

**BICYCLE
NETWORK®**

Towards a happier and healthier NSW

Pre-budget submission

**Prepared by Bastien Wallace, NSW Public Affairs
Manager**



Bicycle Network

With nearly 50,000 members, Bicycle Network is one of the top five member-based bike riding organisations in the world. With a proud history reaching back more than 40 years, we are committed to improving the health and wellbeing of all Australians by making it easier for people to ride a bike.

Operating nationally, we have a measurable and large-scale impact in community participation and the promotion of healthy lifestyles through bike riding.

We achieve this through:

- improving the bike riding environment by working with government at all levels to provide better infrastructure, data, policies, legislation and regulations
- delivering successful, large-scale and measurable behaviour-change programs such as Ride2School and Ride2Work
- providing services that support bike riders through membership
- running mass participation bike riding events such as Around the Bay
- being a key spokesperson on issues related to cycling and physical activity.

If you need our help to turn New South Wales into Australia's healthiest and happiest state, please contact us.

A handwritten signature in blue ink that reads "Bastien Wallace".

Bastien Wallace
Public Affairs Manager, NSW
Bicycle Network
bastienw@bicyclenetwork.com.au

A handwritten signature in blue ink that reads "Craig Richards".

Craig Richards
CEO
Bicycle Network



1. Executive summary: getting people moving in NSW

NSW has a major problem. Physical inactivity is causing great suffering. Congestion is causing great frustration. The mounting costs are cripplingⁱ. And the state’s rising population will make things worseⁱⁱ.

The solution is clear: more happy and healthy people riding bikes. Organised sport and gyms aren’t going to solve our problems. But bike riding for transport and recreation will build physical activity into the daily lives of the people of NSW and free our roads.

NSW has the lowest number of bike riders in Australia. While Transport for NSW’s Draft Future Transport Strategy commits to building for bikes but it’s going to take a staggering 40 years. Further, the spend on bike projects is miserable: less than 1% of the budget. The Berejiklian Government needs to do more.

World-renowned urbanist and city planner, Brent Toderian once said, “*The truth about a city’s aspirations isn’t found in its vision, it’s found in its budget.*” It’s time the NSW budget promised aspirations to create a vibrant and liveable state for the people of NSW.

Therefore, Bicycle Network is calling on the NSW Government to invest \$260m on bikes in 2018–19 and \$1.06b over the next four years. The following table outlines the investment:

Financial year	2018–19 \$m	2019–20 \$m	2020–21 \$m	2021–22 \$m	TOTAL \$m
Annual bike fund	\$233m ⁱⁱⁱ	\$237.7m	\$240m	\$242.5m	\$953.2m
Ride2School program	\$500,000	\$1m	\$1m	\$1m	\$3.5m
Ride2Work program	\$500,000	\$1m	\$1m	\$1m	\$3.5m
Rail Trail fund	\$25m	\$25m	\$25m	\$25m	\$100m

This budget will enable the NSW government to deliver key bike projects such as:

- the city centre cycleway network planned in the *Sydney City Access Strategy* including construction of the King Street cycleway within the next two years;
- the provision of end-of-trip facilities and bike parking available at commuter hubs, stations and ferry terminals;
- the construction of the Sutherland to Cronulla Active Travel Link within the next two years;
- the construction of the Northern Rivers Rail Trail (Murwillumbah to Casino), the Molonglo Rail Trail (Bungendore to Captain’s Flat) and the first stage of the Riverina Highlands Rail Trail (Tumbarumba to Rosewood) and;
- the completion of key projects outlined in *Sydney’s Cycling Future* that connect hubs such as Parramatta, Blacktown, Penrith and Liverpool, Nepean River Green Bridge, Eastern Suburbs link, North Shore link, South East Light Rail links, Inner West Light Rail links, and Parramatta Light Rail links.



2. Bikes will solve our health and congestion problems

2.1 Physical inactivity is killing us and our children

Bicycle Network shares Premier Berejiklian's concern for the health of children and the wider state. According to NSW government statistics, nearly four out of five students aged 12–17 years aren't active enough to maintain their health.^{iv} At the same time, 42.8% of adults in NSW are failing to reach their daily physical activity targets.

The consequences of physical inactivity are well known. Inactivity kills more than 14,000 Australians each year and is responsible for 2.63% of Australia's total disease burden.^v Inactivity also puts people at risk of suffering a preventable disease such as heart disease or type-2 diabetes. It's a cruel personal and economic burden to bare.

We know that the answer to reducing childhood overweight and obesity by 5% by 2025 is not in organised sport or gyms.^{vi} The best (and cheapest) way to get people and children active again is through bike riding.

Making it easier for more people from all backgrounds to ride a bike can help NSW Health hit the physical activity targets within its Healthy Eating strategy and help:^{vii}

- reduce overweight and obesity rates of 5–16-year-old children,
- stabilise and then reduce adult overweight and obesity rates, and
- increase the percentage of the population living within a 30-minute trip to the city or a major center in metropolitan Sydney.

Bikes are the cost-effective and transformative preventative-health tool that the NSW government has been looking for.

2.2 Congestion is choking our cities and economy

Without investment in healthy and active travel, booming population growth will not only cost the state billions of dollars, an ill-equipped transport system without viable alternatives will bring our cities and economy to a grinding halt.

With a population of 7.7 million people and with projections to grow to 9.9 million people in the next 20 years, NSW has the biggest population of any Australian state.^{viii} But our roads are some of the most congested in the country and it's costing us \$5 billion in wasted productivity each year. Without investing in solutions that move more people efficiently, these costs are predicted to blow out to \$8 billion by 2021.^x

Despite huge investments in the road network like WestConnex, average travel times are static and are likely to remain so on the current path. We need a transport program that future-proofs our neighbourhoods, and streets that prioritise the efficient movement of people.

A widespread and well-connected network of cycling routes will move large numbers of people at a cost comparatively lower than other transport modes.

While economic analysis of most new road projects indicates that benefits are struggling to outweigh costs to the taxpayer, cycling infrastructure easily returns multiples of benefits over costs.

2.3 Bike riding numbers stagnate and decline

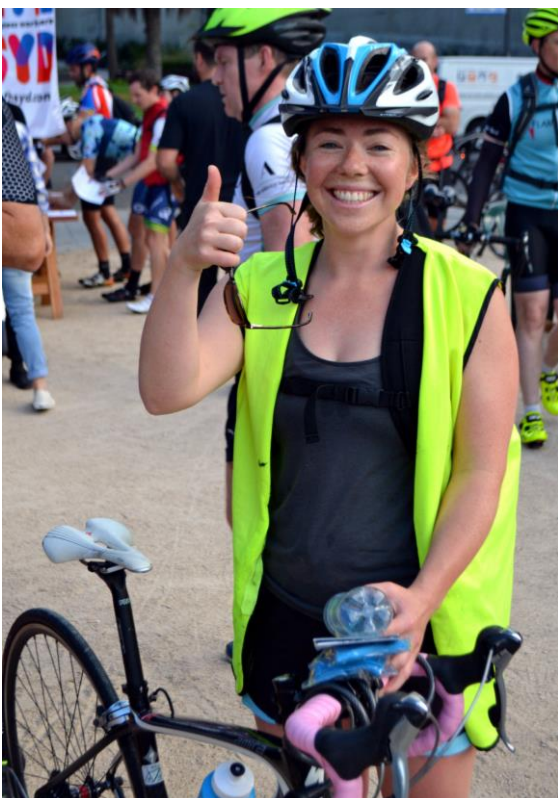
While our state struggles with the challenges posed by health and congestion, one of our most efficient, low-cost modes of transport, bike riding, languishes. The National Cycling Participation Survey in 2017 showed a continuing decline in bike riding in Australia, with NSW on a 'race to the bottom' with the country's worst participation rates:^{xi}

- 12.5% of NSW residents (966,900 people) ride a bicycle in a typical week, compared with 15.5% of the Australia population
- 18.8% of NSW residents ride a bicycle in a typical month, compared with 21.8% of the Australia population
- 29.5% had ridden a bike within the last year (some 2.27m NSW residents), compared with 34.2% of the Australian population

2.4 People of NSW want to ride but are concerned

More than 800,000 people in NSW ride a bike each week. We know that at least 59% of people want to ride more or start to ride but don't because of concerns associated with traffic volumes and speed, safety and confidence.

By building for bikes through an investment in well-designed and connected networks of cycleways, the Berejiklian Government has an opportunity to convert thousands of people into regular riders and at the same time reduce the pressure on our health and transport systems.



3. Now's the time to turn things around

3.1 Consecutive governments haven't delivered on their bike promises

Historically, the NSW government has failed to implement a range of commitments to increase bike riding and deliver infrastructure improvements:

- The 2011 New South Wales Government's strategic business plan *NSW 2021* to "Make NSW number one"^{xii} aimed to double the mode share of bicycle trips in the Greater Sydney region by 2016.^{xiii}
- The *NSW Healthy Eating and Active Living Strategy 2013-2018*^{xiv} reaffirmed the 2011 target.
- The *National Cycling Strategy 2011-2016*^{xv} also reaffirmed the target set in 2011.
- The *NSW Long-Term Transport Masterplan*^{xvi} that was released in 2012, superseded these plans. It contained a plan to provide cycling route information, to deliver a few Sydney-based cycle routes and to co-fund projects with councils. Unfortunately, no concrete commitment was made to delivery timeframes, increasing numbers of people riding bikes or to a budgeted spend on facilities for bike riding.

This gives the Berejiklian Government the perfect opportunity to turn things around.

3.2 We need to bring forward current commitments

The NSW government committed to spending \$69 million in 2014–15,^{xvii} \$40 million in 2015–16 and \$39 million in 2016–17 on walking and cycling projects, funded under the Priority Cycleways, Cycling Towns and Connecting Centre programs. These would roll out 110 kilometres of on-road and off-road cycle routes.^{xviii} It also added an \$80 million fund for cycling infrastructure in the 2016 budget.^{xix}

The problem is that NSW is committing less than 1 per cent of its \$73 billion budget for infrastructure over the next four years to bike riding,^{xx} a fraction of the UN recommended 20%.

Under the current Berejiklian Government the Draft Future Transport 2056 Plan has been released, and it contains plans for well-connected infrastructure for people who ride bikes.

Regrettably a 40-year delay until completion and low levels of investment, compared with the \$10 billion annual budget, will see NSW fall further behind the standards expected of a globally competitive city.

Under this government, Bicycle Network has seen plans proposed to improve access for bike riders crossing the Sydney Harbour Bridge, but we have also seen attempts to ban people from riding bikes in George Street following light rail construction.

Bicycle Network recommends bringing forward the deadline for completion of all infrastructure for bike riders to 2026, which will enable everyone in NSW to benefit from reduced congestion, pollution and health costs a generation sooner.



4. Key asks: together we can get more people riding

Bicycle Network is calling for a commitment to deliver a number of key priorities in the 2018–19 financial year:

1. Invest in an annual bike fund of \$233million+ to support the construction of a connected network of cycleways within metropolitan and major regional communities and to help fast-track the Draft Future Transport 2056 Plan.
2. Invest in a state-wide behaviour change programs such as Ride2School and Ride2Work
3. Introduce and commit to positive provisioning where all transport projects prioritise bike riding as a critical outcome of the project.
4. Expand opportunities for recreational cycling and cycle tourism with joint funding opportunities for regional communities.

4.1 Establish a \$233 million+ annual bike fund

The UN Environment Program is currently calling on governments at all levels around the world to invest at least 20% of their annual transport budgets on walking and cycling infrastructure. At present, the figure in NSW is approximately a meagre half a per cent of the total transport budget.

The NSW government’s current commitment to spend \$80 million over four years on top of an additional \$39 million for walking and cycling projects, only works out to be \$3.81 per person per year. By comparison, London has achieved great results by spending about \$33 per person per year on cycling infrastructure.

Bicycle Network is calling on the NSW government to increase spending to at least \$30 per person per year in the 2018–19 budget to speed up the delivery of cycling infrastructure and to start realising the benefits of more people riding bikes.

Budget impact:

Financial year	2018–19 \$m	2019–20 \$m	2020–21 \$m	2021–22 \$m	TOTAL \$m
Budget impact	\$233m ^{xxi}	\$237.7m	\$240m	\$242.5m	\$953.2m

A forward-looking, ongoing investment program is needed to set a new course for people who ride, with strong co-ordination and proper prioritisation across the government and its departments.

The outcome of an ongoing fund will be a completed, strategic network of direct, quality and connected cycling routes that will greatly reduce the demand on our roads and risk for vulnerable road users.

4.2 Fast track priority projects to make bike riding easier

Bicycle Network is calling for the completion of cycling infrastructure and related plans as set out in the Draft Future Transport Strategy 2056^{xxii} by 2026. For the people of NSW to start realising the benefits, we are asking for the delivery of the following key projects:

4.2.1 Within the next two years

1. Construct the city centre cycleway network planned in the *Sydney City Access Strategy*.^{xxiii}
2. Build a bi-directional separated north-south cycleway along Castlereagh Street (between Hay Street and King Street) and Pitt Street (between King Street and Circular Quay) in the Central Business District.
3. Connect the short east-west cycleway along King Street between Castlereagh and Clarence Streets.
4. Build Liverpool Street cycleway between Darling Harbour and Castlereagh Street.
5. Extend the east-west cycleway along Park Street.
6. Extend the existing bi-directional separated King Street cycleway east to Pitt Street.
7. Reconstruct the College Street cycleway or provide a north-south cycle path connection to Circular Quay on the eastern side of the CBD via Hyde Park and Macquarie Street within the next two years.^{xxiv}
8. Commence the construction of the *GreenWay* cycle path^{xxv} from Cooks River to Iron Cove.
5. Commence the construction of the Sutherland to Cronulla Active Travel Link.
6. Redevelop the *Regional Transport Plans* to include targets for increases in the proportion of journeys taken by bicycle within a 5km radius of a town or centre^{xxvi}, further emphasis on and funding for bicycle planning and infrastructure for rural and regional NSW.
7. Require that councils receiving contributions from developers under sections 94 and 94A of the Environmental Planning & Assessment Act 1979 apply 20% to infrastructure projects for bike riding.

4.2.2 Within the next three years

8. Design and complete Sydney Airport Links outlined in *Sydney's Cycling Future*^{xxvii} document.
9. Complete the M4 Regional cycleway between Wentworthville and Parramatta.

4.2.3 Within the next five years

10. Complete cycling infrastructure projects as per *Sydney's Cycling Future*^{xxviii} that connect hubs such as Parramatta, Blacktown, Penrith and Liverpool, Nepean River Green Bridge, Eastern Suburbs link, North Shore link, South East Light Rail links, Inner West Light Rail links, and Parramatta Light Rail links.
11. Commence the construction of a high-quality separated cycleway network as outlined in the *Parramatta Road Urban Transformation Strategy*.^{xxix}
12. Deliver of the Inner Sydney Regional Bike Network within 10 kilometres of the Harbor CBD.

4.2.4 Within the next six years

13. Design, develop and disseminate a *Bike-Train-Bike initiative* including allocating funding to retrofit existing as well as install future metropolitan, regional and inter-city trains with "bike-friendly" carriages at the front and back ends.
14. Develop and preserve access for bike riders and walkers around Sydney and Newcastle harbour foreshores as part of the redevelopment works in both areas.

4.2.5 Within the next seven years

15. Deliver a safe cycleway network within 10 kilometres of Parramatta within the next 10 years.
16. Deliver well-connected cycling infrastructure, end-of-trip facilities and sufficient secure bike parking cages:
 - At metropolitan and regional commuter hubs, stations and ferry terminals to allow for 5% of customers to travel by bike;
 - At all metropolitan train stations as set out in the *Bike and Ride* program outlined in *Sydney's Cycling Future*,^{xxx} replacing bike lockers with bike parking cages that use space more efficiently and benefit more customers;
 - For students and staff to ride a bike to all government buildings, schools, university and TAFE campuses and provision of end-of-trip facilities.





4.3 Establish active travel programs that change behaviour

We support the efforts of the Berejiklian Government to reduce childhood obesity, but they don't go far enough. If NSW is to avoid the enormous financial and human costs of inactivity, everyone's behaviour needs to change urgently.

By using an evidenced-based approach, behaviour-change programs encourage and support people to make changes in their lifestyles and develop active habits that result in healthier and happier lives. The earlier in life that healthy behaviours are instilled, the more likely these behaviours will become habits which are followed into adolescence and adulthood.

Proven initiatives like Bicycle Network's National Ride2School program help keep students fit and healthy. Today, only 20% of children walk or ride to school across Australia, with a sharp decline in bicycle riding between the ages of 10 and 17.^{xxxi}

Yet, more than 50% of children ride or walk to school at the 2,700 national schools registered in Bicycle Network's successful Ride2School program.

4.3.1 Invest in Bicycle Network's proven Ride2School program

Bicycle Network is calling on the NSW government to work with us to develop and implement a state-wide Ride2School program to support children walking and riding bicycles to school.

Budget impact:

This would include a \$500,000 pilot program in its first year with a view to expanding to \$1 million per year for the following three years:

Financial year	2018–19 \$m	2019–20 \$m	2020- 21 \$m	2021–22 \$m	TOTAL \$m
Budget impact	\$500,000	\$1m	\$1m	\$1m	\$3.5m

Strong support from the Victorian State Government since 2006 has shown on evaluation that children attending schools registered under Ride2School are healthier, more energised and more alert. Bicycle Network has also been able to provide immediate detailed data from schools to show that the program is working and physical activity is increasing.

4.3.2 Get commuters out of cars and on to bikes

Bicycle Network's Ride2Work program is another behaviour change program with potential to grow in NSW.

The Ride2Work program has seen a dramatic increase in the number of people choosing to ride their bike to work, with 40% of new riders registered in 2016 still riding to work when surveyed five months after Ride2Work Day.



Increasingly employers are recognising the productivity benefits that physical activity brings to a workforce, and so workplace-based programs are spreading.

Bicycle Network is asking NSW government to work with us to expand its Ride2Work program across NSW government workplaces to support people riding bicycle to and from work. This would include:

- a \$500,000 pilot program in its first year with a view to expanding to \$1 million per year for the following three years;
- a commitment to installing secure bicycle parking cages and end-of-trip facilities in all state and local government workplaces by 2020.

Budget impact:

Financial year	2018–19 \$m	2019–20 \$m	2020–21 \$m	2021–22 \$m	TOTAL \$m
Budget impact	\$500,000	\$1m	\$1m	\$1m	\$3.5m

According to Sydney’s Cycling Future, cycling should have been being promoted as a form of transport since 2013 and bicycle confidence courses should have been being run since 2016.^{xxxii}

Ensuring that cycling infrastructure is well used as soon as possible after completion enables the people of NSW to benefit as soon as possible from congestion reductions, health improvements and reductions in health bills related to inactivity.

4.3.3 Add financial incentives linked to delivery and usage of bike infrastructure

Bicycle Network is aware of the financial incentives some Transport NSW staff are eligible to receive for reductions in travel times and congestion on NSW roads, and recommends the development of a similar program based on active travel rates. This would include the setting of active travel targets for walking and cycling and measurement of usage.

4.4 Commit to a positive provisioning policy

Bicycle Network is calling for a better resourced delivery authority for bike riding in NSW whose staff will be expert in, focussed on and incentivised for the successful provision of cycling infrastructure and programs in NSW.

The government must ensure that all major scheduled road and transport projects adequately prioritise bike riding infrastructure and facilities as a critical outcome of the project, not an additional extra.

Bicycle Network is seeking a commitment to the mainstreaming of bike riding infrastructure, and provision for people who ride bikes along key transport corridors.

4.5 Expand opportunities for recreational cycling and cycle tourism

There is a wealth of local and global evidence which shows that rail trails and other off-road bike trails deliver considerable economic and social benefits to regions. Rail trails like the Fernleigh Track, Paramatta to Liverpool Railside Trail, Glendale to Wallsend, and Fassifern to Toronto trails provide valuable transport links for commuting as well as recreational use.

Rail trails provide many health and wellbeing benefits for riders and walkers, they create jobs in regional and rural communities, and act as “land banking” for local communities by preserving the corridor for potential uses in the future.

Tasmania’s North East Rail Trail Preliminary demand and economic benefit assessment for the re-development of 89.6km of disused rail corridor from Launceston to Billycock Hill identified that investment of \$3.89 million in the development of the trail would yield \$6.6m in direct and indirect expenditure within 5 years and create 40FTE jobs.

Unfortunately, NSW residents who want to ride on rail trails currently must drive interstate or fly overseas to spend their tourism dollars. There is no incentive for cycle tourists from other states and overseas to visit NSW. With small amendments to existing legislation and a rail trail funding program, the NSW government and community can reap the benefits of improved local amenity and increased numbers of visitors to our beautiful state seeking to enjoy spectacular landscapes and scenery.

Bicycle Network is asking for the NSW government to recognise the value of rail trails by:

- Ensuring all rural trains have facilities to carry bicycles to encourage tourism in regional New South Wales;
- Developing a Rail Trails Strategy and create a Rail Trail Fund of \$25m per annum to be used for feasibility studies, planning and design, and project construction of new rail trails to enable the development of a pipeline of prioritised and sequenced projects;
- Beginning construction of the Northern Rivers Rail Trail (Murwillumbah to Casino), the Molonglo Rail Trail (Bungendore to Captain’s Flat) and the first stage of the Riverina Highlands Rail Trail (Tumbarumba to Rosewood);
- Conduct feasibility studies for the Murrumbidgee Valley Rail Trail and Goulburn Crookwell Rail Trail.





5. Conclusion

NSW has fallen behind by neglecting provision for people to ride bikes. The lack of well-connected cycleways in Sydney are contributing to congestion, pollution and reduced amenity compared with other global cities like London and New York. People in metropolitan, regional and rural areas are all missing out on the health benefits that active transport offers, while an over-reliance on cars for short journeys is needlessly contributing to increased pollution and CO2 emissions.

Regional and rural communities in NSW are also missing out on opportunities to develop new industries, attract visitors and create jobs through the development of rail trails.

By accelerating the delivery of cycling infrastructure in the Future 2056 Transport Plan the Berejiklian Government has a unique opportunity to recreate NSW as a leader in reducing congestion, the health impacts of inactivity and as having world-class transport that benefits all neighbourhoods and communities.

Thank you for accepting our submission for the New South Wales Government 2018–19 Budget.

If you have any enquiries, please do not hesitate to contact me on 0400 083 797 or bastienw@bicyclenetwork.com.au.

Warm regards,

Bastien Wallace
NSW Public Affairs Manager
Bicycle Network



Endnotes

- ⁱ Sydney's roads are the most congested in Australia costing \$5 billion annually or nearly \$1,100 per person. This is set to rise to \$8 billion by 2020
Transport for NSW, *Congestion Management*, 2013. [ONLINE] Available at: http://roadsafety.transport.nsw.gov.au/downloads/clearways/fact_sheets/congestion_management.pdf [Accessed 4 January 2018].
- Investments in the road network such as WestConnex have not improved average travel times.
- ⁱⁱ Projections show that NSW will grow to 9.9 million people by 2036
<http://www.planning.nsw.gov.au/Research-and-Demography/Demography/Population-projections>
- ⁱⁱⁱ Working from the Population Australia figures and its 1% annual increase in the population of NSW there were 7.77M people in 2017 and this increases 1% to 7,847,700 in 2018, \$7,926,177 in 2019, \$8,005,438 in 2020, \$8,085,492 in 2021
- ^{iv} NSW Government, HealthStats NSW. Physical Activity in adults, January 2018.
- ^v With the seven diseases most closely linked to physical inactivity (in descending order) being diabetes, bowel and uterine cancer, dementia, breast cancer, coronary heart diseases and stroke.
- ^{vi} Super Sports Camps, *Active Kids Rebate for families with active kids*, 2017. [ONLINE] Available at: <http://supersportscamps.com.au/active-kids-rebate-for-families-with-active-kids/> [Accessed 4 January 2018].
- ^{vii} NSW Government: Health, *NSW Healthy Eating and Active Living Strategy: Preventing overweight and obesity in New South Wales 2013-2018*, 2013. [ONLINE] Available at: https://www.google.com.au/url?sa=t&rct=j&q=&esrc=s&source=web&cd=3&cad=rja&uact=8&ved=0ahUKEwiA7JK8_PjXAhWGULwKHUoMAUMQFggzMAI&url=http%3A%2F%2Fwww.health.nsw.gov.au%2Fheal%2FPublications%2Fnsw-healthy-eating-strategy.pdf&usq=AOvVaw2pONy2CLI-jMOhDJ4Kif-A [Accessed 4 January 2018].
- ^{viii} Population Australia, Population of NSW, 2017. [ONLINE] Available at: <http://www.population.net.au/population-of-new-south-wales/> [Accessed 4 January 2018]
- ^{ix} NSW Government: Planning & Environment, *Population Projections; 2016 NSW population and household projections*, 2016. [ONLINE] Available at: <http://www.planning.nsw.gov.au/Research-and-Demography/Demography/Population-projections> [Accessed 4 January 2018]
- ^x NSW Government, Premier's Priorities, 2017. [ONLINE] Available at: <https://www.nsw.gov.au/improving-nsw/premiers-priorities/> [Accessed 4 January 2018]
- ^{xi} Austroads, *Australian Cycling Participation 2017* [ONLINE] Available at: <https://www.onlinepublications.austroads.com.au/items/AP-C91-17> [Accessed 4 January 2018].
- ^{xii} NSW Government, Budget 2011-12 Rebuilding NSW; *NSW 2021: A PLAN TO MAKE NSW NUMBER ONE*, 2011. [ONLINE] Available at: <https://www.opengov.nsw.gov.au/download/14454> [Accessed 4 January 2018].
- ^{xiii} NSW Government: Transport, Roads and Maritime Services, *How to Prepare a Bike Plan*, 2012. [ONLINE] Available at: <http://www.rms.nsw.gov.au/business-industry/partners-suppliers/lgr/downloads/programs/documents/bikeplanv2.pdf> [Accessed 4 January 2018]. See p. 4
- ^{xiv} NSW Government: Health, *NSW Healthy Eating and Active Living Strategy: Preventing overweight and obesity in New South Wales 2013-2018*, 2013. [ONLINE] Available at: https://www.google.com.au/url?sa=t&rct=j&q=&esrc=s&source=web&cd=3&cad=rja&uact=8&ved=0ahUKEwiA7JK8_PjXAhWGULwKHUoMAUMQFggzMAI&url=http%3A%2F%2Fwww.health.nsw.gov.au%2Fheal%2FPublications%2Fnsw-healthy-eating-strategy.pdf&usq=AOvVaw2pONy2CLI-jMOhDJ4Kif-A [Accessed 4 January 2018].
- ^{xv} Australian Bicycle Council, *Gearing up for Active and Sustainable Communities 2011-16*, 2010. [ONLINE] Available at: https://www.google.com.au/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=0ahUKEwiyh7jj_PjXAhWEu7wKHZaICi0QFggpMAA&url=http%3A%2F%2Fwww.bicyclecouncil.com.au%2Ffiles%2Fpublication%2FNational-Cycling-Strategy-2011-2016.pdf&usq=AOvVaw2G4EYV9xIx4GjabMY6Z7rj [Accessed 4 January 2018].
- ^{xvi} NSW Government, *NSW Long Term Transport Master Plan*, 2012. [ONLINE] Available at: https://www.google.com.au/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&cad=rja&uact=8&ved=0ahUKEwiprMuW_fjXAhUBW7wKHAE9DkQQFggguMAE&url=https%3A%2F%2Fwww.transport.nsw.gov.au%2Fsites%2Fdefault%2Ffiles%2Fmedia%2Fdocuments%2F2017%2Fnsw-transport-masterplan-final.pdf&usq=AOvVaw3x7Z5WIOXA74DL9L8v1pwg [Accessed 4 January 2018].
- ^{xvii} NSW Government, *Delivering the NSW Long Term Transport Master Plan: Annual Update 2014*. [ONLINE] Available at:

<https://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/long-term-transport-master-plan-annual-update-2014.pdf> [Accessed 4 January 2018].

^{xviii} NSW Government: Transport, Roads & Maritime Services, *Walking and Cycling Programs*, 2015. [ONLINE] Available at: <http://www.rms.nsw.gov.au/projects/walking-cycling/index.html> [Accessed 4 January 2018].

^{xix} Sydney Morning Herald, Sean Nichols, *NSW Budget 2016: \$80Million for Cycling Infrastructure*, 2016. [ONLINE] Available at: <http://www.smh.com.au/nsw/nsw-budget-2016-80-million-for-cycling-infrastructure-20160620-gpnhdl.html> [Accessed 4 January 2018].

^{xx} Sydney Morning Herald, Matt O'Sullivan, *Missing links in Sydney's cycle-path network to gain \$62M in funding*, 2017. [ONLINE] Available at: <http://www.smh.com.au/nsw/missing-links-in-sydneys-cyclepath-network-to-gain-from-62m-in-funding-20170621-gwvcbb.html> [Accessed 4 January 2018].

^{xxi} Working from the Population Australia figures and its 1% annual increase in the population of NSW there were 7.77M people in 2017 and this increases 1% to 7,847,700 in 2018, \$7,926,177 in 2019, \$8,005,438 in 2020, \$8,085,492 in 2021

^{xxii} Future Transport 2056, *Draft Future Transport Strategy 2056*, 2017. [ONLINE] Available at: <https://future.transport.nsw.gov.au/react-feedback/future-transport-strategy-2056/> [Accessed 4 January 2018].

^{xxiii} NSW Government: NSW NOW The New State of Business, *Sydney City Centre Access Strategy*, 2013. . [ONLINE] Available at: https://www.google.com.au/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=0ahUKewigtqyDu_nXAhUIVrwKHdbZAaIQFggpMAA&url=https%3A%2F%2Fwww.transport.nsw.gov.au%2Fsites%2Fdefault%2Ffiles%2Fmedia%2Fdocuments%2F2017%2Fsydney-city-centre-access-strategy-final-web.pdf&usq=AOvVaw3IP3Sh4EaZCFuuCYacEpF6 [Accessed 4 January 2018].

^{xxiv} Expecting people riding bikes to only use Castlereagh then King and Pitt Street as the north-south bike corridor through the Sydney CBD ignores the topography, and the fact a rider wishing to access the north-east section of the CBD would have to ride uphill again if they used the currently marked cycle way.

^{xxv} Greenway: Cooks River to Iron Cove, *The Trail* (creation date unknown) [ONLINE] Available at: <https://www.greenway.org.au/trail> [Accessed 4 January 2018].

^{xxvi} NSW Government: NSW NOW The New State of Business, *Hunter Regional Transport Plan*, 2014. [ONLINE] Available at: <https://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/hunter-regional-transport-plan.pdf> [Accessed 4 January 2018]. Whilst the plan for the Hunter highlights at p.46 the opportunity for cycling within a 5km catchment of towns and centres there's no target for the proportion of journeys taken as there is with public transport at p.52

^{xxvii} NSW Government: NSW NOW The New State of Business, *Sydney's Cycling Future: Cycling for everyday transport*, 2013 [ONLINE] Available at: <https://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/sydneys-cycling-future-web.pdf> [Accessed 4 January 2018]

^{xxviii} NSW Government: NSW NOW The New State of Business, *Sydney's Cycling Future: Cycling for everyday transport*, 2013 [ONLINE] Available at: <https://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/sydneys-cycling-future-web.pdf> [Accessed 4 January 2018]

^{xxix} New Parramatta Road, *Draft Parramatta Road Urban Transformation Strategy*, 2015. [ONLINE] Available at: <http://www.urbangrowth.nsw.gov.au/assets/Publications/Parramatta-Road/151029-NPR-DUTS.pdf> [Accessed 4 January 2018]

^{xxx} NSW Government: NSW NOW The New State of Business, *Sydney's Cycling Future: Cycling for everyday transport*, 2013 [ONLINE] Available at: <https://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/sydneys-cycling-future-web.pdf> [Accessed 4 January 2018]

^{xxxi} Australian Bicycle Council, *Gearing up for Active and Sustainable Communities 2011-16*, 2010. [ONLINE] Available at: https://www.google.com.au/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=0ahUKewiyh7jj_PjXAhWEu7wKHZalCi0QFggpMAA&url=http%3A%2F%2Fwww.bicyclecouncil.com.au%2Ffiles%2Fpublication%2FNational-Cycling-Strategy-2011-2016.pdf&usq=AOvVaw2G4EYV9xIx4GjabMY6Z7rj [Accessed 4 January 2018].

^{xxxii} NSW Government: NSW NOW The New State of Business, *Sydney's Cycling Future: Cycling for everyday transport*, 2013 [ONLINE] Available at: <https://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/sydneys-cycling-future-web.pdf> [Accessed 4 January 2018] p. 6