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Mr. Adam Lander  
Senior Community Engagement Coordinator  
City of Sydney

Via email: [alander@cityofsydney.nsw.gov.au](mailto:alander@cityofsydney.nsw.gov.au)

Dear Mr. Lander

### **Draft Cycling Strategy and Action Plan**

The Sydney Business Chamber (The Chamber) welcomes the opportunity to comment on the draft Cycling Strategy and Action Plan.

The Chamber is a division of the NSW Business Chamber and represents Sydney's leading corporations, advocating for Sydney to be a competitive and sustainable global city. The Chamber strives to identify, develop and promote the major issues that contribute to economic activity and growth in Australia's only global city, Sydney. We do this by representing and collaborating with government on behalf of business at the local, state and federal level.

The Chamber is supportive of the cycling strategy and its four strategies to connect the network; support people to ride; support business; and lead by example. Cycling is an essential part of an overall plan to reduce congestion and ensure livability through an integrated transport system.

### **Connecting the Network**

The Chamber welcomes the focus of Council in continuing to build the Sydney cycleway network. Co-ordination with other councils and the state government is critical to ensure that the City's current pathways become a wider network that can support commuters, cycle workers and tourists across the Sydney region.

While we appreciate the reasons for the City continuing to pursue separated cycleways, the Chamber notes recent legislative amendments by the NSW Government to allow children up to the age 16 to ride on footpaths. The Chamber believes that this is a sensible step change, potentially towards all cyclists being able to utilise footpaths. This may require a re-think in the City's strategy towards separated bike paths.

Allowing cyclists to ride on the footpath may help encourage casual cyclists into more regular cycling and would reflect international practice in other global cities. Looking towards building wider footpaths rather than developing separated bike paths adjacent to footpaths (which create trip hazards for pedestrians and reduce amenity for other road users) should be explored as part of the strategy. Further advocacy to the NSW Government would be required to help make this change happen. Nothing in such a change would prevent cyclists choosing to ride on the roadway.

We believe an expansion of footpaths to cater for greater levels of cycling would also ameliorate suggested further reductions in speed limits put forward in the Strategy. However we recognize that riding on footpaths in the retail precincts where footpaths may be crowded is not desirable at least during retail opening hours.

### **Support People to Ride**

As noted above, working with the NSW government to reduce the level of regulation on cyclists utilising footpaths should be pursued as a priority action.

In addition, programs that target specific communities to become active cyclists could be pursued with successful programs shared across council areas.

We note that while there is an obvious focus in the strategy for cycling, an expanded focus on active transport (including walking) should be considered as part of the Strategy. Examining opportunities for the establishment of bike hangers<sup>i</sup> to increase amenity should be an active part of this consideration.

### **Supporting Businesses**

The Chamber welcomes the Strategy's commitment to work with businesses to increase cycling opportunities. The Chamber over recent years has worked with Macquarie Connect<sup>ii</sup> to identify opportunities to improve transport options for businesses and commuters in the growing area of Macquarie Park and North Ryde. Collaborative efforts with Macquarie Connect on some of these initiatives should be pursued.

We note that the Strategy refers to opportunities to maximize the beneficial outcomes from bike share. With the recent collapse of 0Bike, ReddyGo and Ofo it's clear that a new model of partnership with council will need to be established for new entrants into the market.

We would encourage Council to consider how a framework might be developed not only with operators but with surrounding councils to ensure the next iteration of this model of business works effectively at a regional scale.

## Leadership and Advocacy

The Council with business has a significant role to play in pursuing and advocating for more active transport options within Sydney.

Central to its advocacy should be the design and configuration of the new metro stations and light rail access points to ensure there is integration with other transport modes, including bikes. Stations need to have capacity for commuters to change transport modes with ease, and integrate effectively with the existing community.

The *2018 Mobility Orientated Development (MODe) benchmarking index*, which analysed transit hubs from across the world, found that Australian transit hubs are behind their global counterparts for intermodal transport (the ability to easily change, for example, from a bus to bike or train to bike following the completion of one transport mode of journey). For the cycling strategy, it is prudent that in the design and delivery of future stations, the opportunity is taken to address this issue.

The Chamber believes the addition of purpose-built biking garages at stations will enable more intermodal transport.

Intermodal biking garages have been very successful in a number of other global cities, when combined with a broader transport strategy. In addition, larger commuter lifts at stations to accommodate bikes, and charging facilities (for electric bicycles) should also be considered at stations.

## Other matters

The Strategy should also consider how cycling can be better accommodated through changes to freight. The rise of internet shopping has increased the number of delivery vehicles. In part due to the return flow (or reverse logistics) of customers returning the product bought through the same channel.

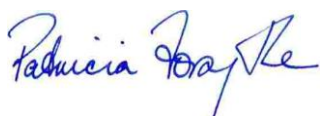
The emergence of multiple small scale suppliers means the centralisation and coordination of last mile freight in the CBD has reduced whilst the number of vehicles carrying small loads has increased.

The Chamber has been monitoring last mile freight strategies implemented in Sweden (Stockholm)<sup>iii</sup>. The Off Peak Delivery Trial lifted restrictions on night time deliveries of freight (10pm-6am) and also utilised both larger Heavy Goods Vehicles (HGV) and electric hybrid vehicles to perform the deliveries. The trial was successful with no significant reported impacts on community amenity.

Consideration of how last mile freight coordination could be improved, particularly but not exclusively in the Sydney CBD through such initiatives and how they might encourage greater active transport should also be pursued in the Strategy.<sup>iv</sup>

Please contact Robert Millar on 02 9458 7324 or [robert.millar@nswbc.com.au](mailto:robert.millar@nswbc.com.au) if you require any further information or comment in relation to this submission.

Yours sincerely



**The Hon. Patricia Forsythe**  
Executive Director  
Sydney Business Chamber

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<sup>i</sup> For example, Dublin City Council explored the opportunities of hangars as part of a beta project in 2014:  
<https://dubcitybeta.wordpress.com/2014/08/14/bike-hangar/>

<sup>ii</sup> <https://www.connectmacpark.com>

<sup>iii</sup> <http://freightinthecity.com/2017/05/swedish-hours-delivery-trial-removes-hqvs-rush-hour/>