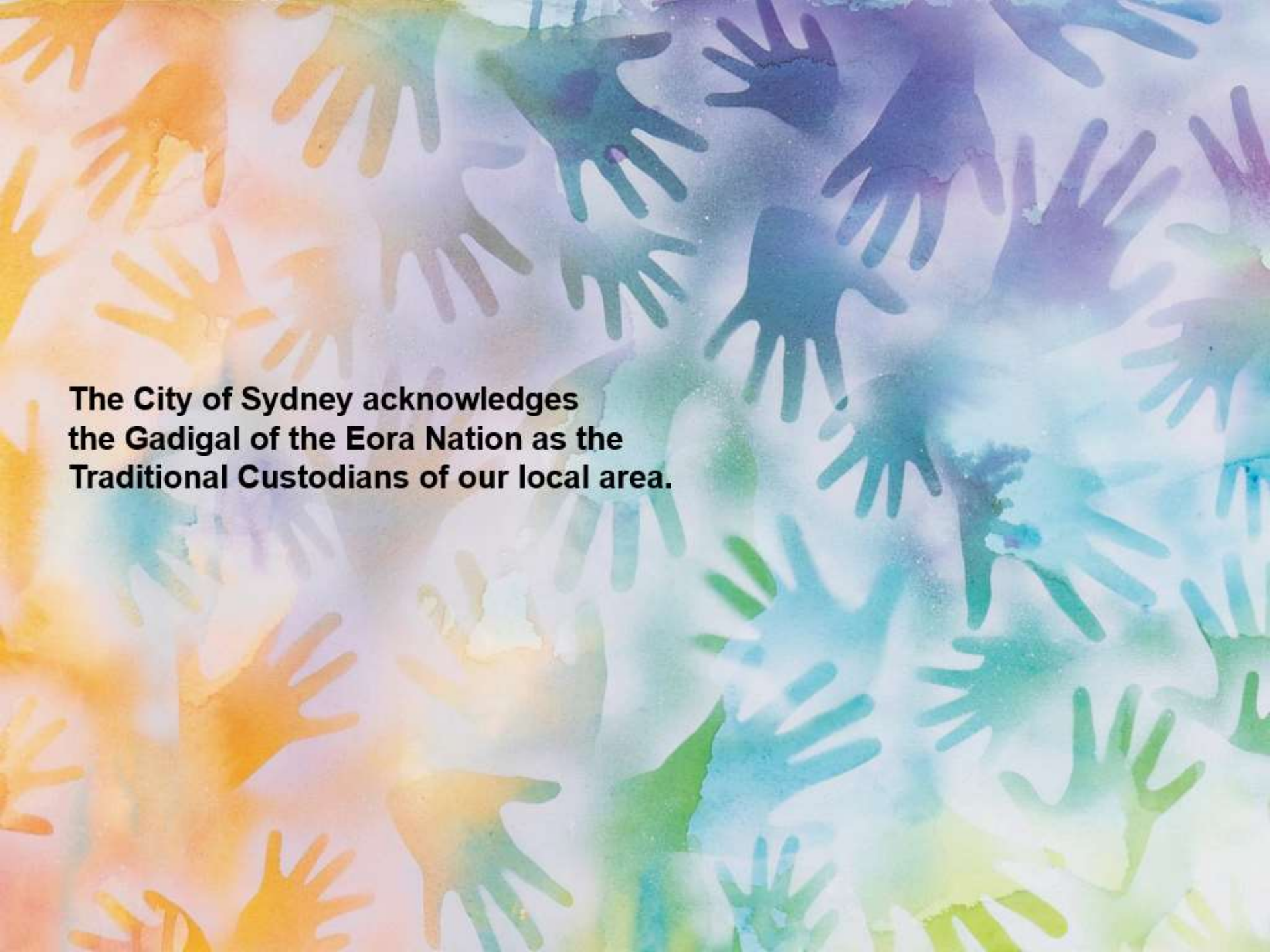


Accelerating Micromobility Networks

Micromobility Conference, Sydney
25 November 2022



The background of the entire image is a dense, overlapping pattern of handprints. The handprints are rendered in a variety of colors including shades of orange, yellow, green, blue, and purple. They are scattered across the frame, creating a vibrant and textured backdrop. The text is positioned on the left side, overlaid on this pattern.

**The City of Sydney acknowledges
the Gadigal of the Eora Nation as the
Traditional Custodians of our local area.**



Photo: SMH 2002



Photo: City of Sydney

Why?

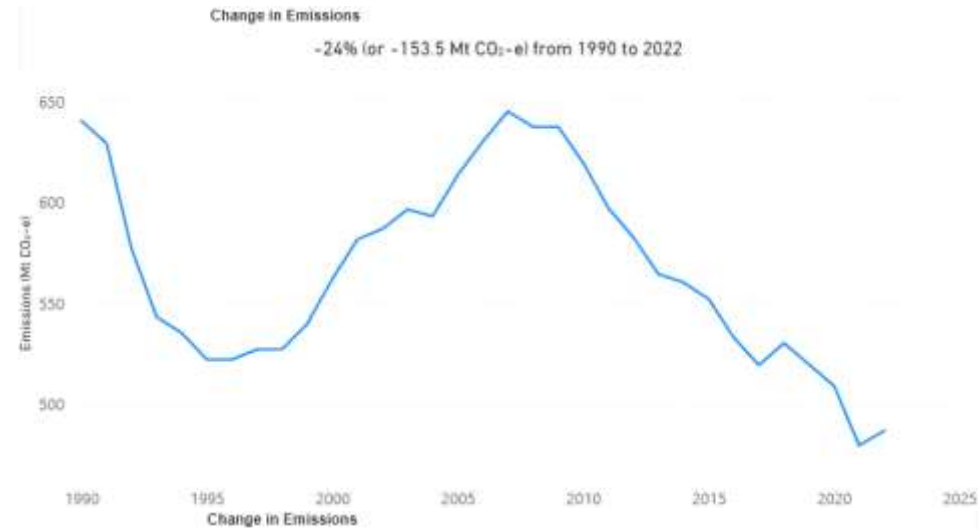




Photo: Matthew Abbott for The New York Times

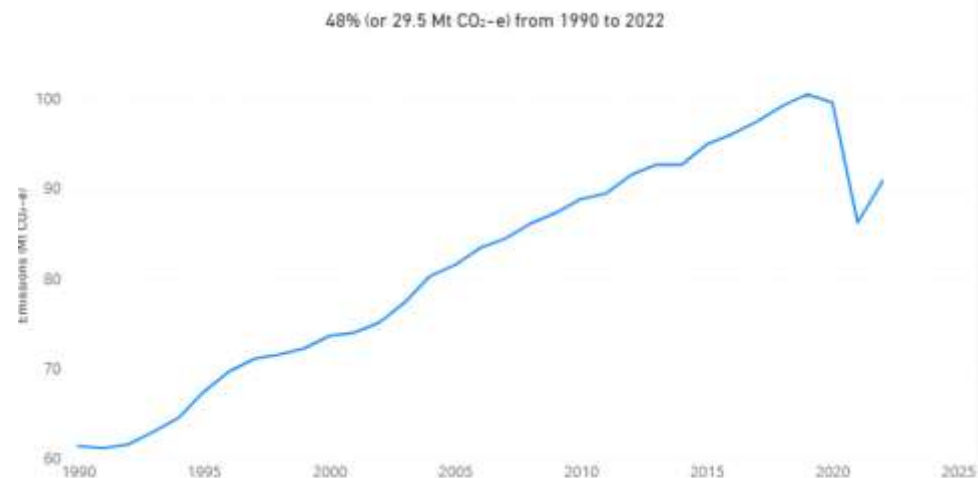
Emissions: all sectors vs transport

Total national emissions – down 24%



Transport - **up 48%**

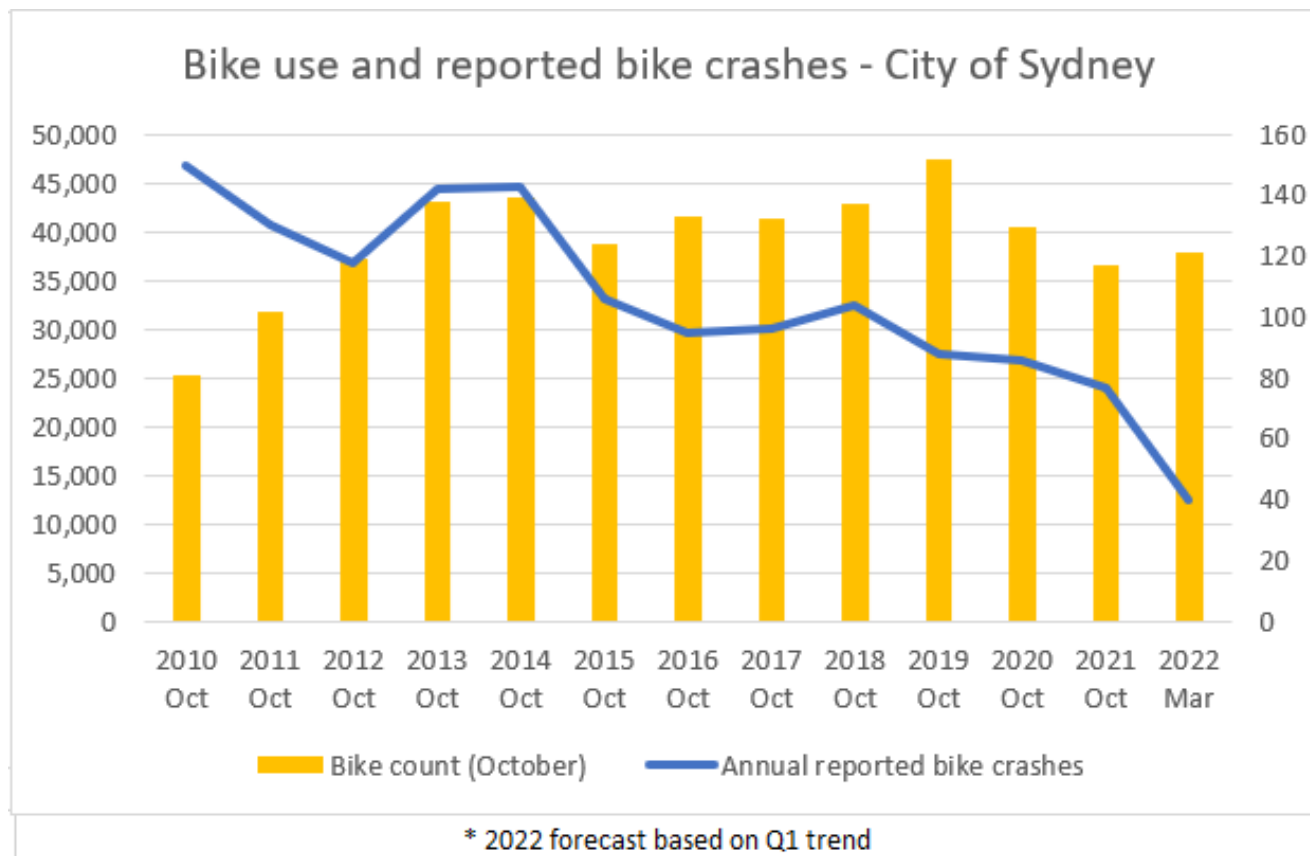
- 2nd highest &
- fastest growing source
- 45% higher than peer countries



Net zero by 2050?

Safety

Cycling increase, but bike crashes significantly decreased



Why not? What are the barriers?



Why not?

- “Bikelash”?
- Car parking impacts?
- Tree impacts?
- Because “they don’t pay rego”?
- Business concerns?
- Lack of funding?
- Concerns about losing votes?
- Lack of knowledge?
- “Computer says no” (traffic modelling)?
- “Cyclists a minority/elite”?
- Lack of leadership?
- Change!



How?



Cycling Strategy 2018-2030

1. a Plan

“Build more, faster”

- Main consultation feedback
- 69% of phone survey



Accelerating implementation

2. Pipeline

A prioritised, well-stocked pipeline

Processes and governance in place

Funding and resources (people)

Consider design scope

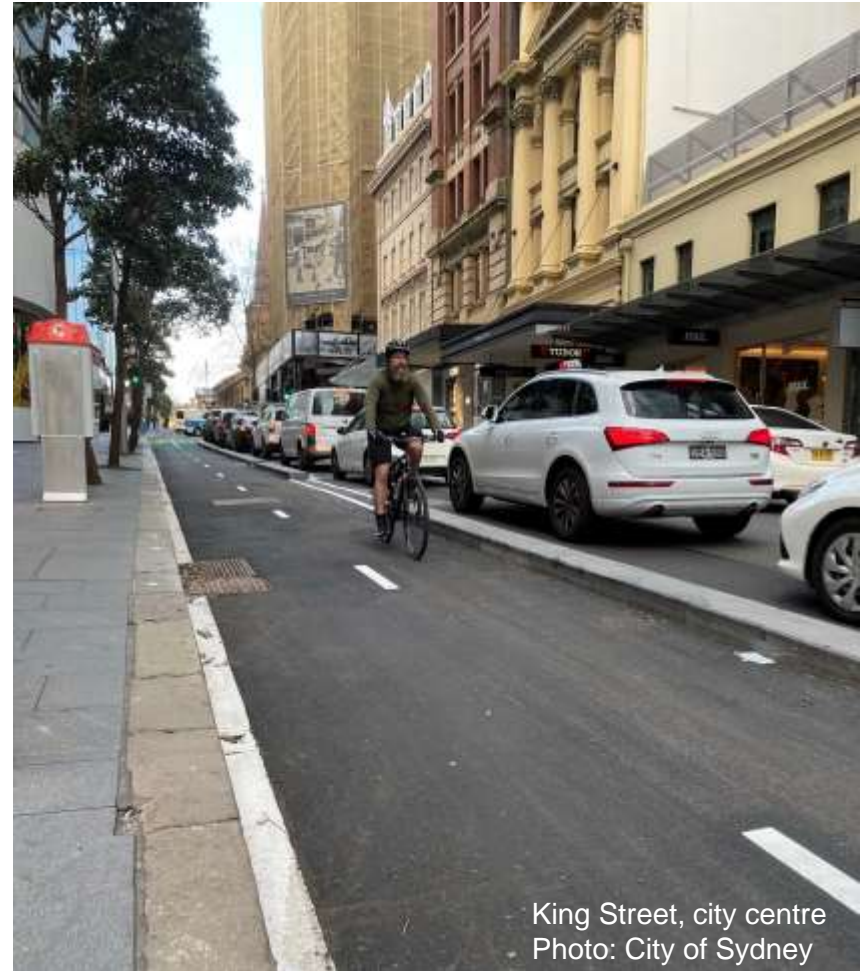


Segment ID	Street Name	Link From	Link To	Tier	LENGTH	Potential demand (0.75)	Safety (1.0)	Need Net Score	Configuration 1	Treatment	Operational interface (1.5)	Constructability (1.0)	Community Engagement (0.75)	Comm Net S
6842	RILEY ST	ARTHUR ST	COOPER ST	TIER 4	18.15			4.75	2A	LIGHT				
1847	QUARRY MASTER DR	BANK ST	MILLER ST	TIER 3	92.06			3.75	3A	LIGHT				
2624	MILLER ST	BANK ST	HARRIS ST	TIER 3	232.50			2.75	2A	MEDIUM				
2638	SAUNDERS ST	BANK ST	MILLER ST	TIER 3	104.78			3.75	2A	MEDIUM				
2639	SAUNDERS ST	BANK ST	MILLER ST	TIER 3	129.32			3.75	2A	MEDIUM				
8473	GLEBE ST	BAY ST	COWPER ST	TIER 3	238.20			2.75	2A	LIGHT				
3034	HANSARD ST	BOTANY RD	DUNNING AVE	TIER 4	173.04			5.00	2A	LIGHT				
5830	LIVERPOOL ST	BOUNDARY ST	DARLINGHURST RD	TIER 4	362.36			4.50	1A	MEDIUM				
8071	ASHMORE ST	BRIDGE ST	FOX AVENUE	TIER 4	136.29			4.50	2A	LIGHT				
5301	PAIK ST	CASTLEBAGH ST	ELIZABETH ST	TIER 3	79.23			2.75	1B	HEAVY				
8472	BRIDGE RD	CLARE ST	ROSEBANK ST	TIER 4	205.57			2.75	2A	MEDIUM				
3145	BRIDGE RD	COLBOURN AVE	BURTON ST	TIER 4	188.24			2.75	2A	MEDIUM				
3006	GLEBE ST	COWPER ST	ST JOHNS RD	TIER 3	351.75			2.75	1A	LIGHT				
5789	YOUNG ST	DANK ST	TELOPEA ST	TIER 4	383.00			4.50	1A	LIGHT				

Accelerating implementation

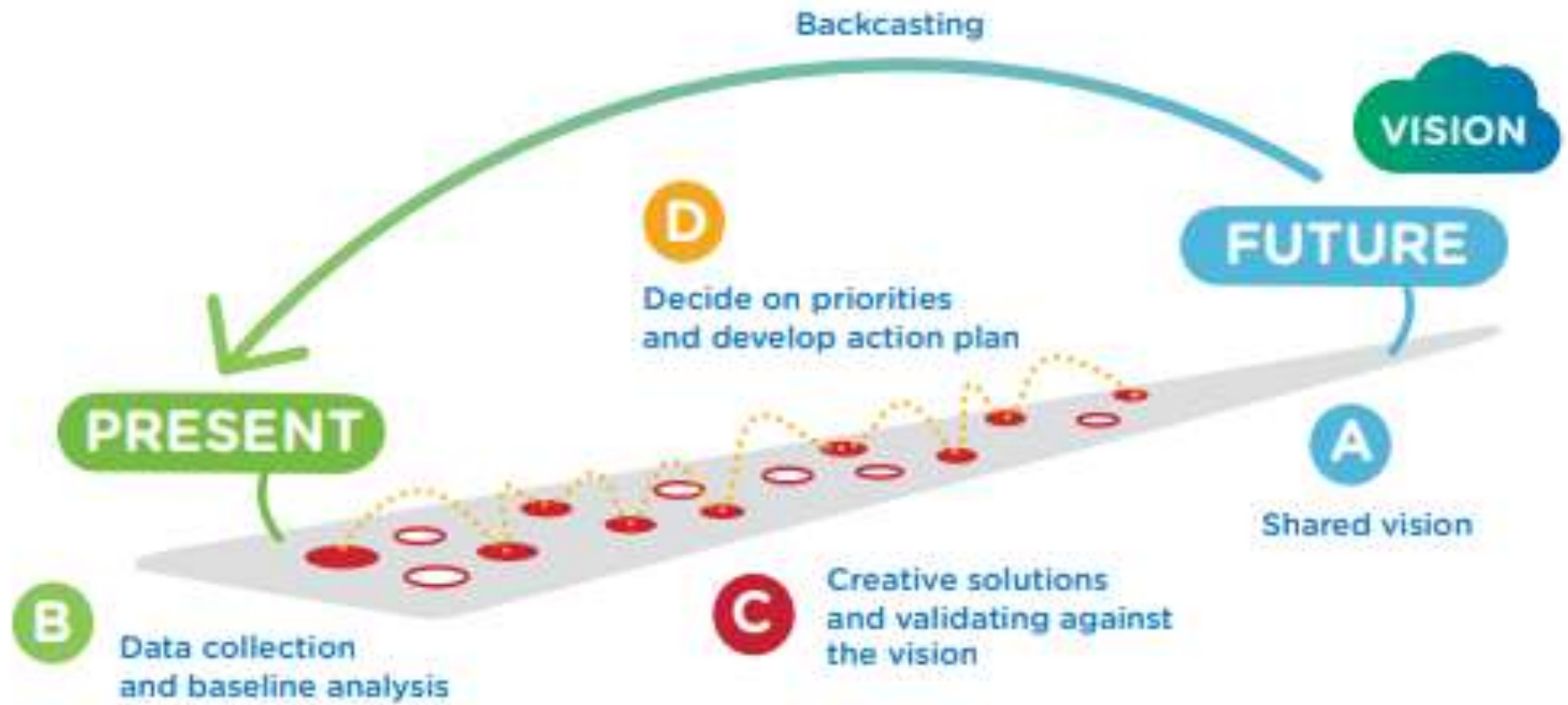
Design scope - cost & time savings:

- Avoid moving kerbs
- Understand services & stormwater



Vision-led Planning

Plan for what you want (rather than perpetuate the status quo)



Vision-led Planning

Expand the thinking

Flip the priority

Make the future happen now!



Order of Road User Space Considerations

consider first



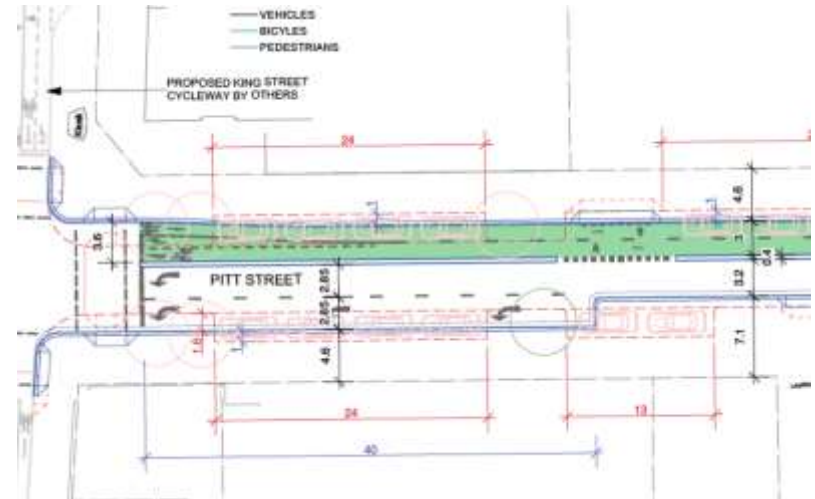
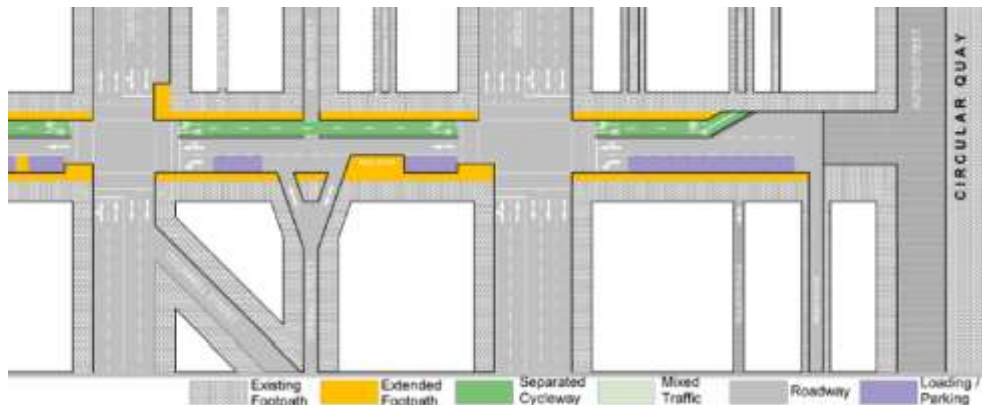
consider last



Vision-led Planning

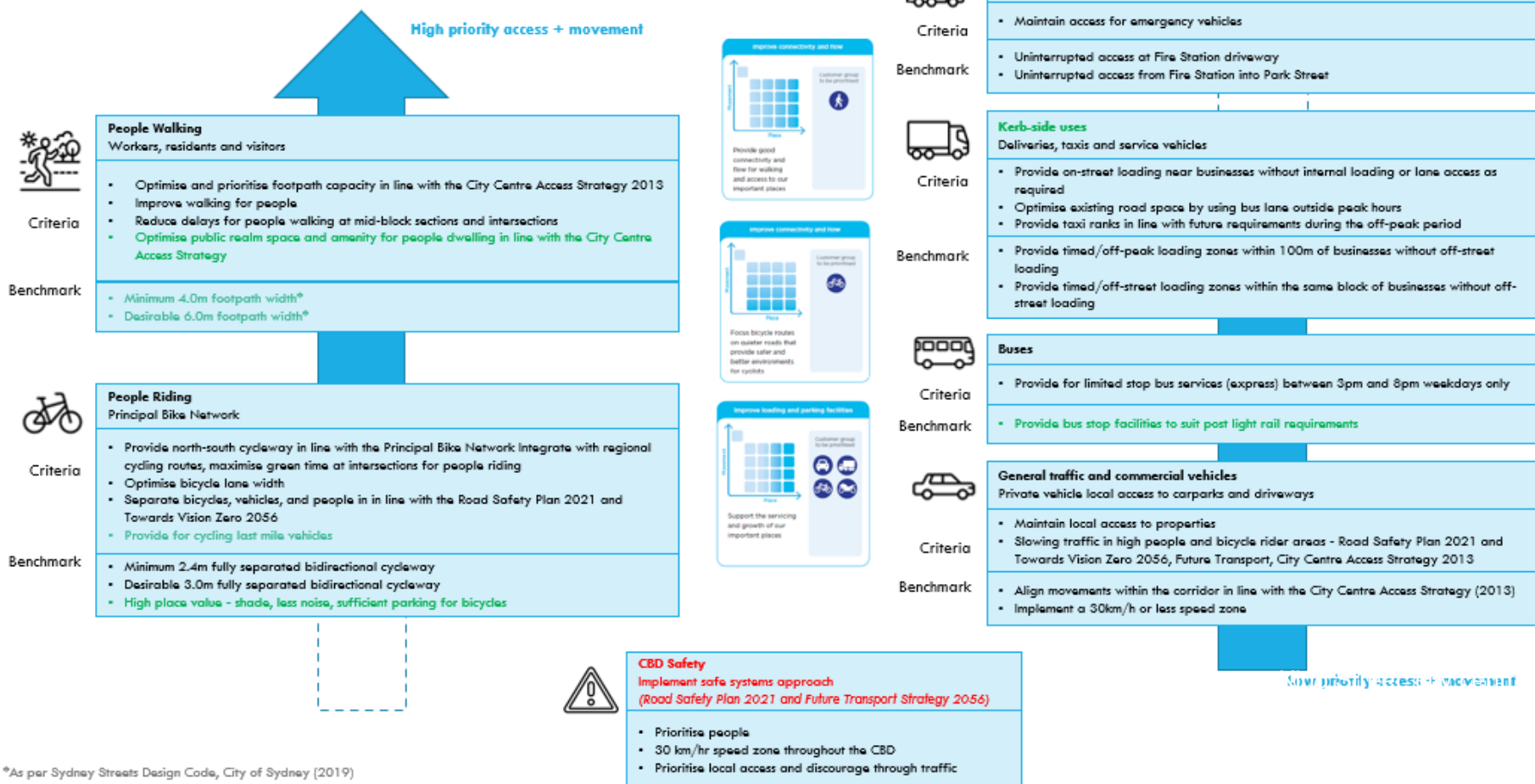
Project development process – by strategic client, not delivery team

Functional specifications	Street operation & configuration	Strategic design
<ul style="list-style-type: none">• collaboration• road user hierarchy• for options assessment	<ul style="list-style-type: none">• test feasibility• indicative plan• place outcomes	<ul style="list-style-type: none">• for TfNSW “agreement in principle”• understand impacts and risks• ready for community consultation



Vision-led Planning

MOVEMENT & PLACE – CONTEXT FUNCTIONAL SPECIFICATIONS – CASTLEREAGH STREET

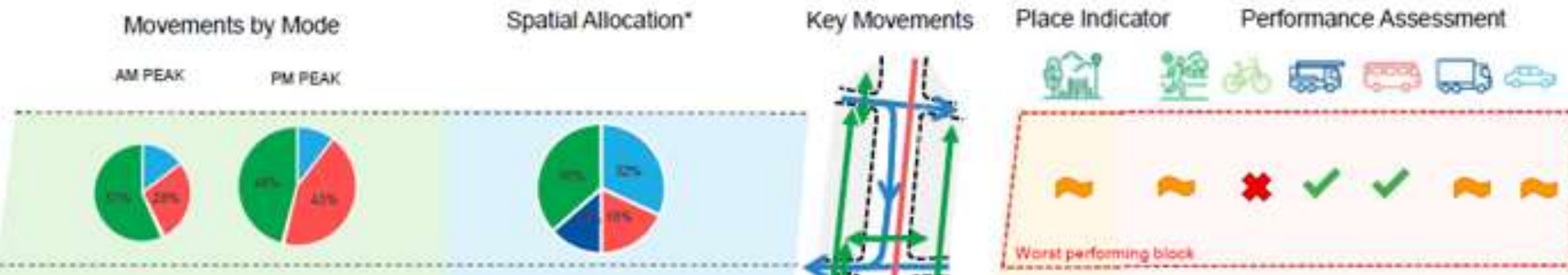


*As per Sydney Streets Design Code, City of Sydney (2019)

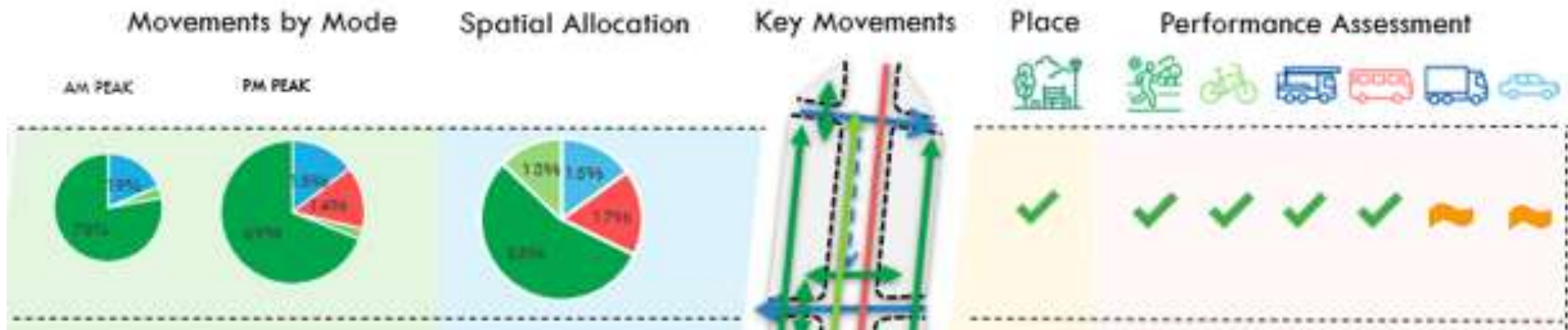
Vision-led Planning

Road space reallocation process

Current street performance for each user group:



Desired:



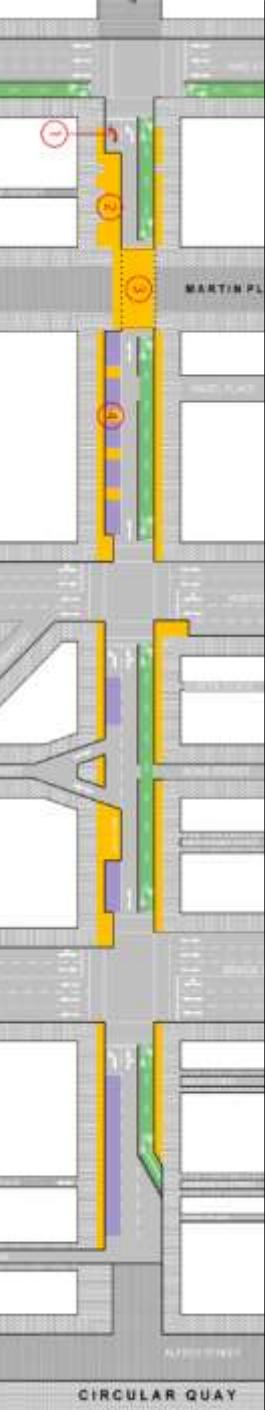




LOUNGE

DUNGATE LN

DOWNING









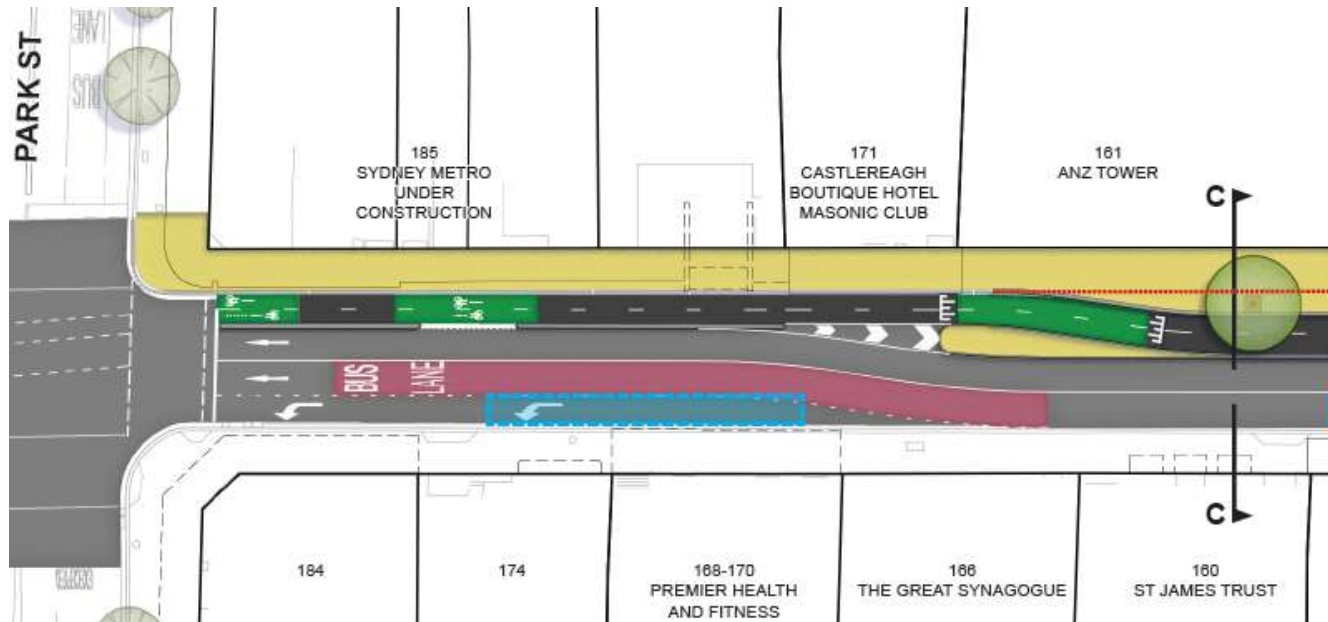
Saunders Street



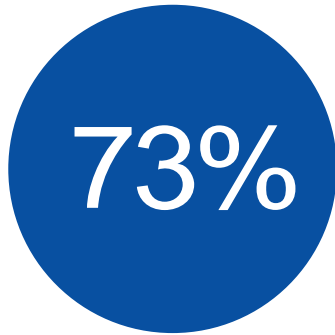
Community & stakeholders

4. People – community engagement & education

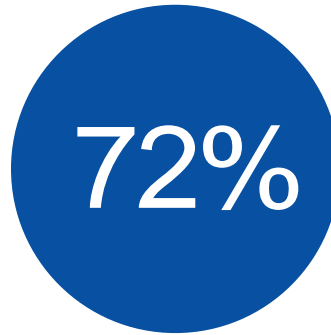
- Thorough engagement – make sure we've reached everyone
- Address the issues *that we can*
- Then hold fast. Safe bike network is a priority. It has business and community support. There will *a/ways* be some who can't be satisfied.
- Multi-disciplinary team for efficiency and focus



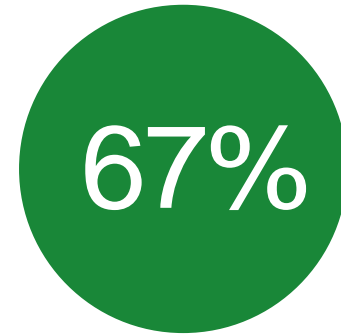
People support cycleways



of City of Sydney
residents



of Inner Sydney
residents



of non-riders !!

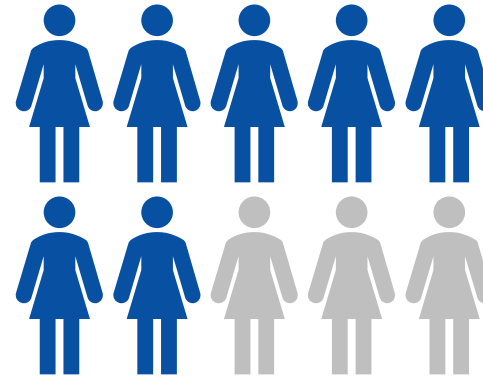
support or strongly support a connected cycle network

Source: Representative community telephone survey in 2018

People support cycleways

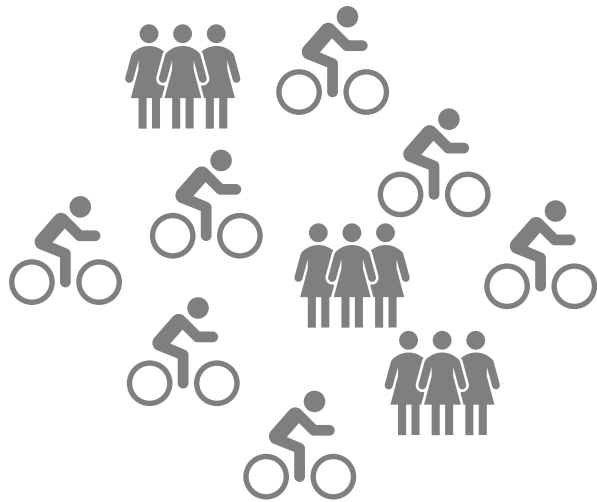


6 in 10 people think
the bike network
should be rolled out
**even if it made
car journeys
longer**



7 in 10 people think
the rollout should
be **faster**

Surveys show the whole picture



Over 70% of people interviewed **supported** pop-up cycleways during Covid, and 90% of intercepted riders felt safer



But a small number of people who opposed made a lot of noise

Local behaviour change program

4. People – community engagement & education

Ensure it is well used and safely used, with:

- Addressing other barriers to using infrastructure
- Addressing any safety/usability issues / onsite education



Keys to success:

1. Plan
2. Pipeline
3. Process: Vision-led Planning
4. People – engagement & education





@FionaBike