

INNER WEST

Cycling Strategy

20
23



Inner West Council acknowledges the Gadigal and Wangal peoples of the Eora nation, who are the Traditional Custodians of the lands in which the Inner West Local Government Area is situated.

We celebrate the survival of Aboriginal and Torres Strait Islander cultures, heritage, beliefs and their relationship with the land and water. We acknowledge the continuing importance of this relationship to Aboriginal and Torres Strait Islander peoples living today, despite the devastating impacts of European invasion. We express our sorrow for past injustices and support the rights of Aboriginal and Torres Strait Islander peoples to self-determination.

Inner West Council understands our responsibilities and role in working with Aboriginal community to promote cultural heritage and history, address areas of disadvantage, and protect and preserve the environment as well as sites of significance to Aboriginal and Torres Strait Islander peoples. In doing so we acknowledge that Aboriginal and Torres Strait Islander cultures continue to strengthen and enrich our community.

Today, diverse groups of Aboriginal and Torres Strait Islander peoples live and work across the Inner West. We admire the resilience displayed in their significant achievements and in making immense contributions to both Council and the broader community.

Inner West Council is committed to embedding the values and perspectives of the Aboriginal and Torres Strait Islander communities to ensure we learn from the mistakes of our past and forge a positive future of long-lasting value built on mutual respect, equality, and opportunity.





Contents

Acknowledgment to Country	2
Introduction	6
Strategic background	9
Riding a bike in the Inner West	10
What we can do to make bike riding safer in the Inner West	12
What we heard from you	16
Our cycling priorities	19
Actions to support our cycling priorities	20
Implementation	28

Introduction

The Inner West Cycling Strategy along with the associated Action Plan outlines priorities, actions and projects to expand the bike network and support more people riding a bike.

A safer cycling network gives people more transport options and there is strong evidence showing safe connected cycling infrastructure is essential to making bike riding a viable transport option for most people. Riding a bike can be an easy and enjoyable way to get around when we feel safe - and electric bikes make it even easier which is important in the hilly Inner West.

Inner West Families for Climate Action said "Riding bicycles for transport is better for everyone. It is good for our short- and long-term health, good for reducing wear and tear on road infrastructure, good for our mental health, and reduces air pollution and climate pollution."

Bike riding provides personal health benefits like increased fitness and mental alertness, improved mood and better insulin efficiency - and this means better public health overall. Cycling has no polluting emissions, helping us to address the climate change emergency we currently face. Currently transport causes about 30 percent of residential greenhouse gas emissions in the Inner West (Inner West Pathway to Zero Emissions, 2019) and transport needs to part of the picture if we are serious about action on climate change.

Cycling also contributes to social wellbeing and greater inclusion for everyone. It increases participation and inclusion for people who rely on wheelchairs, assisted-tricycles and mobility scooters and provides better opportunities for casual interaction with other people

as part of our daily lives. Along with walking, bike riding provides a transport option that's accessible to more people due to lower costs and less barriers to participate than driving.

More people riding bikes also provides a range of economic benefits. Bikes lanes can accommodate more people with lower costs than car lanes and bike riding is increasingly important for tourism to help visitors explore the Inner West's artistic laneways, performance spaces, local festivals, shops and cafes.

Riding a bike can be a transport option for most people but currently most people are fearful of cycling with traffic. Surveys in Sydney over the past ten years have repeatedly shown that more people would ride a bike it was safer. So, to make cycling a real transport option for more people, we need to make people feel safe about jumping on bike and be safe when they're out and about on their bike.

The Inner West has one of the highest propensities to cycle scores in Greater Sydney (Transport for NSW, Cycling Propensity) meaning people living and working in the Inner West are ready to jump on bike once the streets are safer for riding. This was made clear during consultation on the Community Strategic Plan in 2021 when the community asked for quieter streets with active transport priority. The Inner West Cycling Strategy and the Cycling Action Plan aim to achieve this by outlining actions Council can take to create a safer cycling network and better streets for everyone. The cycling network map in Priority 1 and the Cycling Action Plan will be reviewed and updated periodically as the community's request for safer streets for cycling take shape.

Number of car trips in the Inner West by distance on average weekday

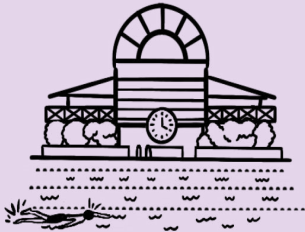


(Source – NSW Household Travel Survey 2018-19)

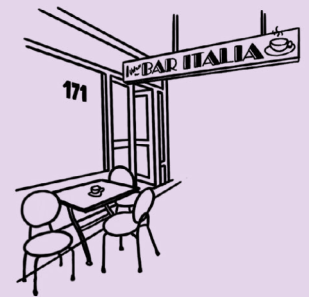
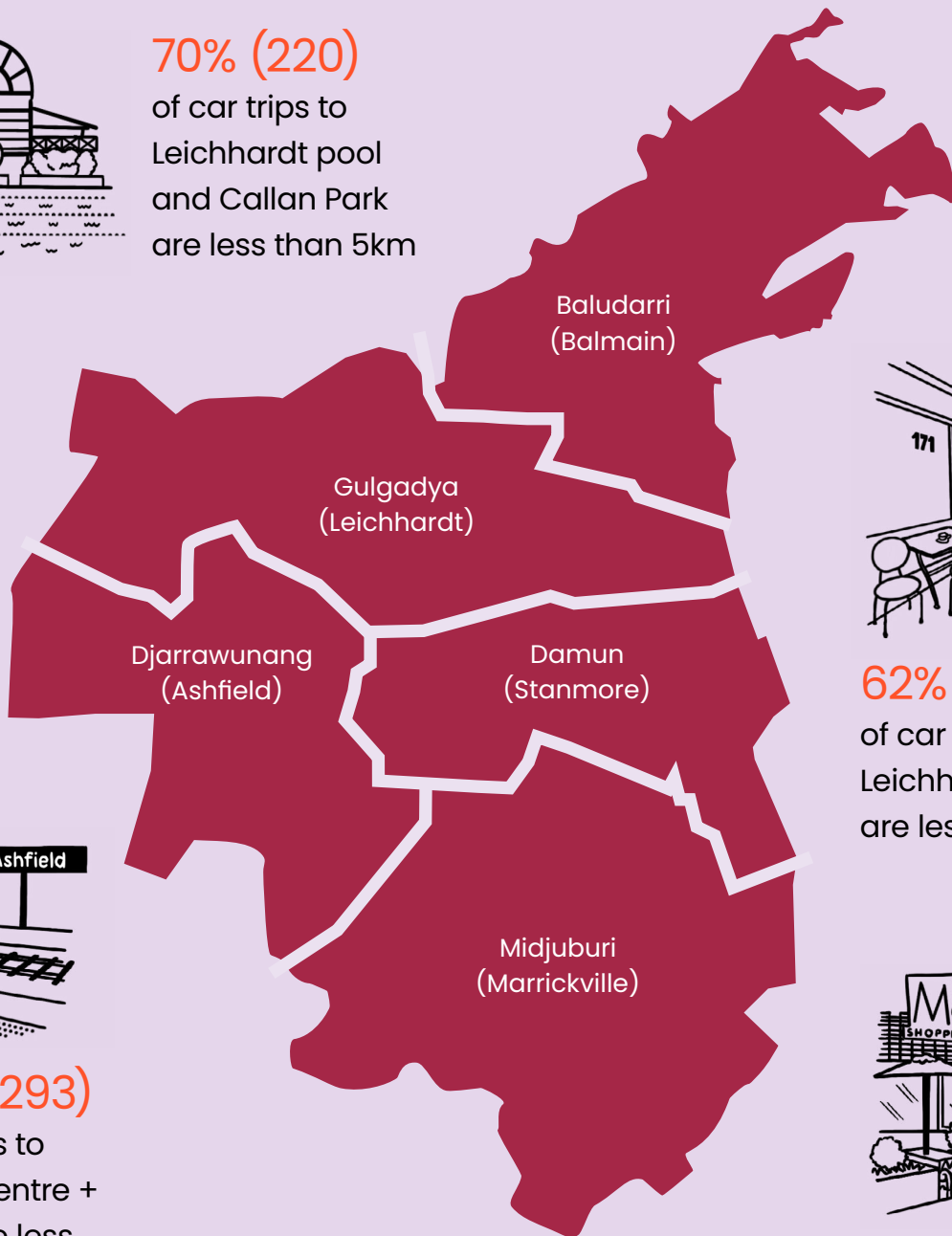


Total: 292,000 journeys

Most car trips in the Inner West are short and if some people ride a bike instead this will make things better for everyone.



70% (220)
of car trips to
Leichhardt pool
and Callan Park
are less than 5km



62% (173)
of car trips to
Leichhardt centre
are less than 5km



72% (2,293)
of car trips to
Ashfield centre +
station are less
than 5km



79% (2,717)
of car trips to
Marrickville (Metro)
are less than 5km



“Electric bikes are simply fantastic and make it much easier to get around our neighbourhood – but people need safe places to ride bikes”

Strategic Background

Under the NSW *Local Government Act 1993*, councils are required to develop a hierarchy of plans known as the Integrated Planning and Reporting (IPR) Framework. This framework helps councils to deliver their community's vision through long, medium and short-term plans. The purpose of the framework is to consistently formalise strategic and resource planning across councils and ensure long-term planning is based on community engagement, leading to a more sustainable local government sector.

The table below identifies the key strategic documents from local, state and federal governments that are relevant to cycling in the Inner West.

Inner West Council	Our Inner West 2036 – Community Strategic Plan (CSP)	The CSP identifies the community's vision and strategies to get there as well as how Council will measure progress towards that vision. The CSP identifies five strategic directions supporting the goals of the community. The Cycling Strategy aligns with Strategic Direction 2 – Liveable, Connected Neighbourhoods and Transport – which aims for people to walk, cycle and move around the Inner West with ease.
	Going Places – An Integrated Transport Strategy for Inner West	The Transport Strategy proposes a future vision for transport focusing on active and sustainable transport by outlining values, principles and actions that prioritise people and sustainable transport.
	Climate + Renewables Strategy	Key Area 3 of this Strategy aims for Zero Emissions Mobility achieved by implementing the Integrated Transport Strategy which prioritises walking, cycling and public transport.
	Our Place Inner West – Local Strategic Planning Statement (LSPS)	This is a strategic document for new development and public places. Planning Priority 8 aims to provide better accessible sustainable transport infrastructure to support more walking and cycling.
State	Future Transport Strategy	The NSW Future Transport Strategy and a number of associated plans outline a 40-year vision to guide transport investment. It aims to create liveable communities that are environmentally and socially sustainable with easy access by walking, cycling and public transport.
	Active Transport Strategy	The Active Transport Strategy provides a plan to guide planning, investment and priority actions for active transport across NSW. It outlines 15-minute local neighbourhoods, a continuous and connected cycling network and providing fit-for-purpose active transport infrastructure and appropriate road speeds.
	NSW State Infrastructure Strategy 2018–2038	The strategy recommends an annual program of investment in a network of protected cycleways linking major centres across Sydney to be delivered in partnership with local government. The NSW Government's Strategic Cycleway Corridors announced in 2022 supports this recommendation.
	A Metropolis of Three Cities – the Greater Sydney Region Plan	This plan is built on a vision of three cities in Greater Sydney connected to three regional cities to the north and south, aiming for people live within 30 minutes of jobs, education and health facilities, services and great places without having to get in the car.
Federal	National Road Safety Strategy 2021–2030	The Strategy specifies lead indicators to identify what's required to reduce road trauma. The lead indicator specified for safer roads includes allocating a share of urban road space to separated cycleways.

Riding a bike in the Inner West

The Inner West is a historic location with a dense street network that originally served a comprehensive tram network. It's location between the Parramatta River and Cooks River with a ridgeline near Parramatta Road that slopes towards the two rivers creates hills throughout the area - making electric bikes perfect for the Inner West.

A growing population and limited transport options have resulted in significant traffic congestion and unsafe streets, but this fails for everyone as drivers are stuck in traffic, people walking are left to dash between gaps in traffic and people on bikes get squeezed between parked cars and moving traffic.

The Inner West also faces a number of unique challenges. It's location between Sydney's western suburbs, Sydney city, the beaches, airports and ports results in significant traffic moving through the area, including many large trucks. This means we see different cycling conditions on the same street throughout the day and night - higher volumes of traffic typically occur during peak travel periods while higher driving speeds are commonly experienced when traffic volumes are lower during the day and night.

Before too long we will see missing links completed on the Greenway and new bike paths provided between Annandale and Rozelle, Marrickville and Sydenham Station, and Tempe Reserve and Mascot along Alexandra Canal.

In addition, the Inner West is criss-crossed by physical features which make it harder to get around - train lines, the light rail line, stormwater canals and major roads, new and old, squeeze everyone into tight crossing spaces. In our community engagement in March 2022 Sarah, a business owner from Rozelle who prefers to do deliveries by cargo bike, said "All our major roads and railway lines are like bridgeless rivers". These physical barriers require pedestrians, bike riders and motorists to converge at narrow crossing points throughout the Inner West like West Street Petersham over the Inner West rail line, Wardell Road in Dulwich Hill over Cooks River and Gleeson Avenue at Sydenham Station. Meanwhile crossing major roads like the City West Link, Liverpool Road, Parramatta Road and Sydenham Road makes walking and cycling journeys longer and slower.

Safer bike links have been delivered throughout the Inner West including the Greenway between Iron Cove and Cooks River, cycleways along the rail line between Lewisham and Newtown as well as in Livingstone Road and Carrington Road Marrickville. Before too long we will see missing links completed on the Greenway and new bike paths provided between Annandale and Rozelle, Marrickville and Sydenham Station, and Tempe Reserve and Mascot along Alexandra Canal. In recent years we've seen a big need to build on this work to support the popularity of cycling.



Case study 1

Cycling is good for business

Sarah's business, Clara Green, supplies eco-friendly cleaning products to businesses throughout the Inner West. From her warehouse in Rozelle, Sarah delivers products to customers in St Peters, Newtown, Marrickville and the city, sometimes carrying 40kg or more. She says riding a bike is fun, cheaper and less stressful than driving and searching for loading zones and parking. Safer and connected bike links in the Inner West would improve Sarah's efficiency and allow her business to expand its bicycle delivery zone and product range and utilize larger capacity cargo bikes and trailers.

What we can do to make bike riding safer in the Inner West

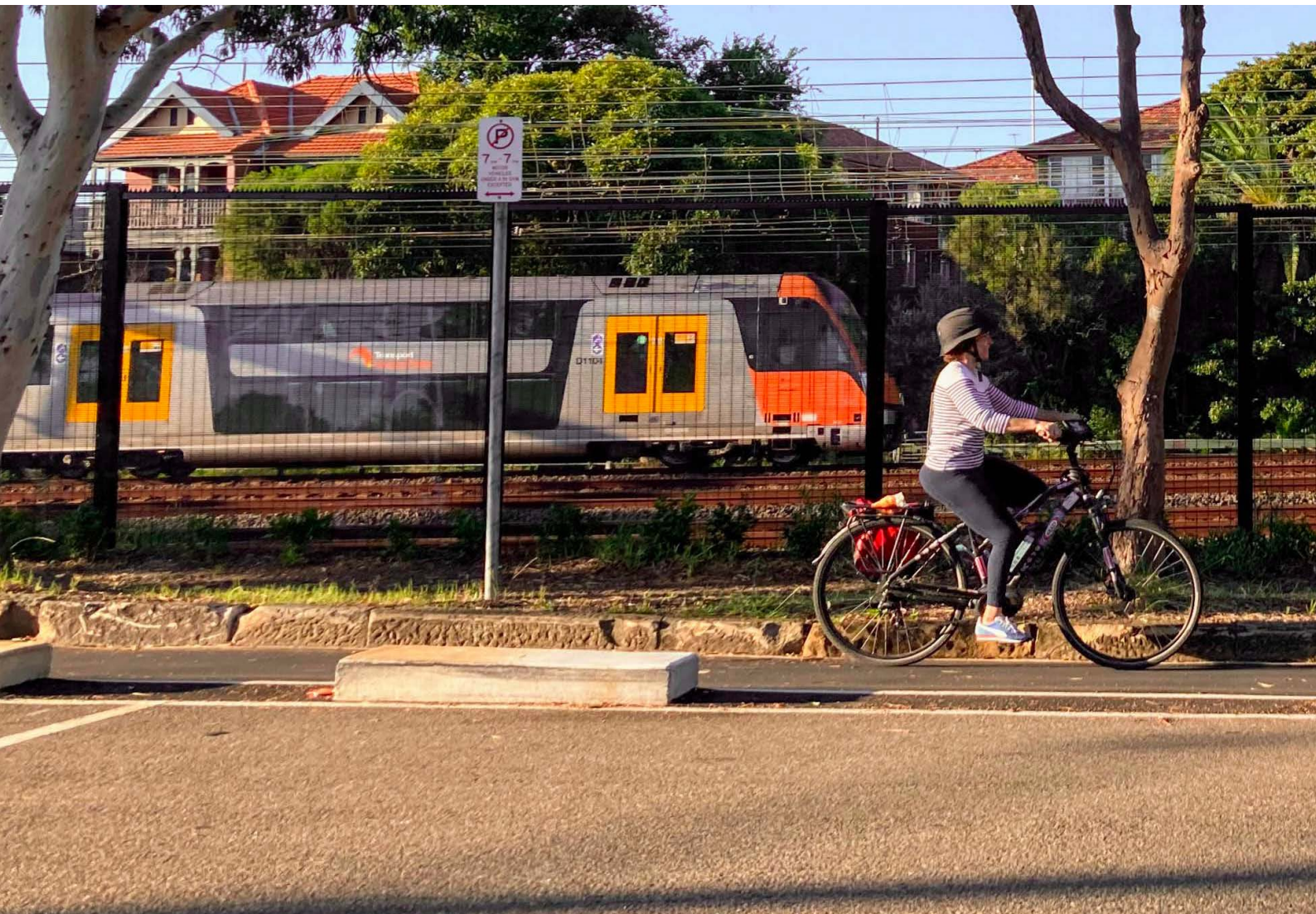
It's important that everyone in our community can access and enjoy our streets and there's a range of different ways we can help people feel safer riding a bike. To do this we need to make bike riding safer, easier and more convenient than driving. Bike links need to be safe, direct, connected, attractive and comfortable, and we need to be able to adapt to changes in the future.

A community survey in 2021 shows that more people started riding a bike during the COVID-19 pandemic and 76 percent of people who ride only occasionally were interested in cycling more often if it felt safer (City of Sydney Active Transport Survey, 2021). Council can provide safer cycling conditions in a range of different ways and we will work with the community to expand the safer cycling network and improve our streets for everyone.

The planning and design of bike links needs to consider a range of factors. We need to remember we are not starting from scratch – we are retro-fitting historical streets and different approaches may be needed to accommodate everyone safely. The type of bike infrastructure needs to respond to the use and characteristics of the street as well as consultation with experts and the local community.

All types of bikes

A range of different bikes are used increasingly by people and businesses in the Inner West – cargo bikes holding dogs, children and groceries, regular bikes, wheelchairs, motor-assisted tricycles, mobility scooters and electric bikes – and the strategy aims to accommodate the increasing diversity of personal transport options.



Laurence, now 63, told us he learned to ride a bike as a child and now rides an electric bike around Leichhardt due to illness. Heidi who uses a wheelchair said, "It makes a huge difference to anything I do – the cycleways."

Bicycles, tricycles and mobility scooters can provide older people and people with disabilities with more personal freedom. Food and grocery deliveries by bicycle are commonplace and in the future we will see other lightweight personal mobility devices on our streets like assisted skateboards and shared bikes.

Safer streets for cycling

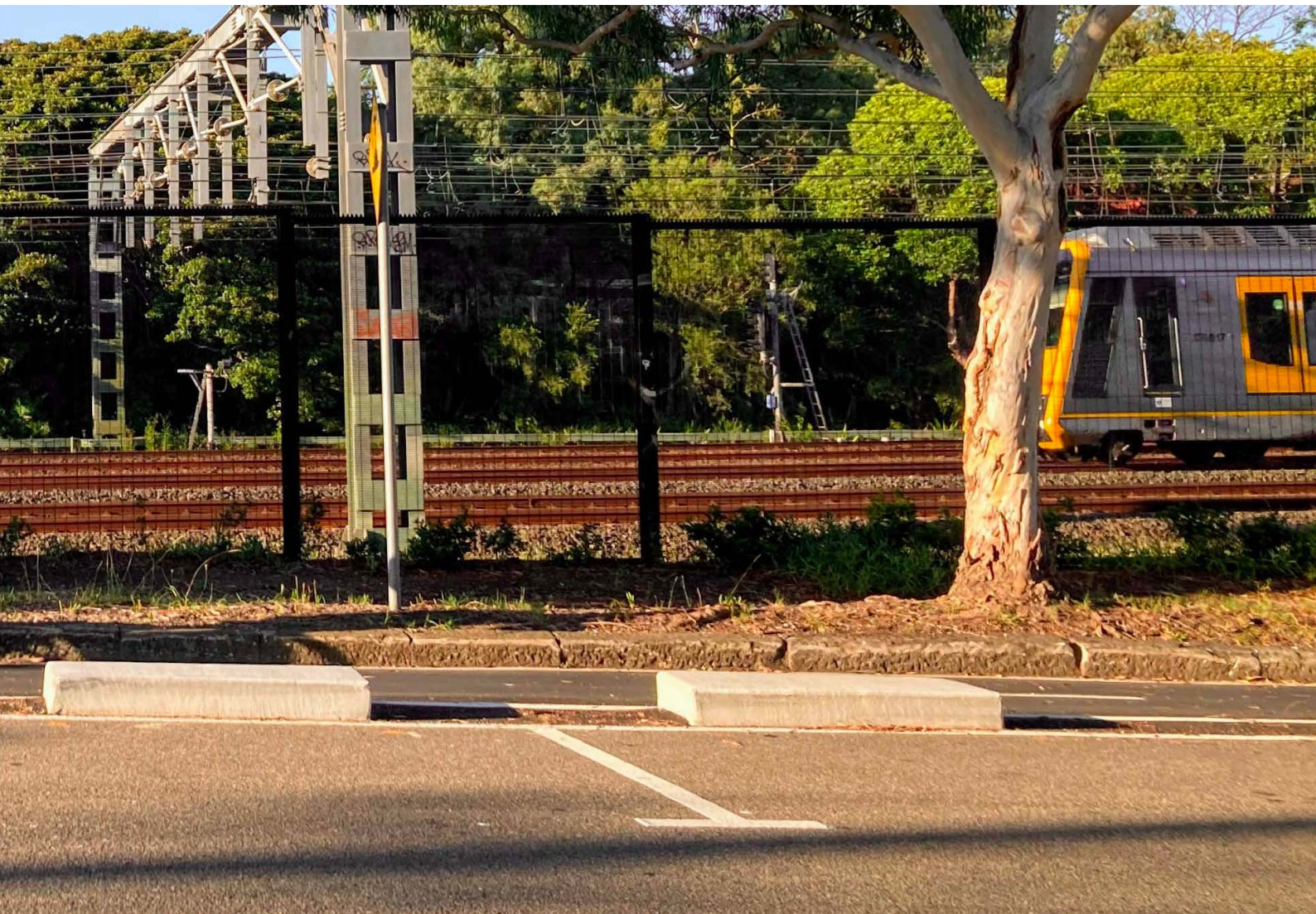
There are different types of cycling facilities making it feasible to create low-stress cycling conditions in almost every context and the bicycle network will be reviewed and updated as a safer Inner West bike network takes shape.

Council can provide separated cycleways on local roads and advocate for them on roads controlled by the

NSW Government like Parramatta Road, Liverpool Road Ashfield and Victoria Road Rozelle. With the opening of an extensive underground motorway network in Greater Sydney we have an opportunity to make our surface streets better with more trees and landscaping, wider footpaths and dedicated bike lanes. Improvements to surface streets has been repeatedly identified by the NSW Government as a significant benefit of the motorways and Council wants to see safer bike access provided on roads controlled by the State Government.

Bike riders can feel comfortable sharing the road with drivers when the conditions are right - and both the quantity and speed of traffic matter. Small changes can make streets more predictable, efficient and safer for everyone.

Quietways can be created in local streets with increased landscaping and intersection treatments like Weston Street Dulwich Hill on the Greenway and Northwood Street



Camperdown. In streets where there's more traffic we can change how a street operates – the way it functions – such as with filtering or diverting traffic and creating one-way or two-way traffic flow. This has occurred in Rofe Street Leichhardt at Parramatta Road which restrict access to one-way flow on part of the street, and in Sarah Street Enmore and Morgan Street Petersham where the street provides access to people walking and cycling.

Safer speeds can be implemented where there's lots of different demands to use the street such as people walking and cycling, street loading and car parking. Shared Zones with a speed limit of 10km/hr can be installed where there's high demand for walking and cycling like busy shopping and eating streets or where there are no footpaths like in laneways. In our community engagement in April 2022 Anna from Croydon reminded us that back lanes can be great active thoroughfares with safer speed limits.

Shared paths need to be our last resort. Shared paths for walking and cycling are sometimes a necessary compromise to avoid leaving a network gap or forcing people to ride fearfully in traffic. With a growing population we need space for more people walking and we also appreciate people can feel nervous with bike riders on the footpath so the strategy aims to restrict the introduction of new shared paths to locations where there is no safe alternative and provide wider paths whenever possible.

Priority 1 of the strategy is to expand the bike network. Streets identified as Prioritised Cycling Access aim to provide better bicycle priority such as with safer speeds, reduced lane widths or reduced through traffic, while Place Based Cycling Access on main streets like Parramatta Road, Marrickville Road, Liverpool Road Ashfield and Norton Street Leichhardt recognises these streets are important places for a range of activities such as street dining, shopping, street events and strolling. The Strategic Investigation Area in north Ashfield aims to explore possible north-south cycling links in the area bounded by major roads and the rail line which results in significant through traffic in this area.

More than just bike paths

As well as safer streets the strategy recognises that other types of support are needed to help people make bike riding a regular part of their lives. This is important to help

The Inner West Cycling Strategy outlines a number of priorities each with actions to help us achieve a safer bike network and provide the support and information people need to ride a bike.

In April 2022 the NSW Government announced the Strategic Cycleway Corridors for the Eastern Harbour City – a vision to provide a safe and connected cycleway network to enable more people to safely ride a bike as part of their everyday travel. The Inner West Cycling Strategy aims to facilitate this by outlining a bike network linking popular locations where like Ashfield, Marrickville and Leichhardt, as well as places that will change in the future like Parramatta Road and The Bays Precinct.

As we developed the strategy we asked for your comments and ideas. We received feedback from communities throughout the Inner West and the strategy has worked to capture the information you gave us.

us understand and address the barriers so we can help people to start riding and continue riding.

During community engagement and public exhibition of the Inner West Cycling Strategy people told us about the need for driver education about using the streets with bike riders and the need for care when cycling around people walking. We heard about the importance of maps and street signage to provide people with confidence while getting around and the need for courses to build cycling skills and capabilities. We heard about the need for more bike parking for a range of bikes in the public domain especially for residents who live in older apartments. People also asked for support to help their kids cycle to school.

Children who walk or cycle to school have been found to be more attentive and focused in class, and the strategy considers ways we can support active transport to schools. It also recognises that we need to promote the benefits of cycling, and this is especially important with the proposal of new bike routes to ensure we provide clear and comprehensive information about a proposal.



Case study 2

Cycling is good for everybody

Finn lives with cerebral palsy and always assumed he would never be able to ride a bike. A friend had been encouraging him to ride for 20 years, and a few years ago he finally started exploring the options. When the streets were quiet at the start of the COVID-19 pandemic he bought an electric trike. Freedom Wheels, a non-profit provider that designs and builds customised equipment for people with disability, modified the trike to give Finn the control and comfort he needs. Now Finn can go places he never could before – he said “it’s changed my life in every single way – I see so much more of the world!”

What we heard from you

In March and April 2022, we sought your input on what we could do to make bike riding safer in the Inner West. We received 427 responses to our survey and 629 comments were made on a map of the Inner West. 25 people attended an online engagement session and we also spoke with people who rely on wheelchairs to get around. The Inner West Bicycle Working Group and other Local Democracy Groups provided input and we continue to work closely with the Bicycle User Groups in the Inner West.

The quantity and range of comments we received about bike riding in the Inner West reflect the community importance of safer streets for cycling. We heard from small business owners who use electric cargo bikes for deliveries. We heard from people who ride with their children to school and people who visit the local shops by bike or cycle to work. There was broad consensus about the need for cycleways that are connected and separated from pedestrians and traffic. Matt from Dulwich Hill said the combination of Sydney Gateway and Westconnex should mean less traffic, and this is a great opportunity to reclaim some of the space.

Balmain and Darling Street were mentioned as important locations for safer bike links, as was Lewisham, beside the rail line, Stanmore, Norton Street and Marion Street in Leichhardt and Marrickville Road.

You also told us about the need to encourage reduced car use and promote safer driving, especially with lower speed limits and information about sharing the road with bike riders. Parents told us they want their children to be able to ride independently.

People told us about the need for better road maintenance and improvements to some existing cycleways as well as the need to provide important information and facilities such as more bike parking, wayfinding signs and cycling maps.

We asked about locations in the Inner West where you think cycling links and other improvements are needed. Parramatta Road, Ashfield and Newtown, including links to the City of Sydney's bike network, were high priorities. You asked that us to improve connections with and make improvements to the existing cycleways. Balmain and Darling Street were mentioned as important locations for safer bike links, as was Lewisham, beside the rail line, Stanmore, Norton Street and Marion Street in Leichhardt and Marrickville Road.

The Inner West Cycling Strategy outlines priorities and actions that aim to get more people riding a bike and address the issues we heard from you.



Case study 3

Cycling is for important for the future

Ken lives in Lilyfield and does lots of short journeys near home and school. His cargo bike provides a great way to do these journeys and it can carry a lot of gear and kids well. It's a really enjoyable way to travel, especially with the help of a battery. Greg from Balmain says the cargo bike provides a great way to move the kids and assorted equipment over short distances. It also exposes the kids to correct behaviour on the roads and provides some much needed exercise for me. Ken and Greg are just two of the parents at their kids school who use an electric cargo bike for the school run and they want to see designated cargo bike parking outside the school."

Transport makes up 31% of resident greenhouse gas emissions and walking and cycling are part of the solution

(Source - Inner West Pathway to Zero Emissions, Kinesis, 2019)



Our cycling priorities

Priority 1

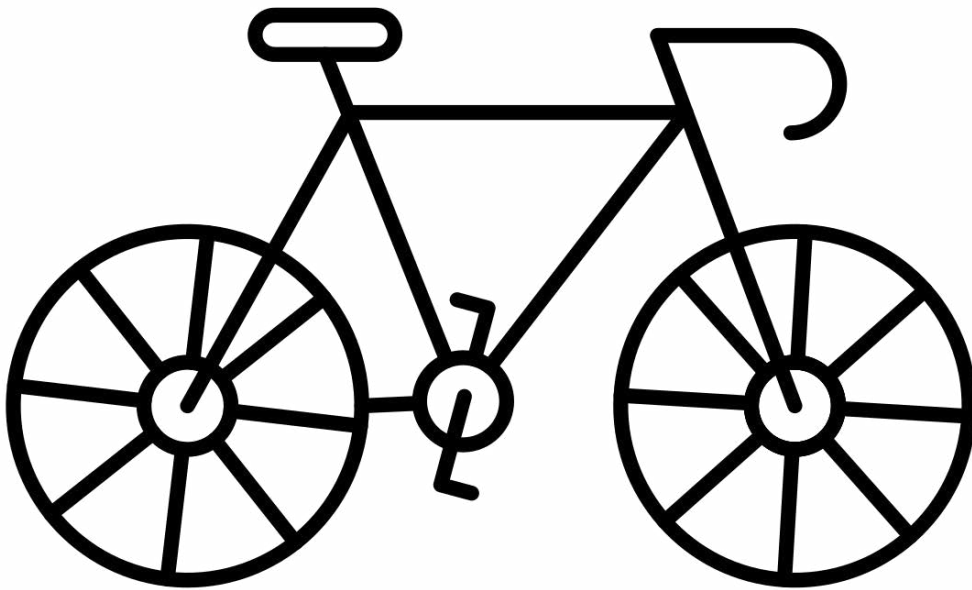
Increase the number of people cycling by expanding the bike network to make bike riding a low-stress and convenient transport option

Priority 2

Recognise and support the growing use of a range of different bikes and mobility devices including electric bikes and trikes, cargo bikes, child and dog-carriers, assisted wheelchairs and electric mobility scooters

Priority 3

Address problems and high-stress safety issues on existing cycleways and popular bike routes while the bike network is implemented and expanded



Priority 4

Ensure an organisation-wide approach to cycling is applied to and embedded in all aspects of Council's planning and functions

Priority 5

Provide initiatives, facilities and information to support people to ride a bike and help people appreciate the community-wide benefits of more people cycling

Priority 6

Work with other councils, the State and Federal Governments, bike groups and the community to learn, share information and facilitate change; and learn from cities where bike riding is a popular transport choice

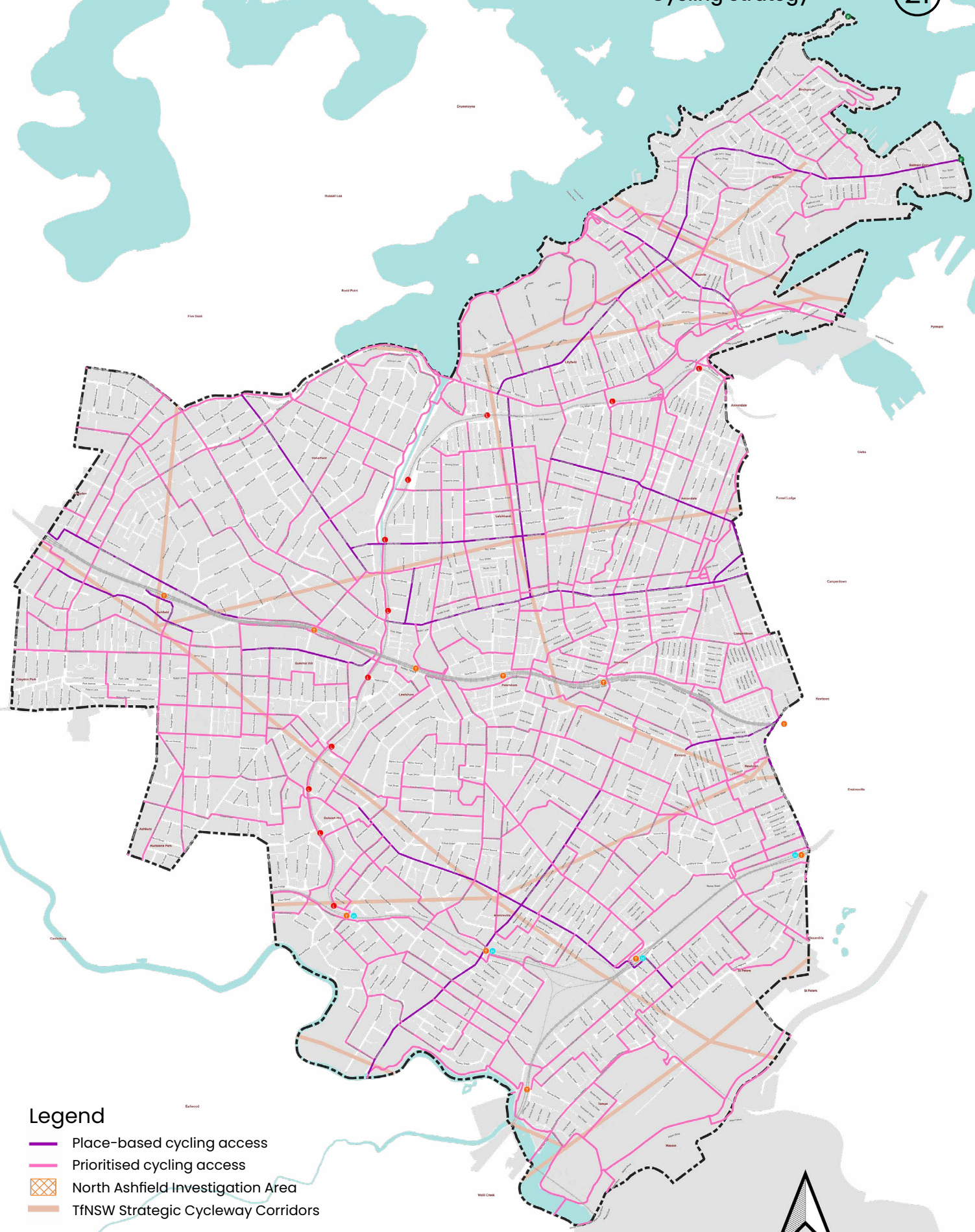
Actions to support our cycling priorities

Priority 1

Increase the number of people cycling by expanding the bike network to make bike riding a low-stress and convenient transport option

We will:

- 1.1 Expand and connect the Inner West bike network as outlined in Figure 1 to provide safe, comfortable and direct cycling links that can be used by people of all ages and cycling abilities
- 1.2 Provide the bike network in accordance with Part 2.2 of NSW Cycleway Design Toolbox (Cycleway Facility Selection Tool) which specifies greater levels of service and safety on roads with higher motor vehicle speeds and volumes
- 1.3 Plan, design and install bike links to provide space and enhancements to ensure continuous cycling access across side streets consistent with the NSW Cycleway Design Toolbox
- 1.4 Plan, design and install bike links to ensure people riding uphill feel safe and comfortable by taking grade into account
- 1.5 Improve safety and access for bike riders on the bike network by reducing through traffic and driving speed on local streets
- 1.6 Deliver mixed traffic links (also called Quietways) in conjunction with safer speed limits and, where possible, increased street landscaping to support traffic calming, reduce urban heat and provide increased habitat
- 1.7 Apply a stringent Safe System assessment with the design and construction of bike links to remove and/or reduce the exposure, likelihood and severity of crashes involving bicycle riders
- 1.8 Allocate council funds and pursue external funding for implementation of the Inner West bike network and the NSW Strategic Cycleway Corridors in the Inner West
- 1.9 Investigate and implement where possible infrastructure to expand and improve walking space and access with the planning, design and installation of new bike links
- 1.10 Apply shared path markings on shared paths in accordance with *Shared Pathways - Pavement Markings Guide* (Spackman Mossop Michaels, July 2012)



Legend

- Place-based cycling access
- Prioritised cycling access
- North Ashfield Investigation Area
- TfNSW Strategic Cycleway Corridors

Figure 1

0 500 1,000 1,500 m

Priority 2

Recognise and support the growing use of a range of different bikes and mobility devices including electric bikes and trikes, cargo bikes, child and dog-carriers, assisted wheelchairs and electric mobility scooters

We will:

- 2.1 Aim to design the bike network to accommodate bicycles and micro-mobility options by accounting for the broadest dimensions, including cargo and child-carrier bikes, electric bikes and trikes, tandem and recumbent bikes, wheelchairs, electric scooters and personal mobility scooters
- 2.2 Provide accessible weather-protected parking at council facilities to accommodate non-standard bicycles and mobility aids such as tricycles, mobility scooters and wheelchairs
- 2.3 Design and install bike links to be adaptable, provide capacity for future growth and accommodate new micro-mobility transport options
- 2.4 Aim to restrict the introduction of new shared paths predominantly to locations where there is no safe alternative and where pedestrian volumes are low
- 2.5 Explore and aim to provide widened footpaths with the conversion or installation of new Shared Paths
- 2.6 Respond to community requests for the removal of barriers to cycling, such as in National Street Rozelle and Pearl Lane Marrickville, and the installation of facilities in council streets, parks and facilities
- 2.7 Advocate for the removal of barriers and the installation of facilities on existing NSW Government assets such as installation of wheel ramps at rail crossings like in Bedford Street Newtown, Cavill Ave Ashfield and Terminus Street Petersham

Priority 3

Address problems and high-stress safety issues on existing cycleways and popular bike routes while the bike network is implemented and expanded

We will:

- 3.1 Work to address level of service and safety problems on existing bike paths such as, intersections with side streets on the Carrington Road cycleway, Kingsford Road crossing at the Railway Ave cycleway in Stanmore and the crossing of Railway Terrace at West Street Lewisham
- 3.2 Investigate and respond to community feedback about cycling access, comfort and safety
- 3.3 Investigate and determine implementation priorities to provide Shared Paths in existing high-stress walking and cycling locations such as at rail crossings and canal crossings
- 3.4 Investigate long term options to improve walking and cycling space and access in existing 'squeeze points' located at rail crossings and canal crossings
- 3.5 Provide kerb ramps linking park paths that are part of a bike connection with the surrounding street network, such as between Tressider St Haberfield at Richard Murden Reserve and Orchard Crescent Ashfield
- 3.6 Seek to improve cycling access with minimal impact on-street car parking by installing contra-flow bike access or "Bicycles Excepted" signage on existing one-way streets in accordance with the TfNSW Technical Direction
- 3.7 Investigate and establish implementation priorities to improve road crossing safety at high-stress locations used by existing bike riders such as Johnston Street Annandale at Albion Street, Styles Street Leichhardt at Whites Creek Lane, Sydenham Road at Sydney Street and Old Canterbury Road near Yeo Park
- 3.8 Ensure on-road painted bike symbols are centrally positioned in the travel lane, clear of parked cars and the 'door zone', placed frequently and accompanied by "Cyclists may use full lane" signs wherever possible without creating additional street clutter

Priority 4

Ensure an organisation-wide approach to cycling is applied to and embedded in all aspects of Council's planning and functions

We will:

- 4.1 Identify and provide smooth continuous bike access through existing street closures such as Fowler Street Camperdown, Lands Lane Newtown and Chester Street Annandale
- 4.2 Ensure Council's road planning and designing teams have access to best-practice design, examples, technical guidance and training for cycling infrastructure
- 4.3 Provide resources and information to relevant council staff about different types of bike parking and the relevant Australian Standard to increase knowledge and demonstrate the importance of user experience
- 4.4 Ensure Local Area Traffic Management Plans (LATM) include objectives and recommendations recognising direction 2.6.2 of the Community Strategic Plan – "Manage the road network to increase safety and prioritise active and public transport over private motor vehicles."
- 4.5 Ensure permits issued by Council for works and equipment on public roads/footpaths outline obligations to maintain safe and direct bicycle access as well as walking and driving
- 4.6 Monitor implementation of the strategy at Bicycle Working Group meetings and with a yearly report to the General Manager
- 4.7 Update Council's Public Domain Standard Drawings to ensure council assets and public domain details provide safe smooth cycling access
- 4.8 Ensure relevant staff, new and existing, participate in the Transport for NSW approved course Designing for Pedestrians and Bicycle Riders
- 4.9 Ensure recommendations in Plans of Management (POM) for parks and open spaces maintain or provide bicycle access when relevant, and do not reduce or inhibit existing/future bicycle access
- 4.10 Provide cycling confidence courses for council staff to support increased riding to work and for work trips

Priority 5

Provide initiatives, facilities and information to support people to ride a bike and help people appreciate the community-wide benefits of more people cycling

We will:

- 5.1 Increase bike parking in the public domain in response to demand, with an emphasis on off-footpath parking in local centres, near schools and in popular locations
- 5.2 Provide wayfinding signs to support access along known cycle corridors
- 5.3 Allocate sufficient budget for community engagement to ensure communities are clearly and comprehensively informed about proposed bike links and the associated benefits
- 5.4 Pilot off-footpath bicycle parking, and pick-up / drop-off space for cargo bikes, outside primary schools in response to demand
- 5.5 Aim to provide community updates to keep the community reminded about and informed of progress between community consultation and commencement of construction of new bike links
- 5.6 Carry out counting of bike riders, at least biennially in locations throughout the Inner West
- 5.7 Provide opportunities for people to swap cycling build skills and capabilities
- 5.8 Conduct driver education campaign to increase awareness and understanding about bike riders using the road
- 5.9 Carry out local promotional activities to increase awareness and encourage bike riding following the opening of new bike links
- 5.10 Ensure the Inner West planning controls for new development specify on-site bicycle parking suitable for the intended building occupants and visitors/ patrons in terms of parking type, position, access and visibility
- 5.11 In response to demand, explore the provision of on-road bike hangars in locations where existing homes, such as apartments, cannot provide secure bike parking on site
- 5.12 Support schools located around the Greenway with increased active travel on national Ride to School Day

5.13 Evaluate new bike infrastructure at least every 5 years based on the following indicators:

Indicator	Measure	Methodology	Data source
Support people to ride safely	User perception of safety improvements	Intercept surveys with riders using the bike link	Intercept survey
Safer driving speeds	Median vehicle speed	Compare the median speeds during for at least two days before and after opening of the bike link	Traffic speed survey
Increase the number of people riding	Weekly trips	Compare the total weekly trips with the first week of opening	Temporary counters
Improve places	Increased trend over time of people walking/cycling	Observation to capture the change in gender diversity of people walking/cycling	Observation
Community support from local community and wider community	Community feedback about use of the space for cycling	Community survey conducted by phone about bike links and road space allocation Feedback received via email, correspondence and phone calls	Community survey by phone in immediate and wider area Council records of feedback

5.14 Develop a wayfinding map for cycling in the Inner West

5.15 Investigate opportunities for children's riding areas and learn-to-ride tracks including advocacy on land owned by the NSW Government, and as part of events

5.16 Support and encourage Council staff to ride to work and for work trips by providing access to an electric bike fleet and improved end-of-trip facilities at Council workplaces

5.16 Support and encourage bike based enterprises and activities, including bike share and food delivery services, to maximise beneficial outcomes for the Inner West

5.17 Participate in events and other opportunities to provide people with experience riding electric bikes and cargo bikes.

Priority 6

Work with other councils, the State and Federal Governments, bike groups and the community to learn, share information and facilitate change; and learn from cities where bike riding is a popular transport choice

We will:

- 6.1 Advocate to and collaborate with Transport for NSW to implement the Strategic Cycleway Corridors in the Inner West and Eastern Harbour City
- 6.2 Advocate for Transport for NSW to fully fund and deliver the Strategic Cycleway Corridors
- 6.3 Advocate to the NSW Government for delivery of dedicated bike paths on State roads such as Victoria Road with the opening of the Iron Cove Link tunnel and Parramatta Road with the delivery of the Westconnex motorways
- 6.4 Advocate to the NSW Government for re-opening of the Glebe Island Bridge to provide walking and cycling access to Sydney city and The Bays Precinct
- 6.5 Work with developers of large and/or suitable sites to provide through-site walking and cycling links to improve local access
- 6.6 Advocate to the NSW Government to apply the Movement and Place framework and Road User Space Allocation Policy to improve main streets like Liverpool Road Ashfield, Parramatta Road, New Canterbury Road and Johnston Street Annandale
- 6.7 Lobby the NSW Government to take action to implement surface street improvements identified as project benefits in the Environmental Impact Statements (EIS) for the WestConnex and Western Harbour Tunnel underground motorway projects
- 6.8 Advocate for more NSW Government action on driver education and road safety
- 6.9 Work with the NSW Government and developers for safe, connected and comprehensive bicycle infrastructure in development precincts such as The Bays Precinct
- 6.10 Share with and learn from the experience and expertise of other councils, the NSW Government, cycling advocates, bike riders and the community
- 6.11 Advocate to the NSW Government for updating of the NSW Speed Zoning Guidelines to identify a 30km/hr speed limit for high pedestrian areas and the default speed limit for all residential streets and main shopping streets
- 6.12 Advocate for the delivery of dedicated and direct bike links and other cycling infrastructure with the proposal and delivery of NSW Government infrastructure projects
- 6.13 Work with adjoining councils to ensure continuous and consistent cycling facilities are provided across council boundaries
- 6.14 Advocate to the NSW government for integration between public transport and cycling ample well located bike parking at stops/stations and vehicle capacity to carry bicycles

Implementation

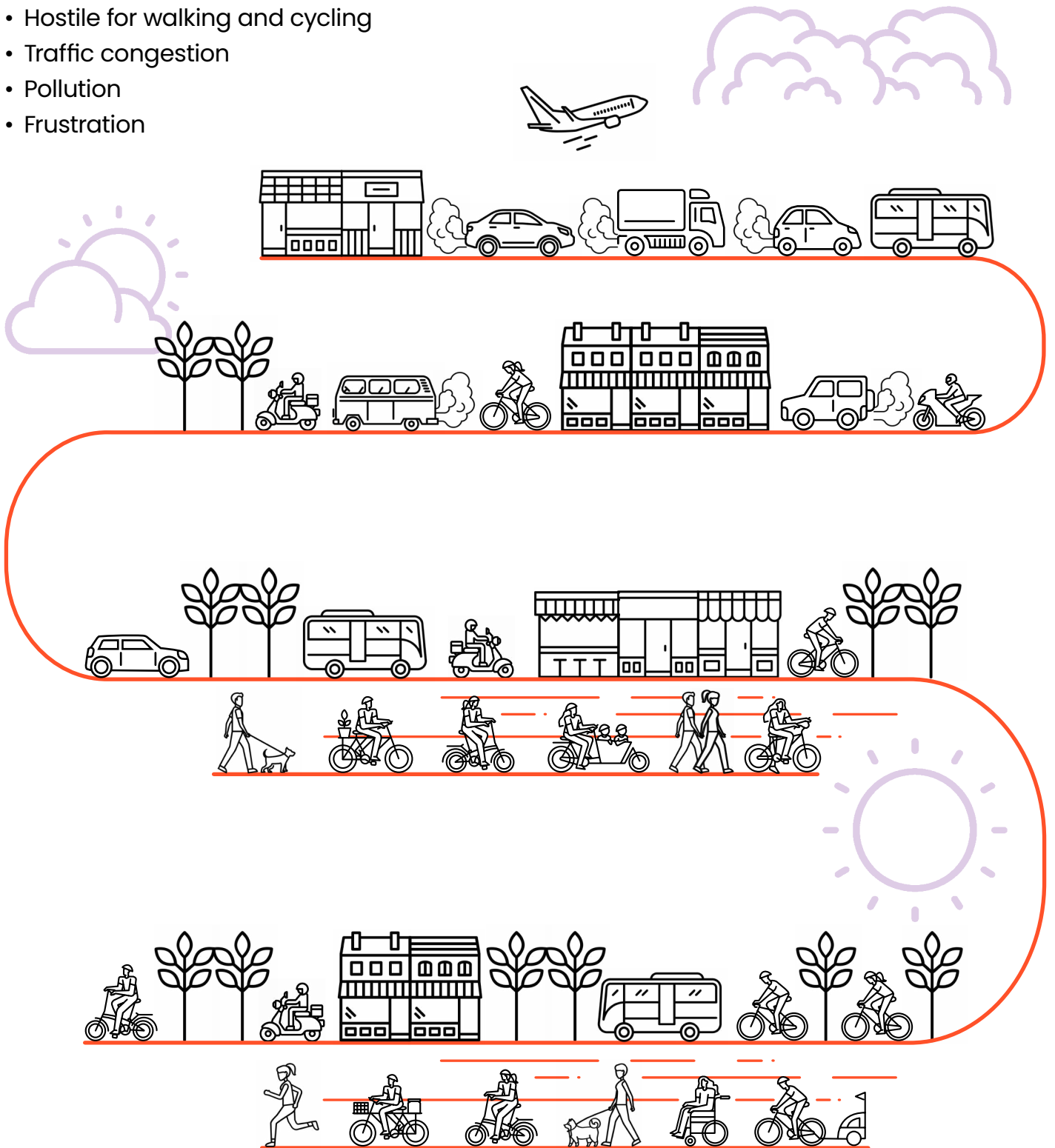
This strategy provides the foundations for delivering a connected and safer bike network by outlining strategic considerations for the planning, design and delivery of the network as well as other initiatives to support more people to ride a bike. Creating better streets for everyone requires us to consider the desired outcomes and experiences of all street users instead of maintaining the way things are now. We need to be able to adapt to changes and community feedback and, to achieve this the strategy is accompanied by the Cycling Action Plan outlining projects to which limited council resources will be allocated. The cycling network map in Figure 1 and the Cycling Action Plan will be reviewed and updated periodically.

The Community Strategic Plan, Our Inner West 2036, contains a Strategic Direction for managing the road network to increase safety and prioritise active and public transport over private motor vehicles. As part of the Integrated Planning and Reporting (IPR) Framework, councils in NSW support delivery of the community's strategic vision through long, medium and short-term plans.

The Long Term Financial Plan 2023-2033 recognises the community desire for better bicycle facilities and progress is reported to Council in the four-year Delivery Program and annual Operational Plan as part of the Quarterly Reporting process. The Inner West Bicycle Working Group, part of Council's Local Democracy Framework, provides ongoing community input on implementation of the strategy.

Now

- Hostile for walking and cycling
- Traffic congestion
- Pollution
- Frustration



Future

- Safer for people walking and cycling
- Better access for everybody
- Street trees and landscaping
- Better streets





For further information about
cycling in the Inner West,
visit www.innerwest.nsw.gov.au

INNER WEST