



STRATEGIC DIRECTION 4

A CITY FOR PEDESTRIANS AND CYCLISTS

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Cycleways at work in the City

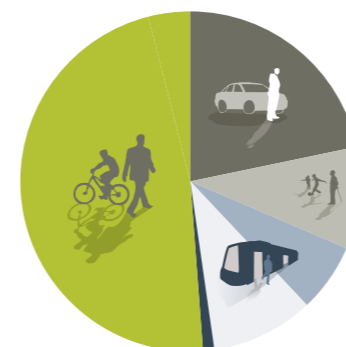
CITY CONTEXT

Residents of the City walk or cycle for nearly half of their average weekday trips

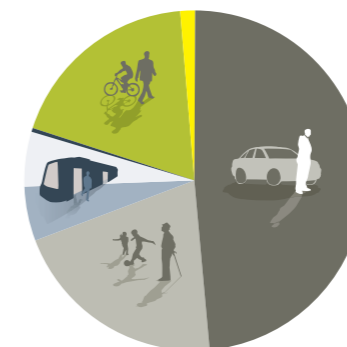
FIGURE 4.1
WEEKLY MODE OF TRAVEL BY RESIDENTS

Source: HTS 2004

- Vehicle driver
- Vehicle passenger
- Train
- Bus
- Light rail or ferry
- Walking or cycling
- Other



CITY OF SYDNEY



SYDNEY REGION

The majority of trips by City residents involve walking and cycling, with the vast majority of these trips by walking. Residents of inner Sydney actually have a relatively low level of bicycle ownership (0.5 bicycles per household compared with 0.8 per household for the Sydney Region), but have the highest use of bicycles for work trips of any sub-region (1.7 per cent compared with 0.8 per cent average for the Sydney Region)¹ *Cycling in Sydney, Transport Data Centre, 2005*. This suggests that bicycles in the City of Sydney are used more for work trips as opposed to social or recreational use, as is typically found in other parts of Sydney.

People who live in the City are less likely to own a car, less likely to have a driving licence, and less likely to use a car for short trips²

This outcome is supported by the availability of facilities and activities within a short distance of people’s homes—over 70 per cent of trips made by City residents are less than 5 km in length (compared with approximately 50 per cent for the Sydney Region).²



Pedestrian movements need to be improved

Many services are local in the City, which makes walking and cycling a real option

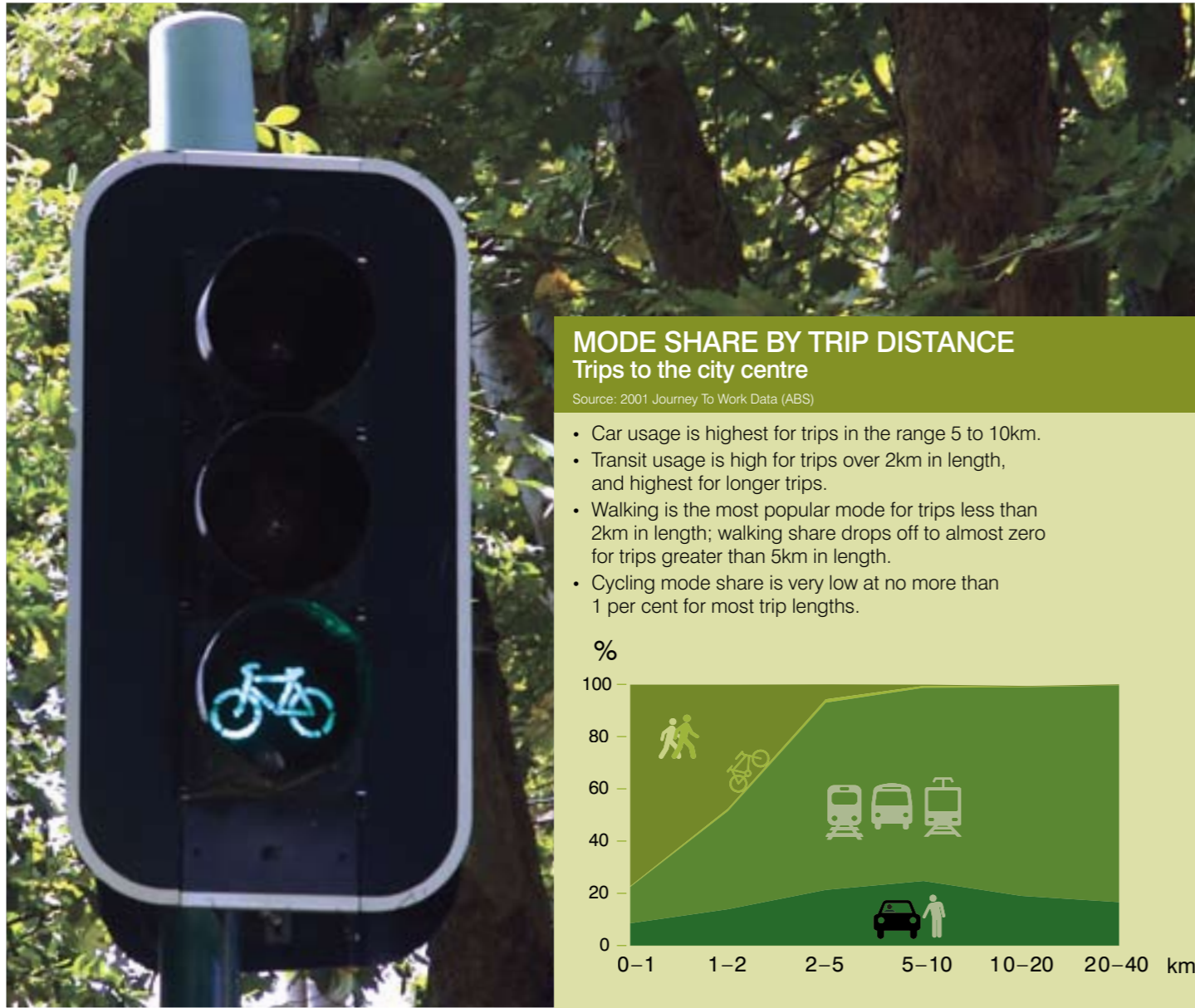
One of the strengths of inner city living is the ability to access many services locally, and hopefully by using healthy and low impact transport modes such as walking or cycling. There is a strong base on which to build even greater use of these options, particularly cycling, within and beyond the City. Already 92 per cent of trips less than 2 km are made by walking and cycling, but this level drops to 26 per cent for trips between 2 and 5 km.³ There is potential to increase the proportion of these latter trips by providing safe and connected networks.



Sydney’s cycling culture is growing

The relatively high residential density surrounding the City Centre suggests that within a 10km area around the Centre there is a significant potential pool of people who would cycle for work and other activities.

All of these factors mean that the City has a strong base from which to build an even stronger walking and cycling culture.



WHAT THE COMMUNITY SAID

The consultation undertaken for Sustainable Sydney 2030 consistently highlighted people’s desire for a City where walking and cycling were a genuine, enjoyable and safe alternative to the car.

In the Sustainable Sydney 2030 research survey, 89 per cent of residents surveyed agreed that the City of Sydney should be a world leader in promoting cycling, pedestrian movement and using public transport.

People want a City...



WHY ACTION IS NEEDED

Challenges facing the City include:

- 1 Minimising greenhouse gas emissions and managing the impacts of climate change
- 2 Reducing reliance on traditional transport energy sources
- 3 Maintaining economic competitiveness
- 4 Reducing City congestion
- 5 Improving health and wellbeing

Pedestrian movements and cycling have tended to be marginal to transport thinking—which has focused mostly on road and public transport alternatives. Current environmental and economic challenges mean that pedestrians and cyclists should be catered for as mainstream travel options.

1.Minimising greenhouse gas emissions and managing the impacts of climate change.

The growth in greenhouse gas emissions provides one of the major economic, social and environmental challenges to the world. Pedestrian movements and cycling generate nil greenhouse gases in the travel, and little in the manufacture of vehicles.

2. Reducing reliance on traditional transport energy sources.

The availability of energy for transport is another uncertainty which the City faces. The use of transport energy is increasing at a time when there is concern that the world may have already reached a maximum amount of oil production. Although there are different views on when the tipping point will be reached⁴ it would be risky to assume that crude oil will be readily available in the coming decades. Alternative transport fuels have their own problems, be it high cost and long lead times for emerging technologies (e.g. hydrogen) or depletion of natural habitats or competition for food crops for plant based fuels (e.g. ethanol). Walking and cycling provide an alternative to energy-intensive travel for many trips and are not vulnerable to sudden changes in energy supply

3. Maintaining economic competitiveness.

Competition between economies is increasingly open and people, businesses and technology are highly mobile around the world. Ease of access to city opportunities and the quality of life in urban centres are important elements of competition between economies. Pedestrian movements and cycling can help make the City an attractive destination by providing high quality local access and improving the amenity of spaces.



Cycling is on the increase

4. Reducing City congestion.

Throughout the world cities are becoming more congested as populations and car use increases. Despite an increased emphasis on public transport, car use can grow faster than population growth, even in public transport supportive cities.⁵ Although congestion levels are generally related to city size, levels of congestion are increasing in cities of all sizes and the duration of congestion is spreading over longer periods of the day.⁶ The United States Transport Research Board says:

*'If the 20th century can be called the era of building then the 21st century may be called the era of congestion.'*⁷

Pedestrian movements and cycling can take some of the demand off congested roads and public transport systems.

5. Improving health and wellbeing.

The need to achieve health and wellbeing outcomes is being recognised as an aim of urban transport plans.⁸ Specific exercise-related challenges, such as obesity, are becoming international problems. Part of both the cause and the response to these challenges is how individuals travel. Urban design and transport behaviour that reduce the levels of active travel undertaken in the community can accelerate the spread of obesity and other health problems.⁹ Walking and cycling are active transport modes and can have positive health outcomes.



Encouraging increased pedestrian movement

TOWARDS A CITY FOR PEDESTRIANS AND CYCLISTS

City residents already have a high share of walking and cycling trips. This rate can increase even further. Pedestrian movements and cycling need to be an easy option for all types of trips across the City. In addition, as the City is home to the greatest concentration of jobs in the metropolitan area, it is important that cycling, in particular, also becomes a viable transport option for City workers living elsewhere in Inner Sydney—say within 10kilometers of the City Centre.

Although small improvements can be readily made to increase cycling and walking, some significant issues need to be addressed to bring on the substantial change required. To increase walking and cycling to and across the City, the Vision has the following objectives:

- 4.1 Develop a network of safe, linked pedestrian and bicycle paths integrated with green spaces throughout the City and Inner Sydney
- 4.2 Give greater priority to cycle and pedestrian movements and amenity in the City Centre
- 4.3 Promote green travel for major workplaces and venues in the City

WHAT THE CITY OF SYDNEY IS ALREADY DOING

Cycle Strategy and Action Plan

2007 – 2017

The City of Sydney is committed to sustainable transport. A regional cycling network has been initiated. The City of Sydney is also working closely with other Inner City Councils to develop an integrated regional cycling network for the inner areas of Sydney.

Cycling

In 2007 the City of Sydney released the *Cycle Strategy and Action Plan 2007-2017*.¹⁰ The strategy demonstrates Council's commitment to make cycling an equal mode of first choice along with walking and public transport. The specific aims of the Strategy are:

- Creating and maintaining a comfortable and bicycle friendly environment in Sydney to encourage more residents, visitors and workers onto bicycles;
- Improving cycling safety;
- Promoting the benefits of cycling; and
- Increasing the number of trips made by bicycle in Sydney.

It identifies a bicycle network for the City to overcome these gaps.

The *Cycle Strategy and Action Plan 2007-2017* includes a comprehensive suite of actions to deliver the strategy. These actions have been grouped under:


- Cycling City Action Plan;
- Cycling Equity Action Plan;
- Cycling Safety Action Plan;
- Cycling Promotion Action Plan;
- Cycling Trip Facilities Action Plan; and
- Cycling Infrastructure Action Plan.

Pedestrian Movements

The City is currently undertaking streetscape upgrades on a number of key streets in the City Centre. These involve the installation of new paving and street furniture as well as improving disability access. The City is striving to enhance amenity in the City for residents and visitors through these upgrades. The City also released a *Pedestrian Access and Mobility Plan (PAMP)* in 2004 for the Inner East area of Redfern, Surry Hills, Strawberry Hills, Paddington and Moore Park. The PAMP focuses on improving the pedestrian network's coherence and directness, safety and comfort.¹¹ Council appointed the world renowned architect, Jan Gehl, to develop a public life and open space plan for the City Centre. This plan identifies ways that the City Centre can be made more pedestrian-friendly.

Objectives & Actions

OBJECTIVE 4.1 Develop a network of safe, linked pedestrian and bicycle paths integrated with green spaces throughout both the City and inner Sydney

CITY NOW  **Discontinuous cycling routes which share the road space with cars.**

The cycling experience in Sydney can be a frustrating and stressful one. Direct and dedicated cycle-ways for cyclists making non-recreational trips (to work or shopping) are hard to find. Some roads have marked lanes for bikes but these typically do not form a continuous or coherent network, and parked cars, buses and the occasional careless driver can make these lanes a dangerous option.

Disconnected green spaces with potential for greater use as cycling and pedestrian routes.

The City and surrounding areas are blessed with an extensive network of open space. These parks and reserves are the legacy of Sydney's topography and planning. These open spaces provide potential routes for recreational walking and cycling, but are not connected to form a comprehensive network.

Much loved 'main streets' choked with cars.

The City's retail strips have formed along the streets that mark out the old tram routes. The likes of King Street, Oxford Street, Glebe Point Road and George Street in the City are lively activity spines that attract pedestrians and shoppers. In the absence of careful road planning, or public transport alternatives, these streets also carry significant volumes of cars, trucks and buses. The streets where the City takes its outdoor leisure are also busy with traffic. The environment for pedestrians and particularly cyclists on these roads and streets can be hostile.

Inner Sydney bicycle and network planning hampered by multiple agencies with responsibility.

To create a true commuter cycling network for inner Sydney there needs to be 'seamless' connections throughout the area. The multiplicity of State and Local Government authorities, and other agencies with critical responsibilities, make it difficult to achieve this without a dedicated coordinated effort.

CITY IN 2030  **A connected City.**

The City will contain a 'liveable, green network' for cycling and pedestrian movements. This will include dedicated paths or paths in 'calmed' roads, away from busy roads, utilising and linking existing open space assets and the main streets.

A City that is attractive for pedestrians and cyclists.

Through the provision of world-class pedestrian and cycling networks and facilities, combined with quality design of public spaces, the City will become a place where walking and cycling is the mode of choice for many trips. Walking and cycling will be activities that attract people due to the quality experience they offer.

Taking action through effective partnerships.

The City will develop effective working relationships with surrounding Councils and other agencies to implement an inner Sydney cycling network that is attractive to commuters and others, and links to locations that people want to access.





Safe cycling paths are being developed

ACTION 4.1.1 Deliver the Cycle Strategy and Action Plan and plan for an expanded network beyond 2017.

Continue to build on the existing *Cycle Strategy and Action Plan* by identifying a longer term green network.

This network would continue to build on the existing strategy and action plan. It would better utilise road and rail reserves, greening key streets and link to open space to create a green network for moving around the City.

ACTION 4.1.2 Prepare design plans for a continuous foreshore path between Glebe and Rushcutters Bay and from the harbour at Glebe, to Botany Bay, Rosebery and beyond.

A continuous foreshore path between Rozelle and Woolloomooloo would provide a stunning route for leisure travel. Negotiations should continue to provide greater public access to the eastern shore of Garden Island and if the Navy leaves Garden Island the aim should be to secure complete public foreshore access. A 12.6km corridor connecting the Harbour to Botany Bay would link the waterfront to major parks and urban activities through the City.

ACTION 4.1.3 Work with partners to develop and implement the 'liveable network' in the City and extend it to inner Sydney.

City of Sydney with work with adjacent councils, the universities and schools, and State Government to develop the liveable Inner Sydney network for pedestrians and cyclists. This will involve co-ordinated planning and establishing agreements over funding and implementation.

ACTION 4.1.4 Continue to ensure walking and cycling facilities and networks are designed so that they are safe and meet the needs of everyone.

New pedestrian and cycle paths need to be safe, and useable by everyone. Appropriate lighting should be provided, walking and cycling facilities and networks should be designed to meet the needs of people with disabilities.

World-class pedestrian and cycling networks and facilities, combined with quality design of public spaces.

OBJECTIVE 4.2

Give greater priority to cycle and pedestrian movements and amenity in the City Centre

CITY NOW

Unrealised potential as a walkable City Centre.

Sydney's climate and natural beauty mean that it should be a great walking City with walking being a major way of moving around the City Centre. But to date it has failed to meet its potential. High levels of traffic congestion, excessive delays for pedestrians at traffic lights, limited crossing legs at intersections, poor quality streetscapes, high traffic speeds, uninviting laneways and heavily congested footpaths often combine to make the pedestrian experience in Sydney a poor one.

Over time the road reserves between buildings have typically become increasingly devoted to motorised transport. Pedestrians and cyclists have become 'second class' citizens as cars, buses, taxis and trucks have progressively dominated the City's streets.

Gehl Architects' *'Public Life, Public Spaces'* report contains many ideas and initiatives aimed at restoring the quality of the public realm, and the public's experience of the spaces in the City Centre.

Few effective transport alternatives for short trips in the City Centre.

Travel within the City Centre has its own characteristics. The City Centre is compact and walkable in an east-west direction. By contrast, travel from the north to the south end of the City Centre is longer and less convenient. The rail network is not effective for short trips, and bus speeds are slow, particularly during peak periods. Active transport modes can meet many of these trips. They also offer a number of benefits as well:

- The use of active transport reduces the need for car use throughout the City Centre, leading to less congestion and a cleaner environment.
- Walking and cycling for relatively short distances reduces the burden on other forms of public transport. Public transport in the City Centre is often crowded and active transport relieves some of the overcrowding, particularly during peak periods.
- Active transport has numerous health-related benefits. Some of these benefits include reduced stress levels, facilitating weight loss, reducing the risk of heart disease, stroke and diabetes. A major benefit of active transport is the incorporation of regular exercise into a daily routine, which might otherwise not feature in people's busy schedules.



Lack of information and knowledge about City Centre connections.

One characteristic of an easy to use City is clear information on where activities are and how they can be accessed. Both pedestrians and public transport users can experience difficulty finding their way around the City Centre, or knowing which public transport vehicles to catch. Signage is poor, and because the City Centre has an irregular street pattern, directions are not intuitive.

The City's underground arcades may be seen as somewhat detracting from above ground street life, but they can be turned into a strength. These arcades allow pedestrians to move around the City away from the street and provide shelter in hot, windy or wet weather. As with the above ground network, more can be done to improve the legibility, quality and connectivity of this network.

CITY IN 2030

The City will be a great walkable city.

Actions will be taken that recognize the potential role of walking and cycling. Walking experiences will be made easier and more pleasant, and greater priority will be given to pedestrian needs for movement around the City Centre. Visitors will be aware of options for safely moving around the City and between its attractions.

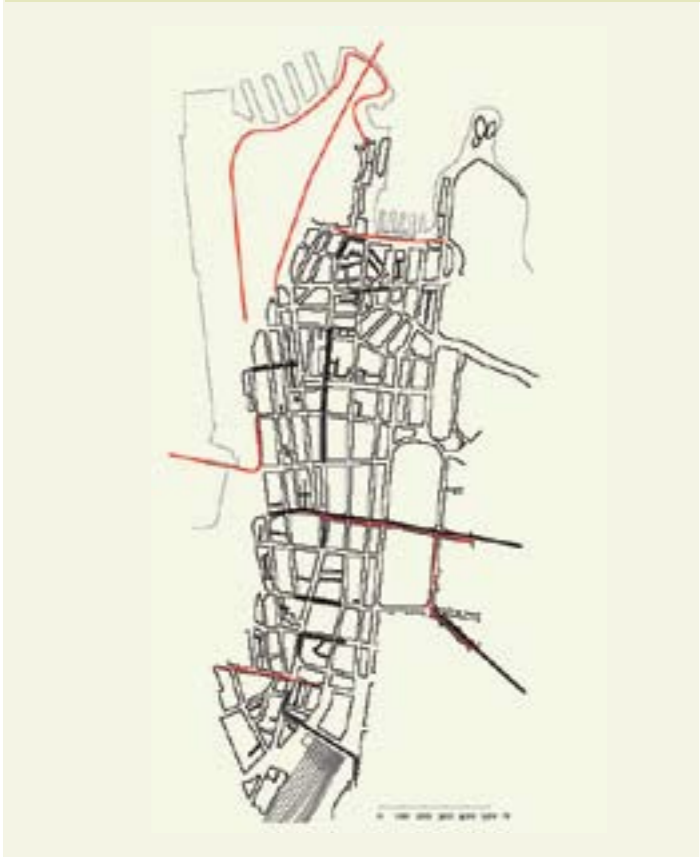
Walking and cycling are integrated into transport planning.

Pedestrian needs will be better understood by planners in all agencies and will be given high priority when decisions are made on movement priorities within the City Centre. All responsible agencies will work together to ensure footpaths and road space is allocated in ways that give greater priority to walking and cycling, and public transport use.

FIGURE 4.3 PEDESTRIAN FRIENDLY PRECINCTS



**FIGURE 4.4
EXISTING BICYCLE LANES IN THE CITY
CENTRE AND CURRENT BLACK SPOTS**
Source: Gehl Architects (2007) *Public Spaces /
Public Life Sydney*, for City of Sydney, p.50



**FIGURE 4.6
THE FUTURE PEDESTRIAN NETWORK
SHOULD INCLUDE THE MAIN STREETS
AND SQUARES AND CONNECT THE
MOST IMPORTANT DESTINATIONS**
Source: Gehl Architects (2007) *Public Spaces /
Public Life Sydney*, for City of Sydney, p.84



**FIGURE 4.5
MAIN WALKING LINKS AND
PRIMARY DESTINATIONS IN THE CITY**
Source: Gehl Architects (2007) *Public Spaces /
Public Life Sydney*, for City of Sydney, p.51



**FIGURE 4.7
PROPOSED BICYCLE NETWORK**
Source: Gehl Architects (2007) *Public Spaces /
Public Life Sydney*, for City of Sydney, p.86



ACTION 4.2.1 Manage the road space to encourage walking, cycling and the use of public transport.

Road space in the City is a finite resource and often pedestrian movement and cycling are given little thought when decisions are made on how best to manage this valuable space. It is not adequate to consider the footpaths as separate areas to the road. Rather the whole space from building to building should be considered when planning for movement. If walking, cycling and public transport are to be encouraged then more active measures need to be taken to ensure that these modes can operate efficiently and safely in areas of high demand. Because of the interactions between modes addressing each transport mode in isolation will not work, and so planning for all of the modes should be done together.

The City of Sydney will work with the State Government to develop a Road Space Management Plan that will identify areas where greater priority can be given to sustainable transport modes, including the needs of pedestrians on footpaths and when crossing roads.

ACTION 4.2.2 Re-time traffic signals and phasing to give priority to pedestrians.

Traffic signals in the City Centre are focussed primarily on the efficient flow of through traffic, and other modes (pedestrians, cyclists and public transport) are often unnecessarily delayed. As part of an integrated package of actions to improve the amenity of the City Centre, the City of Sydney will work with the State Government to identify opportunities to give greater traffic signal priority to sustainable modes.

ACTION 4.2.3 Reduce the speed limit in the City Centre to 40kph to improve safety and amenity.

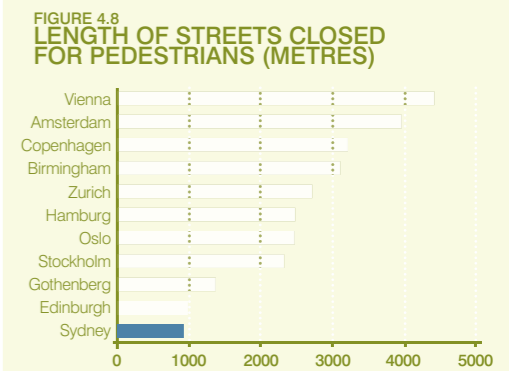
As part of the City Centre traffic calming agenda the City of Sydney has been advocating to the State Government for 40 km/h speed limits in the City Centre to improve the safety and amenity of City streets. The City of Sydney will continue to work with the State Government to bring about this change.

City of Sydney has been advocating to the RTA for 40km/h speed limits in the City Centre to improve the safety and amenity of City streets

ACTION 4.2.4 Implement part-time or full-time road lanes and street closures where outdoor activities can be encouraged.

Additional part and full-time closures of City lanes will be considered, though caution with pedestrianisation is also required. Closure of streets to through traffic may lead to unsafe pedestrian areas if informal surveillance is reduced by the removal of this traffic.

Where outdoor activities can be encouraged and where the volume of pedestrian activity will provide for lively spaces, road closure options will be considered. These opportunities will increase with the growth in small bars that will result from the freeing-up of licensing restrictions in the City. Decisions on street closures will require a systematic assessment of the role of particular streets and lanes.



ACTION 4.2.5 Improve directional signs and education about pedestrian networks in the City Centre.

Without adding to unnecessary visual clutter through excessive signage, the knowledge about the City's above and below ground pedestrian networks will be better publicised. 'Wayfinding' intelligence will be improved using techniques such as colour coding of links, maps for visitors and common branding of the subterranean pedestrian network.

ACTION 4.2.6 Implement a public bicycle scheme.

The City of Sydney has begun investigating the feasibility of beginning a bike hire scheme, similar to those in use in Paris and Barcelona. Secure bike lockers are installed at different parts of the City Centre and bikes are available for a cheap rental, and can be deposited at another bike locker at the destination.



Enhanced linkage of open space

OBJECTIVE 4.3 Promote green travel for major workplaces and venues in the City

CITY NOW



Insufficient end-of-trip facilities for cyclists and pedestrians.

End-of-trip facilities at places of employment, or at key City locations are vital for the promotion of walking and cycling, particularly in the workplace. End-of-trip facilities may include:

- safe and secure bicycle parking which is weather proof;
- sufficient shower and changing facilities which cater for workers who walk or cycle; and
- attractive lockers that allow for the storage of uniforms, bicycle helmets and shower necessities.

Employers are increasingly providing these facilities for staff in new office buildings and following re-fits, but many City workplaces do not offer them.

Tax and other salary incentives favour cars over public transport, walking and cycling.

Currently, the tax system provides an incentive for car use over walking and cycling through the Fringe Benefits Tax (FBT) rules and generous tax deductions for work related car travel (e.g. salary sacrifice).

CITY IN 2030



City of Sydney facilities provide 'end of trip' facilities for pedestrians and cyclists.

Cycling and walking facilities will be integrated into new developments and planning for these modes will be an integral part of land use and transport decision-making within the City. The City of Sydney and businesses will find ways to retrofit facilities into existing buildings.

Employers offer a range of incentives to encourage walking and cycling.

Employers will provide a range of facilities for employees who walk and cycle, as part of sustainable access packages. This could involve infrastructure such as bicycle parking, showers and lockers, financial packages and staff support services. Businesses will provide these services for employee access to work, and also for staff travel on work purposes.

The tax system actively encourages walking and cycling.

The tax system will no longer discriminate against sustainable transport modes and encourage unnecessary car travel.

ACTION 4.3.1 Establish or improve end of trip facilities to encourage walking and cycling.

Given that the majority of the City building stock of 2030 exists today it is important that owners and occupiers of existing buildings for workers take steps to improve end-of-trip facilities to encourage walking and cycling. The City of Sydney will promote a package of incentives that employers could offer to workers who walk and cycle.

ACTION 4.3.2 Require Green Travel Plans for major development.

Responsible employers can take a sustainable development agenda beyond minimising the direct energy and water consumption of their buildings to influencing the travel behaviour of employees. Developers of new office buildings and employers will be required to provide high quality end-of-trip facilities as part of sustainable development packages. City of Sydney will work with businesses to develop Green Travel Plans that promote sustainable travel behaviour, and Plans will be made a requirement of development approval for larger developments.

ACTION 4.3.3 Provide bike parking, showers and change facilities for walkers and cyclists at approved City of Sydney buildings.

The City of Sydney's own facilities can be enhanced with end-of-trip facilities for walkers and cyclists. As facilities such as car parks, swimming pools, recreation and community centres are developed or redeveloped they will include safe and secure bicycle parking, shower and changing facilities and attractive lockers. The proposed Activity Hubs will have a particular concentration of these facilities.

ACTION 4.3.4 Establish and encourage incentive programs for employees who take sustainable transport to work.

The Federal tax system and options for salary packaging need to be reformed to encourage walking and cycling (and the use of public transport) over private motor vehicles. The City of Sydney will continue its advocacy efforts to bring about such reforms. Additional incentive programs for employees who walk, cycle or use public transport for work and business trips will be investigated. These incentives will build on the City of Sydney's existing 'Cycling in the City' program.

Developers of new office buildings and employers will be required to provide high quality 'end-of-trip' facilities as part of sustainable development packages.



Manhattan Waterfront Greenway (top), Bronx River Greenway (bottom).

CASE STUDY Greenways, New York, USA

In 1993, the City of New York had a vision to create 564kms of greenways—linear open space which links various places—and provide for public access to green spaces and the waterfront. Greenways provide opportunities for walking, running, cycling and roller blading. They allow for a safe and pleasant alternative means of transport with health and environmental benefits. To date over 100 miles of the greenway system has been built.

Sections of the many greenways, in development and construction, are a part of the New York City Bicycle Network, which is a larger citywide effort to generate a citywide greenway system. Network members include the City of New York, Parks and Recreation, Department of City Planning and Department of Transportation. A New York City Bicycle Master Plan was prepared in 1997, which details 886kms of

on-street bicycle lanes. Together with the greenway plan, New York City has a comprehensive planned system of 1,449kms of on and off-street paths. In recent years 48.3kms of greenway have been developed in Manhattan's Riverside Park, which will connect the Hudson River Esplanade from West 83rd to West 91st Streets, creating unbroken waterfront access from 59th Street to 133rd Street. This project will fill one of the last remaining gaps in a continuous chain that stretches along the entire Hudson side of Manhattan.

Over the next four years Parks will use \$133 million in city, state, and federal funds to design and construct 66.9 new kilometres of greenway. An additional \$85.6 million will be used to expand greenway destinations and enhancements, such as comfort stations, boat launches and environmental restoration projects.

www.nycgovparks.org



PROJECT IDEA

LIVEABLE GREEN NETWORK

Harbour to the Bay

LOCATION

Glebe to Rosebery

VISION

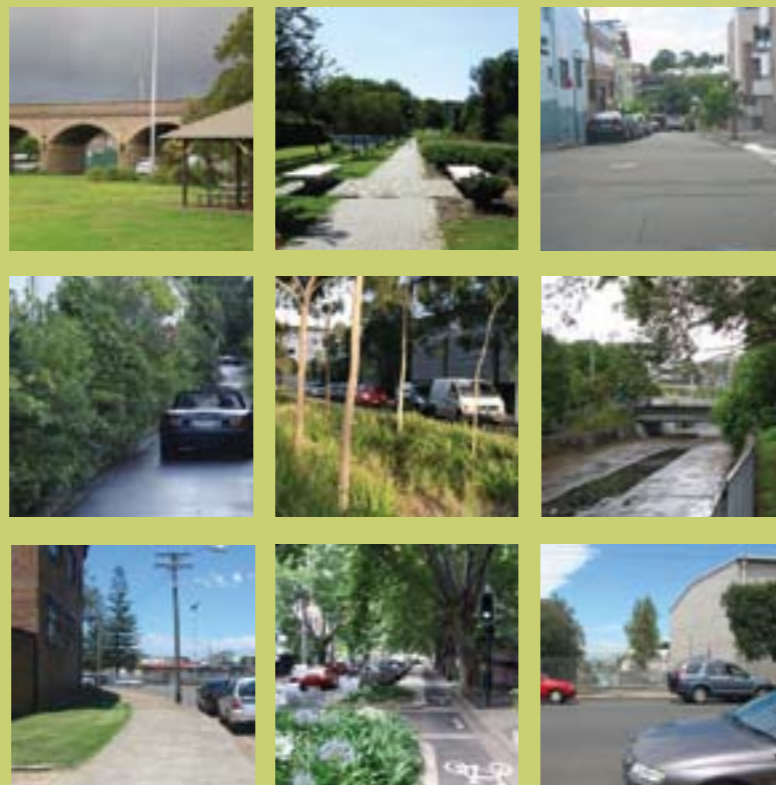
The Liveable Green Network is a safe and attractive walking and cycling network linking the City's streets, parks and open spaces. The Liveable Green Network links the Activity Hubs, main streets, major activities precincts and the City Centre.

Streets (active main streets as well as quieter streets) and lanes in the network will have pedestrian and cyclist priority and good amenity with traffic calming and densely planted street trees. Some streets and lanes will have the capacity to incorporate storm water treatment and accommodate the reticulation system for sustainable energy, water, district hot water and district cooling.

A potential corridor connecting the Harbour to the Bay, from Glebe to Rosebery and beyond, is shown as a Project Idea connecting the waterfront, major parks and urban activities.

AIMS

- Provide a safe and attractive comprehensive network for walking and cycling across the City connecting main streets, Activity Hubs, activity precincts and open space.
- Increase walking and cycling in the City by building on the City of Sydney's Cycle Strategy and Action Plan.
- Coordinate the Liveable Green Network in the City with adjacent Councils to ensure an integrated Inner Sydney network.



BENEFITS TO THE CITY

- Greater opportunities for incidental exercise and associated physical and mental health and wellbeing outcomes.
- More trips by pedestrian movement and cycling means less car travel and air quality improvements.

IDEAS

- A potential corridor connecting the Harbour to Botany Bay, from Glebe to Rosebery and beyond, to link the waterfront, major parks and urban activities of the City.
- The corridor is 12.6km of pedestrian and cycle routes and an additional 4.8km of pedestrian routes. The corridor crosses seven bus routes, 22 roads, six traffic lights and 16 other road crossings. It provides safe crossings of six other major barriers such as bridges and ramps. The corridor connects 12 parks and nine major destinations.
- A safe and legible journey to reduce accidents, minimise waiting time at crossings and encourage walking and bicycle riding as the preferred mode of travel.
- The quality design of public space and best practice in water sensitive urban design join the recreational activities along the route.
- Legible routes can be created by using and linking existing open space assets and the main streets to the proposed north-south green axis. Create strong connections to public transport, linking foreshores, lookouts, parks and playgrounds with the use of material, planting and interpretation along the route.
- Cycling and walking amenity integrated into future developments, as well as simple interventions strategically located within existing infrastructure, aim to enhance the presence of cyclists and pedestrians in the City.
- The City of Sydney and businesses will find ways to retrofit facilities into existing infrastructure to provide all necessary amenities along the journey and at destinations.



IMPLEMENTATION

- Partnership between City of Sydney, State Government, Australian Technology Park, Redfern-Waterloo Authority, and University of Sydney.