

Regional & Outer Metropolitan Cycling & Micromobility Plan 2025-2035



Acknowledgement of Country

Gulbali-yanhi ngurambang Wiradyuri.

Walumaldhaany-galang bala mayiny Wiradyuri.

*Yindyamali-yanhi mudyiganggalang-bu balumbambal-
bu balugirbam-bu.*

*Yindyamali-yanhi bagaraygan ngurambang-guwal-i
yandu murun.wigi Wagga Wagga-dha.*

*Ngilyanhi gulbali-bu yindyamali-bu guwiinygulyalagu
buyaa-bu gillaang-galam-bu.*

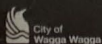
*Ngilyanhi gulbali-bu yindyamali-bu guwiinygulyalagu
dhaagun-bu bila-galang-bu nganha Wiradjuri-giyalang
bala burrambin-bu nurrannurra-bu.*

*Gulbali-yanhi Wiradyuri mayiny bagaraygan-guwal-
bu bala yarruwala-bu waluwin-bu walanbam-bu
dhirrangal-bu.*

Wagga Wagga City Council acknowledges the traditional
custodians of the land, the Wiradjuri people, and pays respect
to Elders past, present and future and extends our respect to all
First Nations Peoples in Wagga Wagga.

We recognise and respect their cultural heritage, beliefs and
continuing connection with the land and rivers.

We also recognise the resilience, strength and pride of the
Wiradjuri and First Nations communities.



Transport pays respect to Elders
past and present, and recognises
and celebrates the diversity of
Aboriginal peoples and their
ongoing cultures and connections
to the lands and waters of NSW.

Thanks to stakeholders and teams involved!

Transport for NSW

Regional and Outer Metropolitan Cycling and Micromobility Plan 2025–2035

May 2025



transport.nsw.gov.au

Local councils



- Lismore City Council
- Orange City Council
- Coffs Harbour City Council
- Port Macquarie-Hastings Council
- Dubbo Regional Council
- Central Coast Council
- Singleton Shire Council
- Tweed Shire Council
- Blue Mountains City Council
- Bathurst Regional Council
- Queanbeyan-Palerang Regional Council
- Wagga Wagga City Council
- Wollongong City Council
- Mid-Western Regional Council
- Ballina Shire Council
- Clarence Valley Council
- Shellharbour City Council
- Armidale Regional Council
- Tamworth Regional Council
- City of Newcastle
- Lake Macquarie City Council
- Griffith City Council
- Albury City Council
- Broken Hill City Council
- Gunnedah Shire Council
- Inverell Shire Council
- Bega Valley Shire Council
- Shoalhaven City Council
- Kiama Municipal Council
- Parkes Shire Council*
- Maitland City Council

*Representing Forbes Shire Council and Lachlan Shire Council

Other stakeholders



- Bicycle NSW
- Bicycle Network
- Hearing Matters
- NSW Council for Intellectual Disabilities
- Physical Disability Council of NSW
- Rail Trails NSW
- Vision Australia

Academia

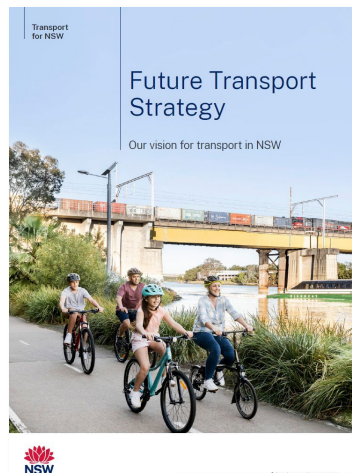
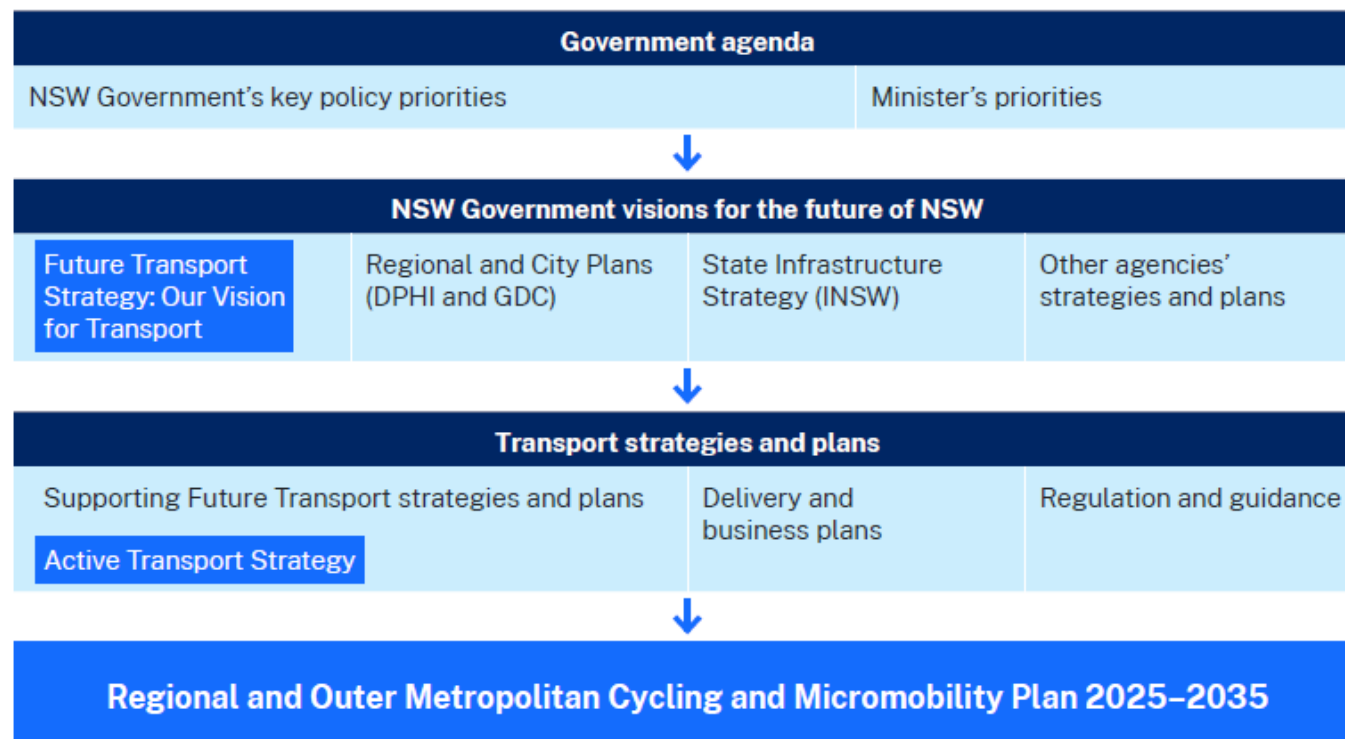
- Charles Sturt University
- University of Newcastle

NSW Government agencies

- Department of Planning and Environment
- Department of Regional NSW
- Destination NSW
- Ministry of Health
- Office of Sport

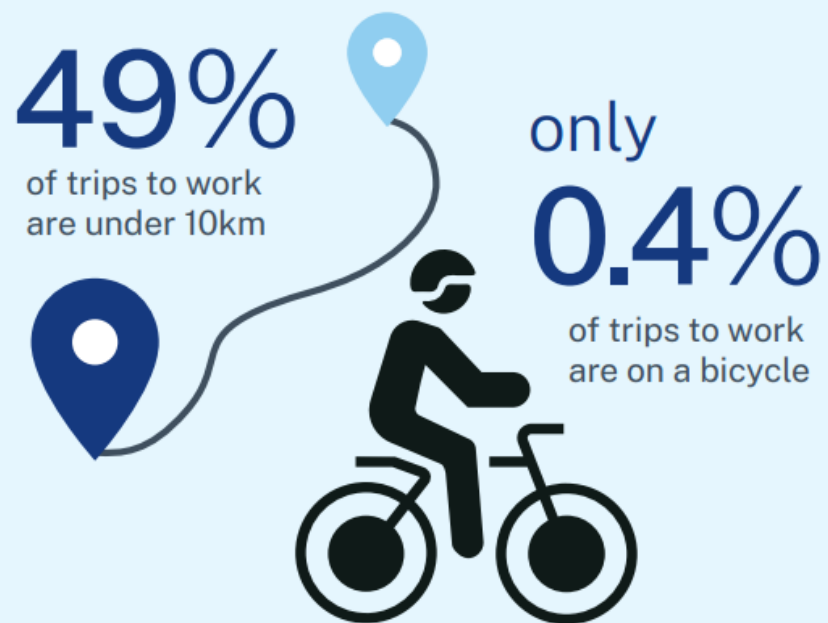


Planning context

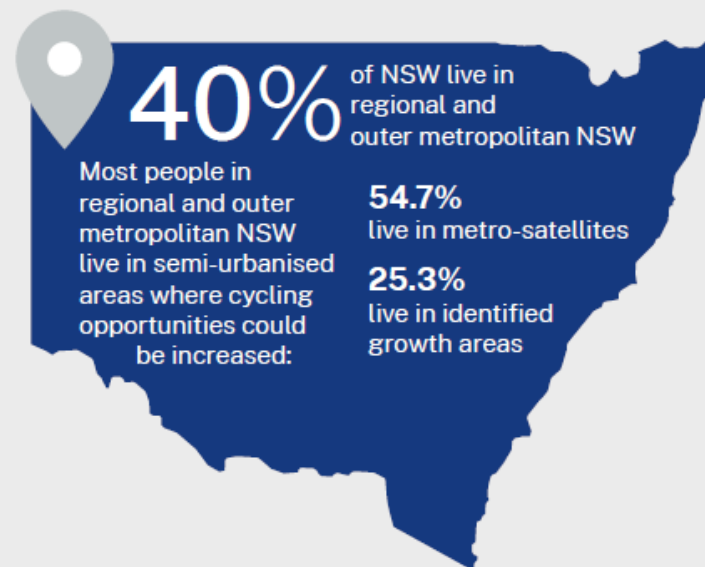


Regional & Outer Metropolitan NSW snapshot

In 2021 within Regional NSW



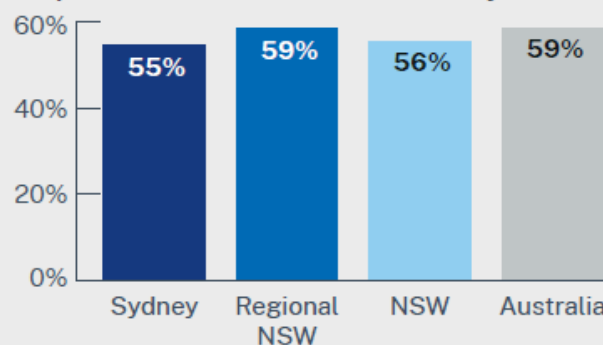
Source: ABS Census, Method of travel to work, 2021



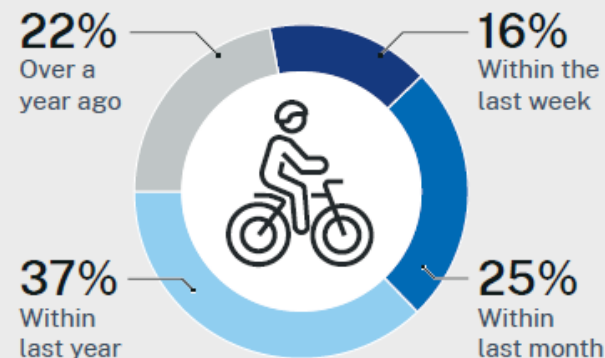
People who rode in the last month in regional and outer metropolitan NSW



Proportion of households who own a bicycle



Last trip taken by bicycle in regional and outer metropolitan NSW



Potential riders

Cautious riders

12%

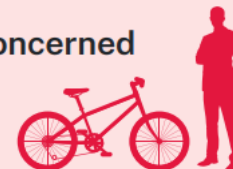
of people in regional and outer metropolitan NSW currently ride bicycles and would ride more if it were safer.



Interested but concerned

38%

of people in regional and outer metropolitan NSW currently do not ride bicycles but would if it were safer



Current and future bike riders

Potential riders are people of all ages and abilities. By improving cycling and micromobility options for potential riders, we can improve travel outcomes for many people like:



Seniors



**Aboriginal and
Torres Strait
Islanders**



**Public transport
users**



**People with a
disability**



**Remote
communities**



**Children
traveling
to school
independently**



**Carers and
parents with
children**



**Culturally and
linguistically
diverse
customers**



Examples of what we heard

Theme	Issues	Opportunities
Safe and comfortable	• Friction between users on shared paths, and between people cycling and driving • Hesitation to cycle due to safety concerns • Resistance to remove parking	• Improving intersection design and ensuring priority at crossing • Reducing speed limits in town centres or neighbourhoods to 30 km/h
Connected	• High speeds on regional roads • Lack of funding • Roads and streets designed for drivers	• Requiring cycling and active transport infrastructure in new developments • Closing some local streets to through traffic • Improving wayfinding and signage
Tourism & economy	• Difficult to take bikes on regional trains and buses • Land ownership and asset management issues make rail trails difficult to plan and implement	• Adding user friendly bike storage to regional trains and regional train stations • Improving wayfinding and providing resources for tourists to know where cycling routes are
Multimodal integration	• Requirement to box bikes to put them on regional trains • Grant program doesn't fund cycle parking at transport interchanges • Lack of secure bike locking facilities	• Adding free bike storage to regional trains, train stations and interchanges • Adapting buses to be bike friendly and working with bus operators to explore opportunities for future facilities in new bus fleets
Behaviour change	• Some people lack access to bikes • Some towns don't have bike shops • Many regional towns have high car dependencies	• Using positive messaging and marketing with people focused language • Establishing school programs that educate students on safe bike use • Providing additional bike education opportunities for drivers
Collaboration & information sharing	• Some guidance not suited to regional councils	• Exploring opportunities for more transparency and support to local government for cycling • Creating a platform for sharing plans and maps

Vision

People of all ages and abilities have access to attractive, safe and connected cycling and micromobility journey options across regional and outer metropolitan NSW.



Objectives



Safe and comfortable

Cycling is safe and comfortable for people of all ages and abilities.



Multimodal integration

Cycling and micromobility is fully integrated with public transport facilities and services.



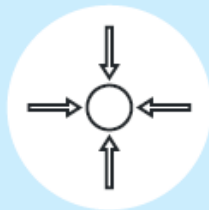
Connected

People choose cycling and micromobility because convenient and connected journey options are available.



Behavioural change

Behaviour change programs which increase cycling and micromobility journeys are supported through partnerships.



Tourism and economy

Cycling and micromobility tourism opportunities support local economies.



Collaboration and information sharing

Transport and key partners share information to improve cycling and micromobility journeys.

Initiatives



Safe and comfortable

Cycling is safe and comfortable for people of all ages and abilities.



Connected

People choose cycling and micromobility because convenient and connected journey options are available.



Tourism and economy

Cycling and micromobility tourism opportunities support local economies.



Multimodal integration

Cycling and micromobility is fully integrated with public transport facilities and services.



Behavioural change

Behaviour change programs which increase cycling and micromobility journeys are supported through partnerships.



Collaboration and information sharing

Transport and key partners share information to improve cycling and micromobility journeys.

- transport policies
- grant funding criteria
- cycling planning and design guidance
- pilot projects
- safe implementation of new technology
- e-scooter share trials
- town centre improvements
- technology and systems
- programs in Aboriginal communities
- active travel to school initiatives



Initiatives



Safe and comfortable

Cycling is safe and comfortable for people of all ages and abilities.



Connected

People choose cycling and micromobility because convenient and connected journey options are available.



Tourism and economy

Cycling and micromobility tourism opportunities support local economies.



Multimodal integration

Cycling and micromobility is fully integrated with public transport facilities and services.



Behavioural change

Behaviour change programs which increase cycling and micromobility journeys are supported through partnerships.



Collaboration and information sharing

Transport and key partners share information to improve cycling and micromobility journeys.

- cycleways and 15-minute neighbourhoods
- Aboriginal communities
- new development
- strategic cycleways
- road space reallocation policy
- microfreight and last mile
- acknowledgement of Country



Initiatives



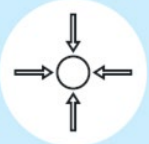
Safe and comfortable

Cycling is safe and comfortable for people of all ages and abilities.



Connected

People choose cycling and micromobility because convenient and connected journey options are available.



Tourism and economy

Cycling and micromobility tourism opportunities support local economies.



Multimodal integration

Cycling and micromobility is fully integrated with public transport facilities and services.



Behavioural change

Behaviour change programs which increase cycling and micromobility journeys are supported through partnerships.



Collaboration and information sharing

Transport and key partners share information to improve cycling and micromobility journeys.

- cycle tourism initiatives
- non-operational assets and rail trails
- connections between towns and rail trails
- events
- wayfinding
- linking sharing schemes with tourism
- access to national parks



Initiatives



Safe and comfortable

Cycling is safe and comfortable for people of all ages and abilities.



Connected

People choose cycling and micromobility because convenient and connected journey options are available.



Tourism and economy

Cycling and micromobility tourism opportunities support local economies.



Multimodal integration

Cycling and micromobility is fully integrated with public transport facilities and services.



Behavioural change

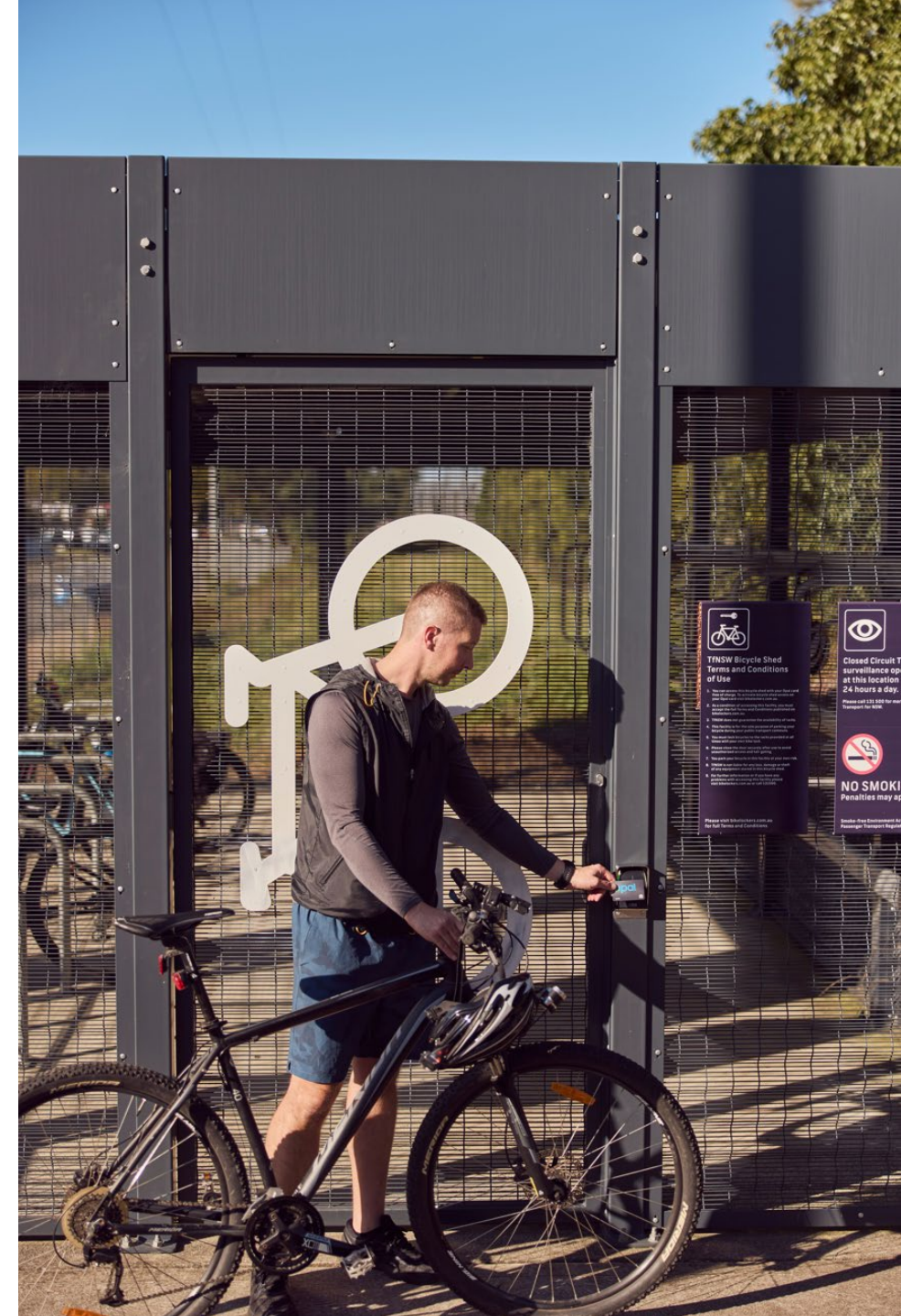
Behaviour change programs which increase cycling and micromobility journeys are supported through partnerships.



Collaboration and information sharing

Transport and key partners share information to improve cycling and micromobility journeys.

- bike parking at interchanges
- bikes on trains and coaches
- access to public transport



Initiatives



Safe and comfortable

Cycling is safe and comfortable for people of all ages and abilities.



Connected

People choose cycling and micromobility because convenient and connected journey options are available.



Tourism and economy

Cycling and micromobility tourism opportunities support local economies.



Multimodal integration

Cycling and micromobility is fully integrated with public transport facilities and services.



Behavioural change

Behaviour change programs which increase cycling and micromobility journeys are supported through partnerships.



Collaboration and information sharing

Transport and key partners share information to improve cycling and micromobility journeys.

- cycle promotion and behaviour change campaigns
- education and training
- shared path campaigns
- safe driver behaviour and awareness



Initiatives



Safe and comfortable

Cycling is safe and comfortable for people of all ages and abilities.



Connected

People choose cycling and micromobility because convenient and connected journey options are available.



Tourism and economy

Cycling and micromobility tourism opportunities support local economies.



Multimodal integration

Cycling and micromobility is fully integrated with public transport facilities and services.



Behavioural change

Behaviour change programs which increase cycling and micromobility journeys are supported through partnerships.



Collaboration and information sharing

Transport and key partners share information to improve cycling and micromobility journeys.

- digital maps and trip planning
- guidance and courses
- forums
- grant application assistance
- data sharing
- research partnerships
- dashboards



Implementation

- form collaborative partnerships
- work with stakeholders
- prioritise projects
- oversee implementation

Aiming to achieve the following outcomes:

Increases in:

- people riding their bike
- percentage of school children riding their bike to and from school
- perception of cycling safety, connectivity and effectiveness

Decreases in:

- percentage of short trips made by people using a private vehicle
- rate of bike rider fatalities and seriously injured



Questions & links

Regional & Outer Metropolitan Cycling & Micromobility Plan 2025-35

https://www.transport.nsw.gov.au/system/files/media/documents/2025/rom-cycling-and-micromobility-plan_1.pdf

Regional active transport

<https://www.transport.nsw.gov.au/operations/active-transport/regional-active-transport>

NSW rail trails

<https://www.nsw.gov.au/regional-and-primary-industries/resources/nsw-rail-trails>

Riding bikes, e-bikes and e-scooters in NSW

<https://www.nsw.gov.au/driving-boating-and-transport/bikes-e-bikes-e-scooters>

