

BETTER BIKE PATHS

A SAFE, ACCESSIBLE AND CONNECTED NETWORK OF BIKE PATHS IN SYDNEY AND REGIONAL CENTRES

In NSW we have a major problem. Across the state, cycling rates have decreased while injuries are skyrocketing. At the same time, road congestion is out of control, transport emissions are rising and rates of obesity and inactivity are among the worst in the world.

Encouraging people to get out of their cars and onto bikes is a no brainer – but it can't happen without government leadership, planning and funding.

Sadly, the New South Wales government has neglected cycling infrastructure. Where there are cycle lanes or separated paths they are often disconnected, unsafe or poorly maintained. In most places they simply don't exist – leading to frustration for motorists and cyclists alike.

And in another damning indictment against our broken infrastructure and dangerous roads, even Tour de France champion Cadel Evans has been quoted as saying he's intimidated when cycling in Sydney.

The government currently only spends 1% of our annual transport budget on active transport such as cycling and pedestrian infrastructure. The UN has recommended a target for governments of 20% of transport and roads expenditure. This translates to just \$3.81 per person per year. By comparison, London spends about \$33 per person per year on cycling infrastructure.

The current model of funding active transport infrastructure is also broken. Current government policy is for all projects to be paid for 50/50 by state and local governments. This has led to underinvestment and a lack of holistic planning for connected bike lanes. Can you imagine politicians running around the state to cut ribbons for a road or train track which just stops after a few kilometres or

connects places no one ever goes to? This is what often happens with cycling infrastructure.

This isn't good enough, and we're committed to making sure this changes. Cycling and walking infrastructure should be considered state significant development and funded by the state government, not local councils.

The Greens have developed a plan to increase the spending on cycling infrastructure in NSW to \$30 per person per year – a modest investment in reduced congestion and emissions, improved health and safer streets.

“One kilometre of motorway would cover the cost of 110km of bikeway. One kilometre of road tunnel buys over 300km of bikeway.”
(Department of Infrastructure and Transport, 2013)

WE ARE CALLING FOR:

- \$250 million per year for a cycling infrastructure fund (\$1 billion over four years);
- Active transport infrastructure to be mandatory in all major new road and transport projects;
- At least 20% of developer contributions to go towards cycling and walking infrastructure;
- Improved motorist education and police enforcement to keep cyclists and pedestrians safe; and
- Statewide behaviour change education programs to increase uptake of cycling and walking.

\$250 MILLION PER YEAR FOR A CYCLING INFRASTRUCTURE FUND

The fund would support the construction of a connected network of cycleways within metropolitan and major regional communities and improve cyclist and pedestrian safety.

1. \$300 million towards construction of a network of 284 km of dedicated cycling and shared cycling/walking paths, on existing radial and cross regional corridors within a 10 km radius of the Sydney CBD. This includes funding for:
 - A Harbour Bridge cycle ramp at Kirribilli and separated cycling infrastructure connections from the bridge to the Spit, North Sydney, St Leonards and Chatswood in Sydney's north
 - Improved north-south and east-west cycleways through the CBD including a bi-directional separated north-south cycleway along Castlereagh Street and Pitt Street, reconstruction of the College Street cycleway and a connection for the east-west cycleway along King Street between Castlereagh and Clarence Streets;
 - Construction of the GreenWay cycle path from Cooks River to Iron Cove;
 - An eastern suburbs link from Bondi Junction and Coogee to the CBD;
 - Sydney Airport links to St George, Cronulla, the Eastern Suburbs, Inner Sydney and the Inner West.
2. \$250 million towards the construction of a network of at least 200 kilometres of upgraded or new bike infrastructure to connect and revitalise urban hubs in Sydney including Parramatta, Chatswood, Blacktown, Penrith, Liverpool and the inner west.

3. \$104 million for Stages 1 and 2 Cyclesafe Newcastle and Lake Macquarie plan to connect 90km of existing paths with 140km of new construction. Total project cost is \$164 million over eight years.
4. \$40 million for construction of the Sutherland to Cronulla Active Travel Link and extension to Bankstown and Parramatta.
5. \$30 million for provision of end-of-trip facilities and bike parking at commuter hubs, schools, TAFEs, universities, stations and ferry terminals.
6. \$100 million for development of a Wollongong and Illawarra cycling network plan and delivery of improved cycling infrastructure to connect the region.
7. \$175 million for regional cycling infrastructure including expanded opportunities for recreational cycling and cycle tourism with joint funding opportunities for regional communities.

