

Strategic Cycleway Corridors

Greater Sydney
March 2023



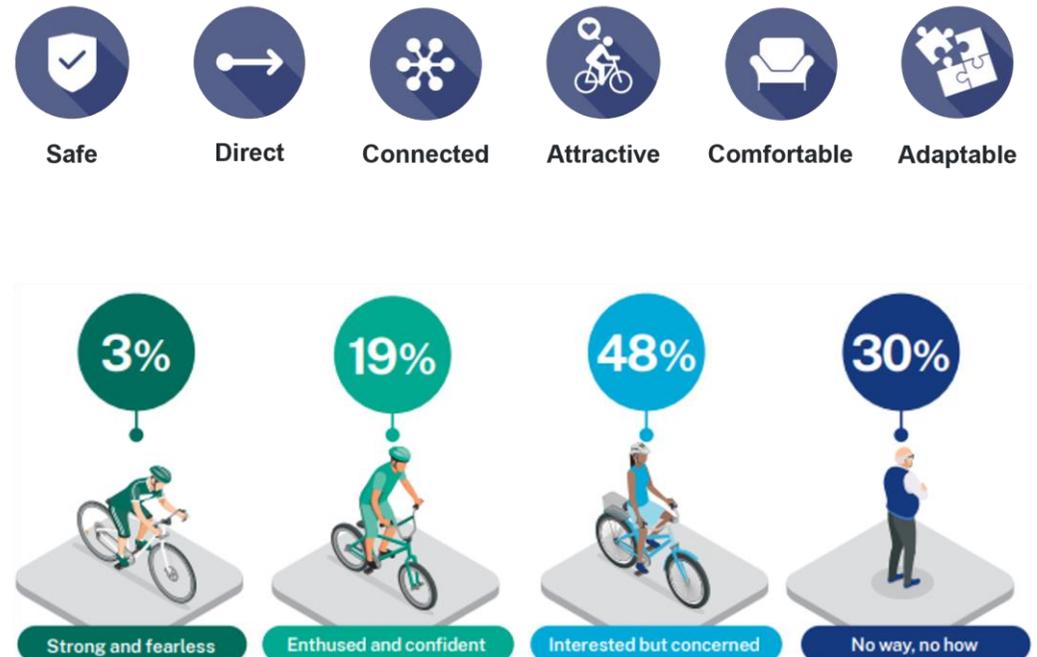
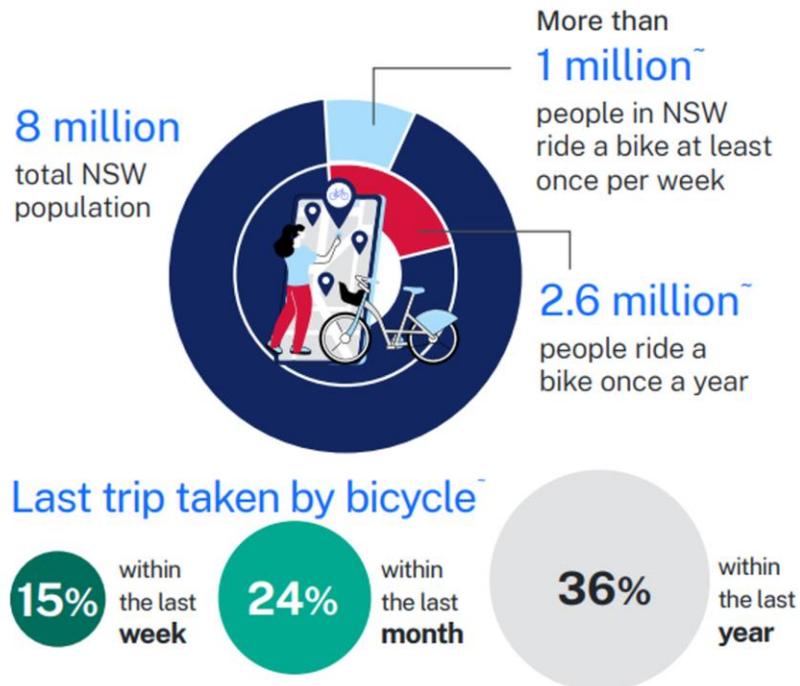
Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live. We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Our vision

It is estimated that more than 1.5 billion walking and cycling trips are taken per year across New South Wales. Our vision is to double this number in 20 years. Well-connected cycling networks will enable more people to safely ride their bikes as part of their everyday travel.

The popularity of bike riding has significantly increased in recent years, supported by growing investment in new and improved infrastructure to encourage more people to cycle. Safe, direct and connected cycling networks across Greater Sydney will enable more people to ride their bikes as part of everyday travel, with research showing that appropriate infrastructure has the potential to attract 70 per cent of the community. The program will apply design guidance in Transport for NSW's Cycleway Design Toolbox to develop the network for users of all ages and abilities.



Context



Future Transport Strategy

Future Transport outlines Transport for NSW's vision and sets the direction for the future of mobility in NSW. It is our vision to deliver safe, healthy, sustainable, accessible and integrated passenger and freight journeys.

In order to achieve the long-term vision of the Strategy, several initiatives are included to deliver benefits directly to customers and communities.

These initiatives include a commitment to develop Strategic Cycleway Corridors for each of the six cities to support cycling as a preferred mode of transport for short trips and a viable safe and efficient option for longer trips.

Action C2.1a: Develop an Active Transport Strategy to guide planning and investment of walking and cycling infrastructure in NSW.



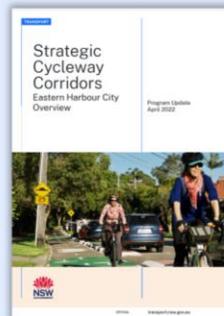
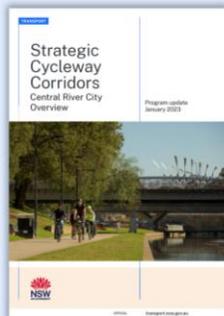
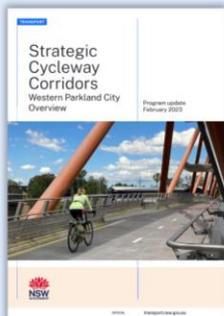
Active Transport Strategy

The Active Transport Strategy builds on the Future Transport Strategy's ambitions for walking, bike riding and personal mobility, including the delivery of Strategic Cycleway Corridors for the six cities.

Priority Move: Partner with councils to deliver more than 100 kilometres of new strategic cycleways that contribute towards a connected cycleway network by 2028.

Action 12: Develop and commence delivery of Strategic Cycleway Corridors for each of the six cities.

Strategic Cycleway Corridors Program – Greater Sydney



Starting with Country

Transport will embed Country into future walking and cycling projects. This includes working with Aboriginal communities and Local Aboriginal Land Councils to develop appropriate visual acknowledgements of Country along future walking and cycling routes. Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Case study

Connecting with Country: Sydney Harbour Bridge Cycleway Northern Access

A design excellence process has been used to shape the proposed cycleway ramp that will connect Milsons Point with the Sydney Harbour Bridge Cycleway.

Aboriginal Designer and Cammeraygal knowledge holders came together to yarn about local stories, connections and symbols that could shape the design of the project. A design jam with the Aboriginal knowledge holders, architects, urban designers and transport specialists explored these narratives and developed opportunities to embed these stories within the new cycleway structure:

Decorative tiles on the ramp deck will include expression of Country with site specific totems, celebrating Aboriginal stories and culture. Country design narratives will also be incorporated into the ramp landing with a constellation of circular paving inlays that reflect the night sky.



Strategic Cycleway Corridors program

The Strategic Cycleway Corridor program provides the framework for establishing safe and convenient cross-city cycleway connections that better connect centres, precincts, and places, and enables councils to progressively expand local bike networks.

The program supports one of the priority moves in the Active Transport Strategy to deliver more than 100 kilometres of new strategic cycleways by 2028. The long-term ambition is the delivery of more than 1,000 kilometres of new cycleways and supporting infrastructure to provide continuous and connected cycling networks across the six cities in NSW.

A network of strategic cycleway corridors will be progressively developed in stages to support the future uptake of active transport help deliver our wider 20-year vision of doubling the number of walking and bike riding trips.

Greater Sydney

This summary document brings together the strategic cycleway corridor networks announced individually for the Eastern Harbour City, Central River City and Western Parkland City in Greater Sydney. To enable a cohesive cycling experience across Greater Sydney, strong connectivity has been provided between the respective networks.

The program and the effective staged development of corridors is contingent on ongoing collaboration with partners such as councils, bike groups and other key stakeholders. Communities will be consulted as each corridor is developed ensuring local needs and integrated outcomes are considered.

Other Cities and Regional NSW

The program also includes the development of strategic cycleway corridor networks for the cities of Lower Hunter and Greater Newcastle, Central Coast and Illawarra-Shoalhaven. This will expand on the work completed for Greater Sydney to strengthen connectivity across the six cities region.

In Regional NSW, Transport will continue to actively partner with local governments to plan and develop their cycling networks.

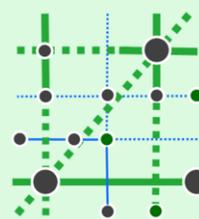
Greater Sydney Strategic Cycleway Corridor network

Over **85** cycleway corridors have been identified across Greater Sydney, extending more than **850 kilometres** through key centres and major points of interest. Exact routes and alignments will be investigated and will be subject to detailed design and collaboration with councils, other stakeholders and the community. Extensive consultation will be undertaken at all stages of the process.

A network of strategic cycleway corridors across Greater Sydney will be supported by the delivery of local bike networks by councils across the three city regions, including projects recently funded by the Get NSW Active and WestInvest programs.

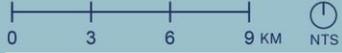
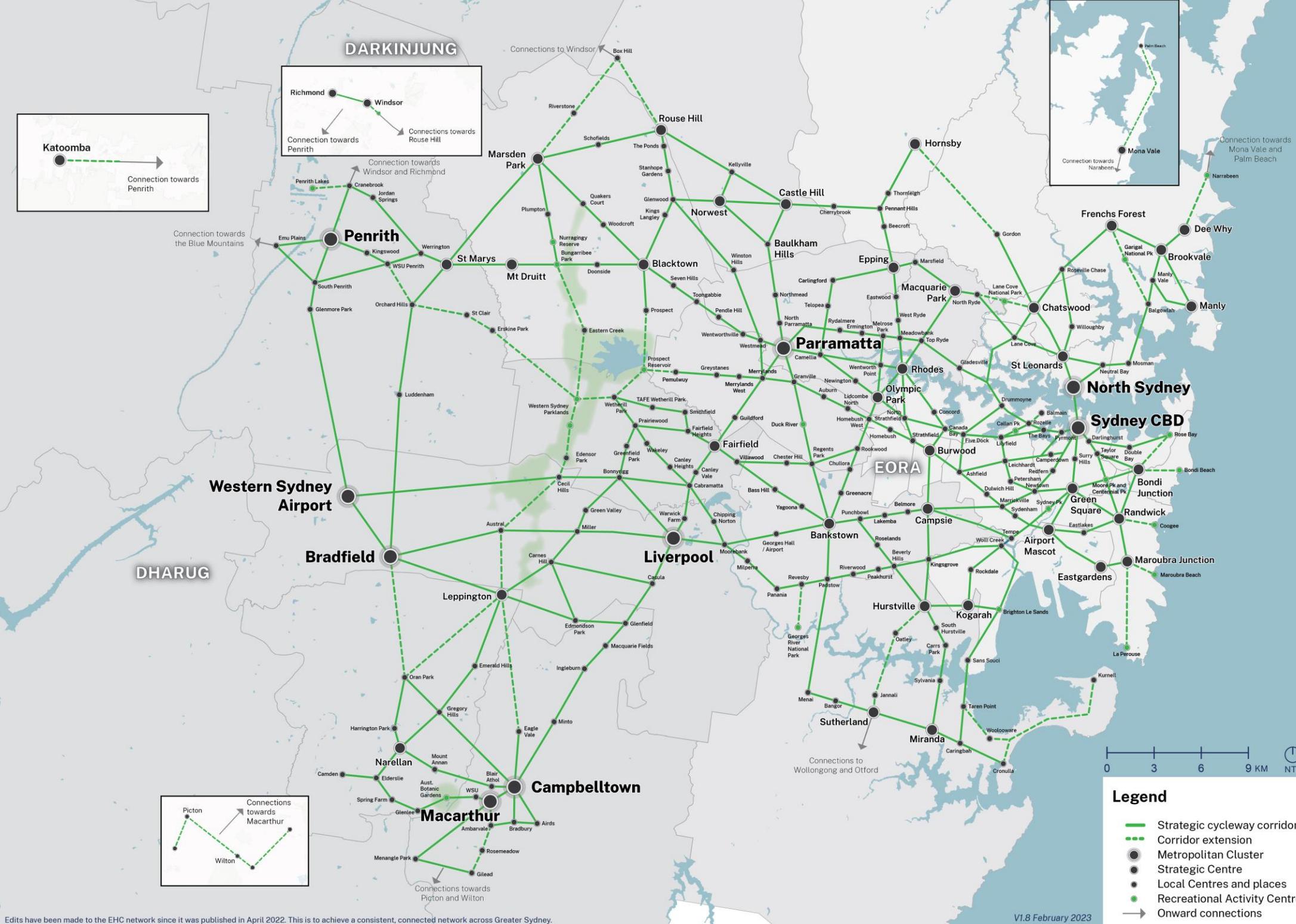
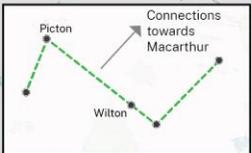
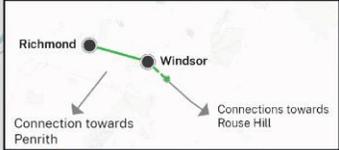
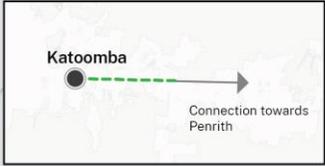
This wider network will ensure a consistent approach is adopted for the continual extensions of strategic cycleway corridors across the boundaries of local government areas within each city region.

The Parramatta to Sydney Foreshore Link is a current program of works that will deliver a continuous cross-city connection for walking and cycling between the Central River City and Eastern Harbour City utilizing both strategic corridors and local networks. The program will be delivered in partnership between Transport and four councils.



A fully connected network will be achieved by the progressive expansion of **strategic corridors** that go beyond local government boundaries, and by the delivery of **local bike networks**.

Some connections between centres, precincts and places are already established. Progressing connections which fill gaps in the network are priorities in the initial phase. This will help fast-track the development of our connected network and make riding an attractive option for everyday trips.



- Legend**
- Strategic cycleway corridor
 - - - Corridor extension
 - Metropolitan Cluster
 - Strategic Centre
 - Local Centres and places
 - Recreational Activity Centre
 - Onward connections

Edits have been made to the EHC network since it was published in April 2022. This is to achieve a consistent, connected network across Greater Sydney.

Eastern Harbour City

No. of strategic cycleway corridors	30
Total length of corridors (approx.)	250km
Local government areas*	Bayside; Burwood; Canada Bay; Hornsby; Hunters Hill; Inner West; Ku-ring-gai; Lane Cove; Mosman; North Sydney; Northern Beaches; Randwick; Ryde; Strathfield; Sydney; Waverley; Willoughby; Woollahra;
Metropolitan centre	Harbour CBD
Total area of city	1,304km ²
2036 total projected population	2,040,000
2036 total projected employment	1,570,000

Eastern Harbour City contains the metropolitan centre of Harbour CBD, as well as key strategic centres including St Leonards and Bondi Junction. It is currently home to 1.8 million people, with this expected to grow to over two million by 2036.

There are several State Significant precincts across the region that are well-positioned to directly connect with an expansion of the existing cycling network. These precincts include The Bays, Pyrmont-Ultimo and Central.

The Eastern Economic Corridor between Macquarie Park and Sydney Airport is also regarded as the State's greatest economic asset, containing close to one third of jobs within Greater Sydney.

Five immediate opportunities for investigation have been identified for the Eastern Harbour City:

- **Alexandra Canal connection**
- **North Sydney connections**
- **Newtown and Green Square connection**
- **Lilyfield connection**
- **St Leonards and Artarmon connection**

Refer to the summary document for the Eastern Harbour City for further information.

Case study

Bondi to Sydney CBD Cycleway Corridor

The 6km cycleway corridor, connecting Bondi Junction with Paddington, Darlinghurst and the city is divided into six sections. Developing and delivering the flagship corridor involves working in partnership with City of Sydney, Woollahra, Waverley and Randwick councils as well as Centennial Park & Moore Park Trust. The role and function of Transport for NSW and councils in the development and delivery process depends on the complexity of network changes, including any community impacts, as well as the classification of the road asset.

Three sections have already been delivered and provide a high-quality outcome for riders. City of Sydney are due to start construction on one section (along Oxford Street West) and is expected to be complete by 2024. A further two sections are currently under design development, with Transport for NSW responsible for progressing these parts of the corridor.



Figure 1 - New cycleway recently delivered by Transport for NSW between Bondi Junction and Centennial Park (source: Transport for NSW)

* The councils referenced in Eastern Harbour City will be updated as appropriate to reflect any changes to ensure alignment between Transport for NSW and the Greater Cities Commission.

Central River City

No. of strategic cycleway corridors	32
Total length of corridors (approx.)	340km
Local government areas*	Blacktown; Canterbury-Bankstown; Parramatta; Cumberland; Ryde; Sutherland; The Hills
Metropolitan centre	Greater Parramatta
Total area of city	1,064km ²
2036 total projected population	2,380,000
2036 total projected employment	1,010,000

Central River City contains the metropolitan cluster of Greater Parramatta, as well as several strategic centres including Sydney Olympic Park and Macquarie Park. It is currently home to more than two million people, with this expected to grow to around 2.4 million by 2036.

Several localities within the Central River City have been identified as priority growth areas, creating significant opportunities to provide great places for people to ride. These include Greater Parramatta, Camelia-Rosehill, Rhodes and the North West Growth Area.

The existing cycleway network within the Central River City is generally confined to major roads and waterways between key centres, including Windsor Road, Parramatta River and M4 Motorway. The strategic cycleway corridor network for Central River City will significantly expand this current configuration.

Five immediate opportunities for investigation have been identified for the Central River City:

- **Macquarie Park connections**
- **Bankstown and Campsie connection**
- **Parramatta and Westmead connection**
- **Blacktown CBD connections**
- **Wentworth Point and Sydney Olympic Park connection**

7 Refer to the summary document for the Central River City for further information.

Case study

Pippita Rail Trail, Parramatta

The Pippita Rail Trail project will convert a disused freight line into a two-kilometre shared riding and walking link between Lidcombe Station and Sydney Olympic Park. It provides an opportunity to join surrounding green spaces and pathways including the popular Cooks River pathway that starts at Botany Bay and ends in Homebush.

Accessible from Lidcombe station, the proposed rail trail will provide a quieter off-road path through the historic Rookwood Cemetery, connecting with the strategic centre of Sydney Olympic Park. The design of the project was funded through the Get Active NSW grant program in August 2022.

The proposed rail trail aligns with a priority move of the Active Transport Strategy to investigate reusing nonoperational assets to support the visitor economy through initiatives such as rail trails.



Figure 2 – Disused Pippita railway line (source: Rail Trails Australia)

* The councils referenced in Central River City will be updated as appropriate to reflect any changes to ensure alignment between Transport for NSW and the Greater Cities Commission.

Western Parkland City

No. of strategic cycleway corridors	26
Total length of corridors (approx.)	295km
Local government areas	Blue Mountains; Camden; Campbelltown; Fairfield; Hawkesbury; Liverpool; Penrith; Wollondilly
Metropolitan clusters	Penrith; Liverpool; Campbelltown-Macarthur; Western Sydney Airport-Bradfield
Total area of city	8,087km ²
2036 total projected population	1,390,000
2036 total projected employment	540,000

Western Parkland City contains the four metropolitan clusters of Greater Penrith, Liverpool, Campbelltown/Macarthur, and Western Sydney Airport/Bradfield. It is currently home to more than 1.1 million people, with this expected to grow to around 1.4 million people by 2036.

The most significant population and employment growth in the Western Parkland City is projected to occur in priority release areas, including Greater Penrith to Eastern Creek, Western Sydney Aerotropolis and South West Growth Area. These areas will notably benefit from new cycling facilities and improve an existing cycleway network that is typically confined to major roads and waterways between key centres, including The Northern Road and M7 Motorway.

Five immediate opportunities for investigation have been identified for the Western Parkland City:

- **Penrith and Kingswood connection**
- **Kingswood and St Marys connection**
- **Liverpool and Moorebank connection**
- **Liverpool and Casula connection**
- **Campbelltown and Macarthur connection**

Refer to the summary document for the Western Parkland City for the immediate opportunities for investigation.

Case study

Yandhai Nepean Crossing, Penrith

The Yandhai Nepean Crossing is a major walking and cycling connection between Penrith and Emu Plains. Opened in 2018, the bridge spans over 250m to provide a safe, separated crossing over the Nepean River for pedestrians and bike riders of all ages and abilities. The word Yandhai is derived from Dharug language and means “walking in past and present.”

The bridge forms part of the 7km bridge-to-bridge loop along the foreshore of the Nepean River between the Great Western Highway and M4 Motorway. In partnership with Penrith City Council, Transport for NSW led the delivery of this \$49 million project.

The crossing forms an important part of the strategic cycleway network and will support a direct connection between Penrith, Emu Plains and the Blue Mountains as the network expands further west.



Figure 3 – Cycling over Yandhai Nepean Crossing, Penrith (source: Transport for NSW)



Next steps

In line with a priority move in the Active Transport Strategy, Transport for NSW will work with councils and other agencies to deliver over 100km of strategic cycleways by 2028 that contribute towards a connected cycleway network.

Following the announcement of the strategic cycleway corridors, Transport for NSW has commenced planning for the staged roll out of the network.

The corridors will be rolled out in shorter sections to increasingly expand the connected network across Greater Sydney. Potential funding opportunities will be identified as appropriate to support the delivery of each connection.



Figure 4 – Next steps for developing and delivering connected strategic cycleway networks

Transport for NSW has identified immediate opportunities for investigation to fill shorter missing gaps in the network for various corridors within the Eastern Harbour City, Central River City and Western Parkland City.

Several of these immediate opportunities are already either in construction or design development phases such as the Alexandra Canal link in the Eastern Harbour City that was announced in December 2022.

Project-specific updates, including community consultation, will be regularly provided when funding for cycleway connections is announced.

Transport will continue to support, fund and work with councils to deliver and expand local bike networks under the Get NSW Active program.