



Building healthy & happy communities

Policy recommendations, December 2021

Building healthy & happy communities



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Inner West Bicycle Coalition

The IWBC is a coalition of Ashfield Bicycle Group, Bike Leichhardt and Bike Marrickville, representing the residents of IWC who do, or would like to, ride a bike. Our groups have a total of 2,554 facebook members, who are very engaged in local issues.

We strive for an environment where all residents have the option of safely riding a bike for their personal mobility. Thereby contributing to healthier, quieter and safer neighbourhoods, less pollution, lower emissions, greater social equity & social capital.



“Our Inner West 2036” plan



Supporting more walking and cycling addresses all the Strategic Directions

- 1. An ecologically sustainable Inner West**
People live **sustainably** because it's **easy to do**
We show energetic leadership in collectively **addressing climate change**
- 2. Unique, liveable, networked neighbourhoods**
Inner West is the most **liveable** place in Greater Sydney. ...**affordable** for all.
Most services and needs can be accessed within **15 minutes**.
Moving around our network of neighbourhoods is cool, **quick, convenient and enjoyable**.
- 3. Creative communities and a strong economy**
We are an incubator for new ideas, at the forefront of using new technologies to support and grow a diverse and **thriving local economy**.
- 4. Caring, happy, healthy communities**
We are **active and healthy** people with **access** to the services and spaces we need for **recreation** for our **mental and physical wellbeing**.
- 5. Progressive local leadership**
We are **innovative** and creative in our approaches to **tackling big issues**. We **stand up** for what we believe in and collectively shape and own our future.



Benefits of active transport for IWC



Sustainable: reduces climate emissions, noise and air pollution.

Healthy: physical, mental and social wellbeing.

Less traffic in neighbourhoods and less congestion around schools.

Improved road safety, civic amenity and liveability.

Equity: access for young, old, economically disadvantaged.

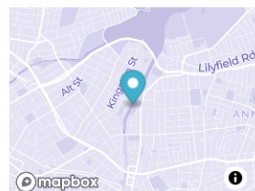
There are around 6,000 bike trips per week on the GreenWay at Richard Murden Reserve

Site details

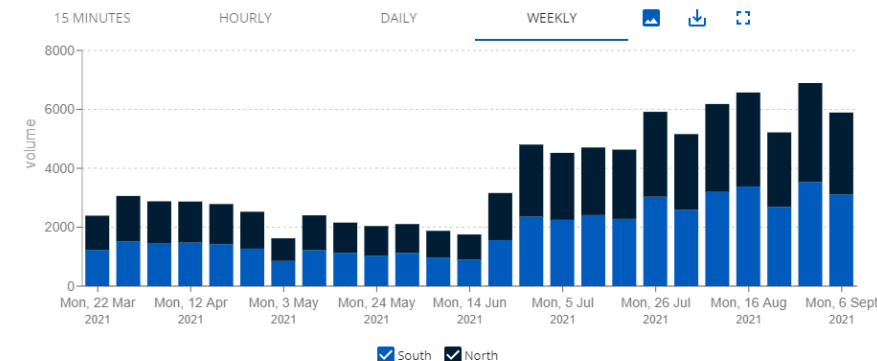
Name
PERM_008

Description
Greenway Richard Murden Reserve

Scheme Speed limit
Shared Path 25
02



Traffic volume by direction



What does the data tell us?

91% of inner Sydney residents are interested in walking more often

65% of inner Sydney residents ride a bike or want to

Active Transport Research by Taverner Research for City of Sydney in 2021. Online survey of 1,500 residents within 10km of city centre.

72% of inner Sydney residents support separated cycleways

62% agree bikes help cut congestion on roads and public transport

Most want bike network built faster

Two-thirds support the bike network even if it means longer car journeys

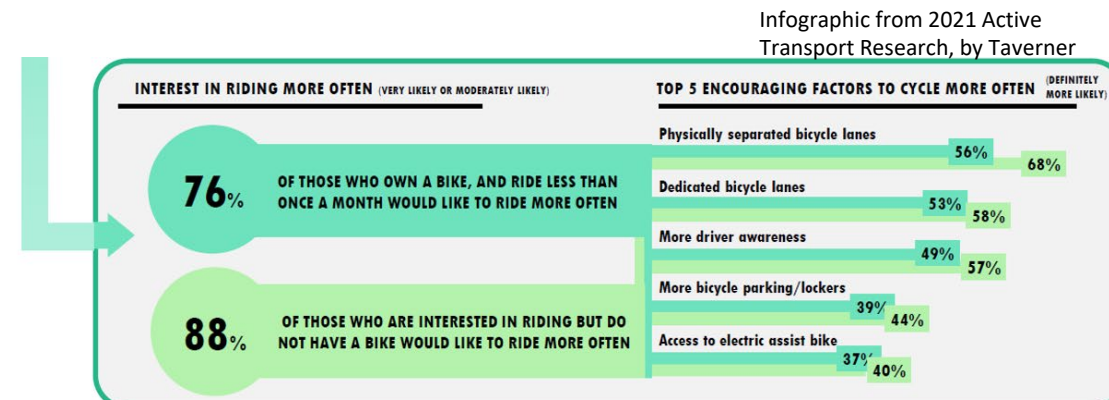
Community Perception Survey by Taverner Research for City of Sydney, in June 2018, online survey of 1,000 residents within 10km of city centre

70% of Sydney residents would ride, or ride more, if separated from traffic

Customer Research for Transport for NSW, 2013, across Greater Sydney

Over 40% of IWC households are car-free

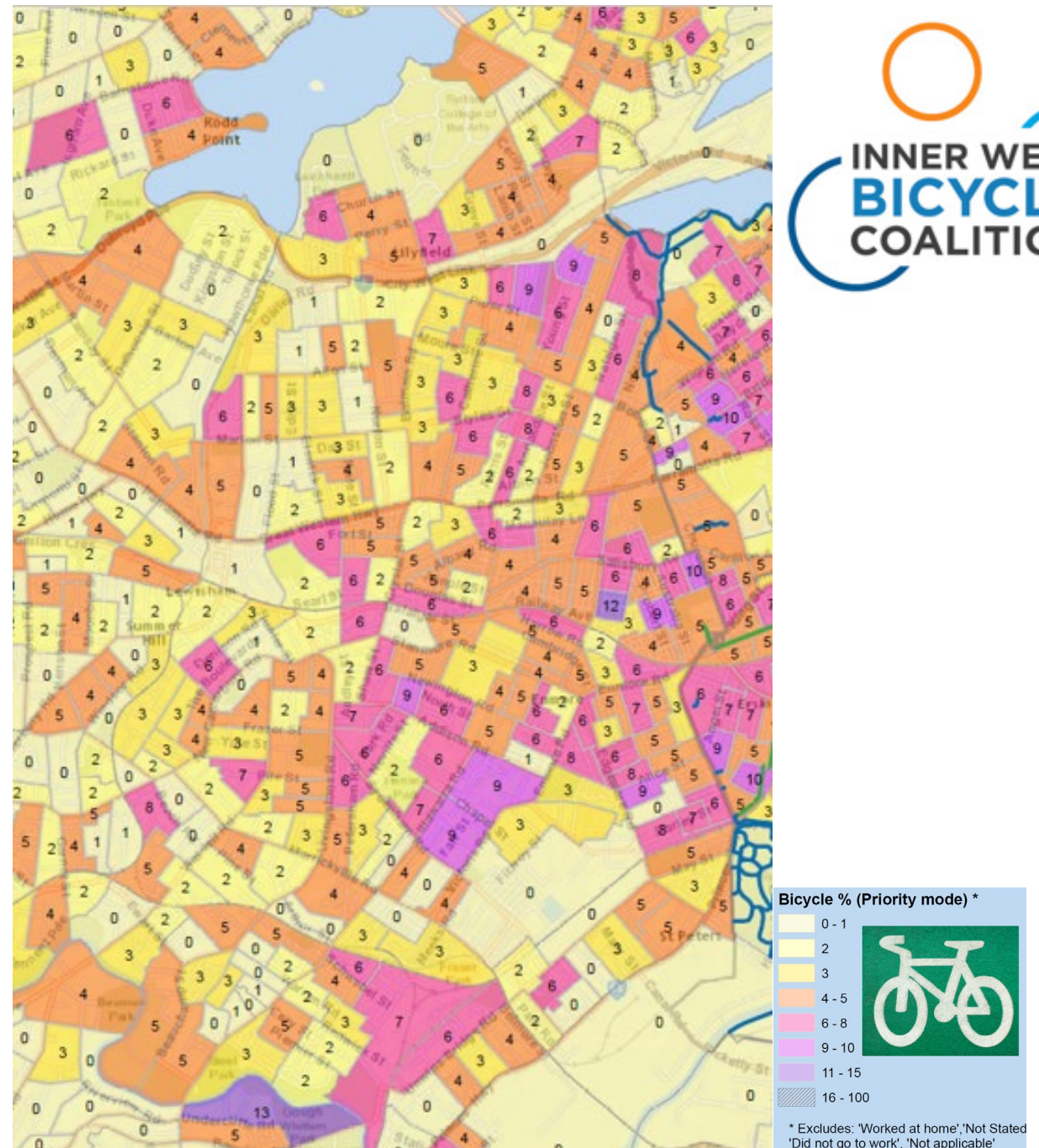
2016 Census



What does the data tell us?

Census data: many parts of IWC already have significant commuter cycling, mostly by men.

A safe bike network would make healthy transport an option for anyone.



Policy recommendations



- Fund and set a target date for completion of the Inner West council Active Transport Strategy
- Implement the Transport for NSW *Road User Space Allocation Policy* transport hierarchy, outlined in the IWC Integrated Transport Strategy (p 32)
- Adopt cycling targets in the next IWC Community Strategic Plan.
(a) bike network kilometres completed; (b) bike parking installed; (c) community cycling safety perception improvement; (d) bike trips increased; and (e) school bike mode share.
- Restore the Council bike budget so IWC can successfully apply for Transport for NSW grant funding.
- Develop a pipeline of projects in design to be ready for external funding opportunities.
- **Create a new role for a qualified bicycle design engineer embedded in the traffic engineering section** (or reallocate a current role)
- Adopt and implement a policy of 30kmh speed limits on residential local streets, main streets and school precincts as part of a program to create low traffic neighbourhoods (LTN's). See reference below.
- Seek parking reduction on non-residential sides of main roads to allow provision of bike lanes for safe access to shops, schools and public transport nodes by bicycle.
- Conduct campaigns to encourage riding to school, employment, shops, sporting facilities, promoting safer routes built by Council.
- Hold regular events to promote walking and cycling like Sunday Streets, where selected roads are opened for a few hours for non-motorised traffic only.
- Budget for data collection (e.g. participation survey & counts).
- Send all engineering staff to TfNSW bicycle & pedestrian design training course and a cycling skills course.
- Ensure the bike network is developed to provide a safe environment for food delivery riders using e-bikes and increasing older population and families using e-bikes.

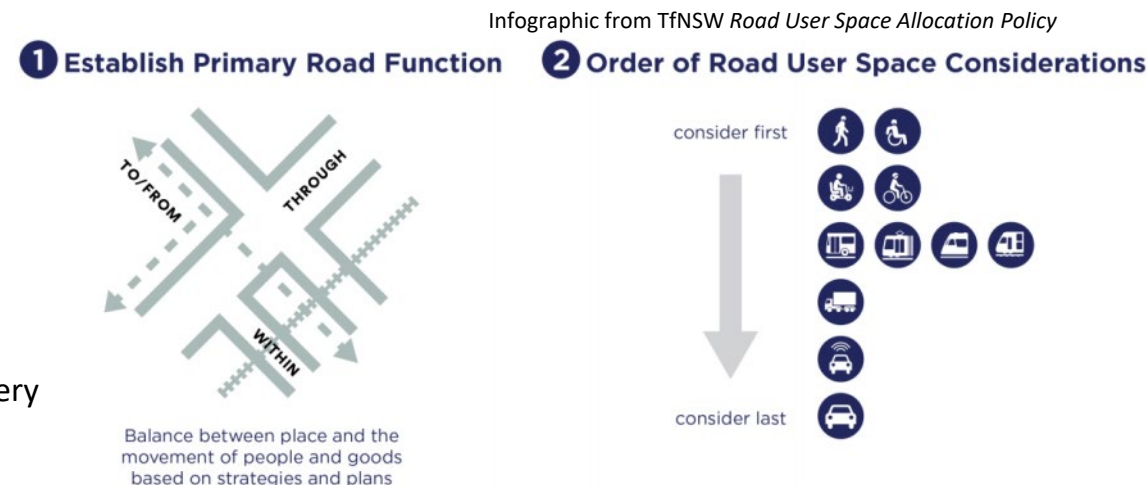


Figure 1: Order of Determination for Allocating Road User Space

Evolving Transport = opportunities



Transport for NSW recent evolution offers opportunities for Inner West Council

- During the last few years Transport for NSW has been re-assessing its internal priorities, moving away from favouring private motor-based projects to public transport and active transport. The *Road User Space Allocation Policy* released in January 2021 establishes a clear hierarchy: pedestrians and disabled persons, cyclists and mobility scooters, public transport, freight, share cars and private vehicles in that descending order. This change in hierarchy is significant. (Inner West Council has also adopted this hierarchy in its Integrated Transport Plan). Notably motorways are excluded. However, this space allocation is highly relevant to all road proposals in local government areas and can determine successful grant funding.
- From February 2021 every new transport project funded by TfNSW (including motorways) must make provision for walking & cycling.
- In December 2020 Transport for NSW released a *Cycleway Design Toolbox*, (98 pages) showing details of the latest approved innovations in road design for footpaths and cycleways. This is highly relevant to the local government context.
- **Transport for NSW now has an unprecedented budget for Active Transport infrastructure of \$710M over 4 years.** To date this has been underspent and it is likely that Councils who have plans ready to build will be favoured.
- TfNSW is expected to release their updated Speed Zoning Guidelines very soon, which will include 30km/h speed limits as an option that councils can apply for.
- The adoption of these policies will assist Council in developing a network of cycleways with treatments applicable to the traffic volume and type of road or street. Heavily trafficked roads need separated (protected) bike paths, and low volume roads may only need speed and traffic reduction and bicycle signage. Separation from people walking is also preferable where possible.
- If a safe, connected network of cycle facilities is built, many residents will use it.



Who is this for?



I'm 61. I used to cycle to work. Now I cycle for exercise (Bay Run), days out (via Anzac Bridge and Cooks River) and holidays. The lack of separated bike lanes is my main deterrent.

IWC please work:

- with other councils to provide arterial cycling routes, including restoring safe access to Anzac Bridge;*
- towards a continuous bike lane on the Bay Run that doesn't swap sides (been knocked off my bike twice).*



Cycling is my main form of exercise, often my transport, and, most of the time, my pleasure. I want IWC to work with other Councils to provide safe and convenient dedicated cycle routes. Particularly, the Bay Run needs a separate bike path, with pedestrians water side, all the way round.



Learning to ride has been one of the best things ever to happen to me. I rely on my eTrike to get around, and I love exploring green spaces round the inner west.

It's great that councils are making it easier and safer - nothing makes me happier than joined up cycleways and shared paths. I want to see more of this!



Liz and family love to ride to the shops, to visit friends and to get to daycare. They would love more safe paths around the local area.

Who is this for?



My 11-year old boy and 15-year old girl are building up experience cycling on bike paths and roads to access all the great places the Inner West has to offer which are only a short ride away. This will help with my son riding to school and my daughter riding to her part time job, but generally reduce our car use overall and improve everyone's fitness.
Guy from Lewisham



We rode here from the light rail. We live all over, but we meet here at the Bay Run. The biking is pretty good around here, and we love to come an swim.
Teenagers at Le Montage wharf

Next steps

Thanks for considering our views.



We will contact you next week to answer these three questions to publish in our candidate summary:

1. What do you see as the key benefits of active transport in the Inner West?
2. Do you support a safe and connected bike network that women and children feel comfortable to use?
3. What will you do to support walking and cycling in council?

Contact:
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References



- Designing for Pedestrians and Bicycle Riders (Course) - <http://sustainabletransport.com.au>
- City of Sydney Cycling in the City (Course) - <https://www.cityofsydney.nsw.gov.au>
- Transport for NSW Road User Space Allocation Policy, Providing for Walking and Cycling in Transport Projects Policy and Cycleway Design Toolbox - <https://transport.nsw.gov.au>
- Inner West Council Integrated Transport Strategy - <https://yoursay.innerwest.gov.au>
- Making Sydney a Cycling City - <https://sydney.org.au/publications>
- 6th UN Global Road Safety Week 17-23 May 2021 - <https://unroadsafetyweek.org>
- Economic Benefits of Cycling - <https://ecf.com/what-we-do/cycling-economy/economic-benefits>
- Low Traffic Neighbourhoods - <https://planningwa.com/wp-content/uploads/2019/06/Safe-and-Low-Traffic-Neighbourhoods-Presentation.pdf>
- Sunday Streets - <https://www.sundaystreetssf.com/>