to.

20. Following endorsement by Council, the draft Strategy will be placed on public exhibition for six weeks.

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