

Adoption - Cycling Strategy and Action Plan 2018-2030

File No: X010848

Summary

This report recommends Council adopt the final version of the Cycling Strategy and Action Plan 2018-2030.

Council approved public exhibition of the draft Strategy and Action Plan in June 2018. Community consultation followed for a period of six weeks from 26 June 2018 to 10 August 2018.

In addition to broad public consultation and pop-up community events, the City undertook targeted engagement with key stakeholders, including several stakeholder briefings.

In response to the public exhibition, 1,801 people gave feedback via the online survey, 139 written submissions were received by email and 177 postcard submissions were completed.

The submissions have been reviewed and where appropriate the Cycling Strategy and Action Plan has been updated in response to community feedback. The final Cycling Strategy and Action Plan is shown at Attachment C.

The City received strong community and stakeholder endorsement for the bike network and supporting people to ride. Only minor amendments were needed between the draft and final versions of the strategy. These changes include prioritising areas of demand growth for riding support, increasing the proportion of women riding, and further detail on how the city will make riding safer. Data in case studies was also updated and a measurement reliant on Transport for NSW's discontinued Sydney Cycling Survey deleted.

Recommendation

It is resolved that:

- (A) Council note the community consultation survey summary from public exhibition of the draft Cycling Strategy and Action Plan 2018-2030, as shown at Attachment A to the subject report, and the submission summary and responses, as shown at Attachment B, to the subject report;
- (B) Council adopt the final Cycling Strategy and Action Plan 2018-2030, as shown at Attachment C to the subject report; and
- (C) authority be delegated to the Chief Executive Officer to make minor variations to the City of Sydney Cycling Strategy and Action Plan 2018-2030, as required due to technical constraints or the like.

Attachments

- Attachment A.** Consultation Survey Summary
- Attachment B.** Submission Summary and Responses
- Attachment C.** 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 Cycling Strategy and Action Plan 2018-2030 updates and supersedes the City's Cycle Strategy and Action Plan 2007- 2017, adopted by Council in April 2007.
5. The 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.

Public Consultation

8. The draft Strategy was informed by responses from consultation with internal and external stakeholders throughout 2017, and 492 online surveys and 265 people surveyed at Sydney Rides Festival events in 2017.
9. Following endorsement by Council, the Draft Cycling Strategy and Action Plan 2018-2030 was placed on public exhibition for over six weeks between 26 June 2018 and 7 August 2018.
10. Consultation activities included:
 - (a) A webpage on sydneyyoursay.com.au (<https://www.cityofsydney.nsw.gov.au/council/your-say/cycling-strategy-action-plan>) where information was provided and surveys could be completed.

- (b) A webpage on sydneycycleways.net where information was provided which linked to the sydneyyoursay.com.au page encouraging submissions.
 - (c) Twelve pop up sessions across the local area which provided information about the draft strategy and consultation.
 - (d) Twenty four temporary decals on cycleways throughout the local area encouraging people riding to have their say during consultation.
 - (e) Postcards guiding people to the consultation and encouraging quick comments on the strategy.
 - (f) A briefing was held for key businesses and NSW government stakeholders. Attended by 13 people.
 - (g) A second briefing was held for the public. Attended by approximately 40 people.
 - (h) Two media releases about the draft strategy, resulting in stories in the Sydney Morning Herald, Central magazine, Inner West Courier, Architecture and Design magazine, Treadlie magazine, City Hub, 2SER and ABC 702.
 - (i) Coverage in the Sydney Your Say eNewsletter which has 4,135 subscribers.
 - (j) Coverage in Committee for Sydney's eNewsletter which has 2,369 subscribers.
 - (k) Coverage in the Heart Foundation's Active Living NSW eNewsletter which has 1,035 subscribers.
 - (l) Social media promotion of the draft strategy across Twitter, Instagram, Facebook accounts for both the [@cityofsydney](https://twitter.com/cityofsydney) and [@sydneycycleways](https://twitter.com/sydneycycleways).
11. Feedback was received online and by email.
- (a) 1,801 surveys were completed on sydneyyoursay.com.au.
 - (b) 163 postcard submissions were completed.
 - (c) 139 written submissions were made via email.
12. On Sydneyyoursay.com.au the draft strategy was viewed by 6,030 individual users and the document was viewed or downloaded 1,377 times.
13. The online survey corresponded with key priorities of the draft strategy (see Attachment A for full survey results). A summary of the results were:
- (a) 90 per cent of people said they felt 'very comfortable' or 'extremely comfortable' riding on separated cycleways.
 - (b) 79 per cent felt 'not comfortable at all' or only 'a little bit comfortable' riding on high traffic streets.
 - (c) 73 per cent thought balance bike clinics for children were 'important' or 'very important'.
 - (d) 97 per cent thought building cycling infrastructure like cycleways and shared paths were 'important' or 'very important'.

- (e) 61 per cent thought end of trip facilities like bike parking, showers and lockers were 'extremely important' or 'very important' when deciding to take a job.
 - (f) 92 per cent of people thought a larger regional network across inner Sydney was 'extremely important' or 'very important'.
 - (g) 85 per cent thought more driver education was 'extremely important' or 'very important'.
 - (h) When asked which bike connections should be prioritised, the overwhelming number of responses said the CBD and inner city, specifically King Street, the Harbour Bridge and Liverpool Street. Pyrmont Bridge and Oxford Street also featured prominently.
14. The City collected 163 postcards at the pop up sessions. The postcards asked two questions:
- (a) Where would you like to see bike friendly connections?
 - (i) The largest response for this was people asking for connections within the CBD at 16 per cent. This includes mention of Castlereagh, Liverpool, King and College Streets; and
 - (ii) People also asked for numerous local connections such as: inner west to the CBD; CBD to Bondi; Oxford Street; connections around the fish markets and the Redfern Waterloo area; King Street, Newtown and Randwick to the CBD.
 - (b) What more could we do to support people of all ages and abilities to ride?
 - (i) The largest response to this was people asking for more cycleways at 32 per cent, followed by;
 - (ii) 14 per cent asking for bike rider education; and
 - (iii) People also asked for: more children's bike tracks; being allowed to ride on footpaths; driver education; no helmet laws and safer bike paths.
15. 84 per cent of 139 written submissions received on the draft Cycling Strategy and Action Plan were supportive of the City growing the bike network, supporting people to ride and a sustainable transport future. Seven percent of comments were neutral and nine percent did not support the City's proposed strategy.
16. Submissions were received from organisations including Sydney Business Chamber, Inner West Council, Waverley Council, Committee for Sydney, Bicycle NSW, Bike Wise, BIKEast, Transport for New South Wales, Roads and Maritime Services, New South Wales Health, Lend Lease, South Eastern Sydney Local Area Health, We Ride Australia and the Heart Foundation. All were generally supportive.
17. The main comments on the four key priorities are identified in Attachment B.
18. Some people suggested specific future projects or ideas for the City to consider. Some asked for specific network issues to be fixed which the City will work through.

Updates to the Strategy and Action Plan

19. In response to the submissions and feedback received, some minor amendments have been made between the draft and final versions of the Cycling Strategy and Action Plan. These changes are summarised below:
- (a) Priority 1
 - (i) Action 1.5 updated to include– “bike parking **where needed** and on request”.
 - (ii) Addition of Action 1.14 – “Consider all users, including those on cargo bikes, ebikes, trishaws and mobility scooters in the design of infrastructure”.
 - (b) Priority 2
 - (i) Text revised to include targeting areas where the demand is growing.
 - (ii) Recognition of the significant gender gap in cycling in Sydney, indicative of a broader lack of diversity in participation. Increasing cycling participation by women was added to Action 2.6.
 - (iii) Inclusion of increasing safety, reflecting on the City’s work 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. The City supports and will work towards the NSW Government’s goal of zero road fatalities.
 - (iv) Updated survey results in the Share the Path case study.
 - (c) Priority 3
 - (i) Inclusion of guidance and advice provided to new businesses.
 - (ii) Action 3.2 updated to include venues.
 - (iii) Updated data in the end-of-trip facilities case study.
 - (d) Priority 4
 - (i) Inclusion of the City’s online guide to ensure construction traffic management plans take into account the safety of people riding.
 - (ii) Action 4.3 - inclusion of ‘community’.
 - (iii) Action 4.12 - inclusion of ‘training’.

- (e) Measurements
 - (i) Deletion of Sydney Cycling Survey no longer conducted by Transport for NSW.
 - (ii) Inclusion of new measure for the proportion of female City residents who rode a bike in the last week from a baseline of 13 percent to an interim target of 17 percent by 2021 and a 2030 target of 25 percent.

Key Implications

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. 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

- 21. 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

- 22. 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

23. 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

24. 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

25. A recent economic analysis identified a net economic benefit of \$2.68 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

26. 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 NSW and Federal Governments, and completion of the network will depend on the level of NSW and Federal Government funding.

Relevant Legislation

27. Local Government Act 1993.
28. Sydney Local Environmental Plan 2012.
29. Sydney Development Control Plan 2012.

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