Inner Sydney Regional Bike Plan & Implementation Strategy

AECOM

sustainable transport consultants

THE STUDY AREA

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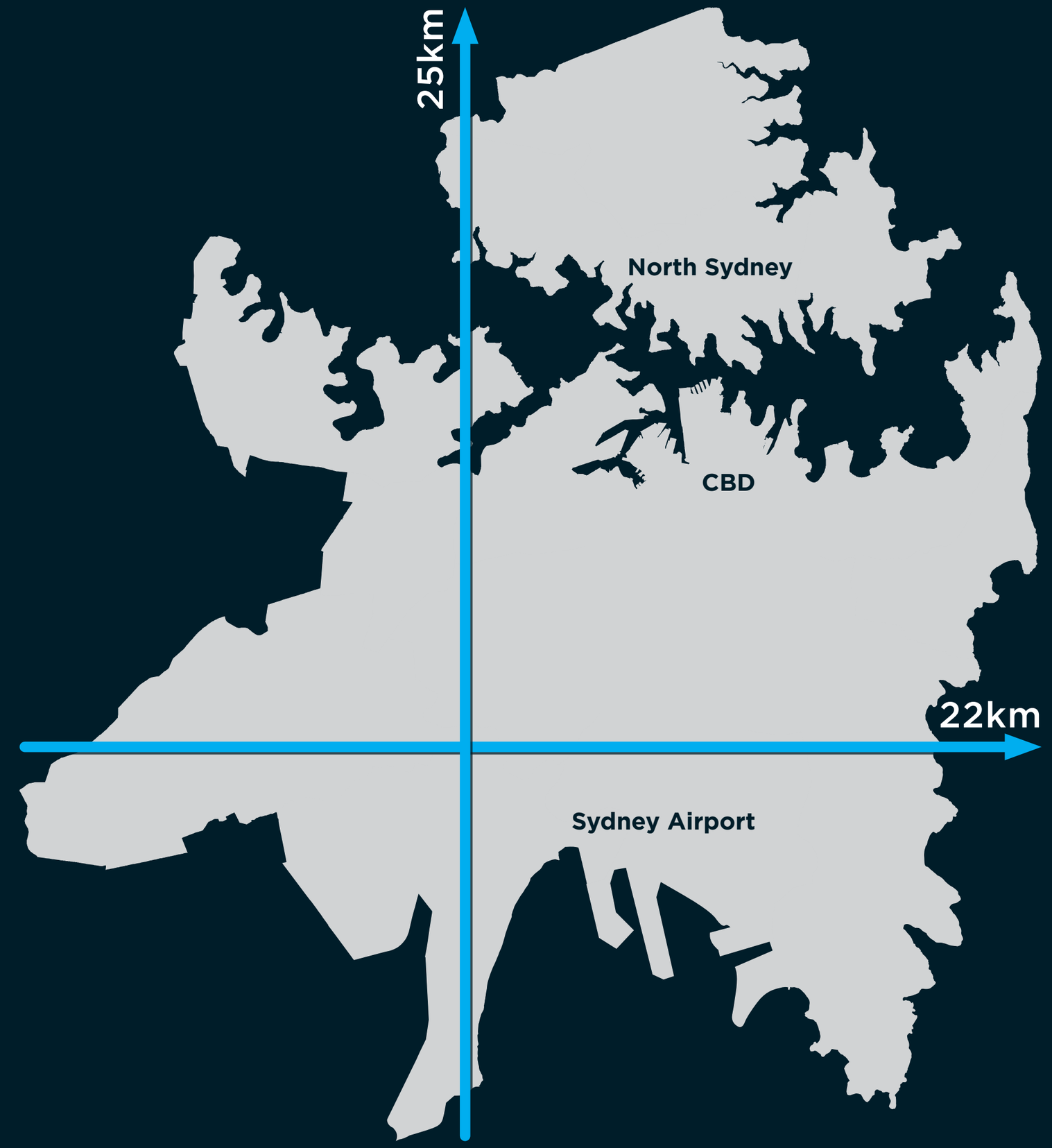
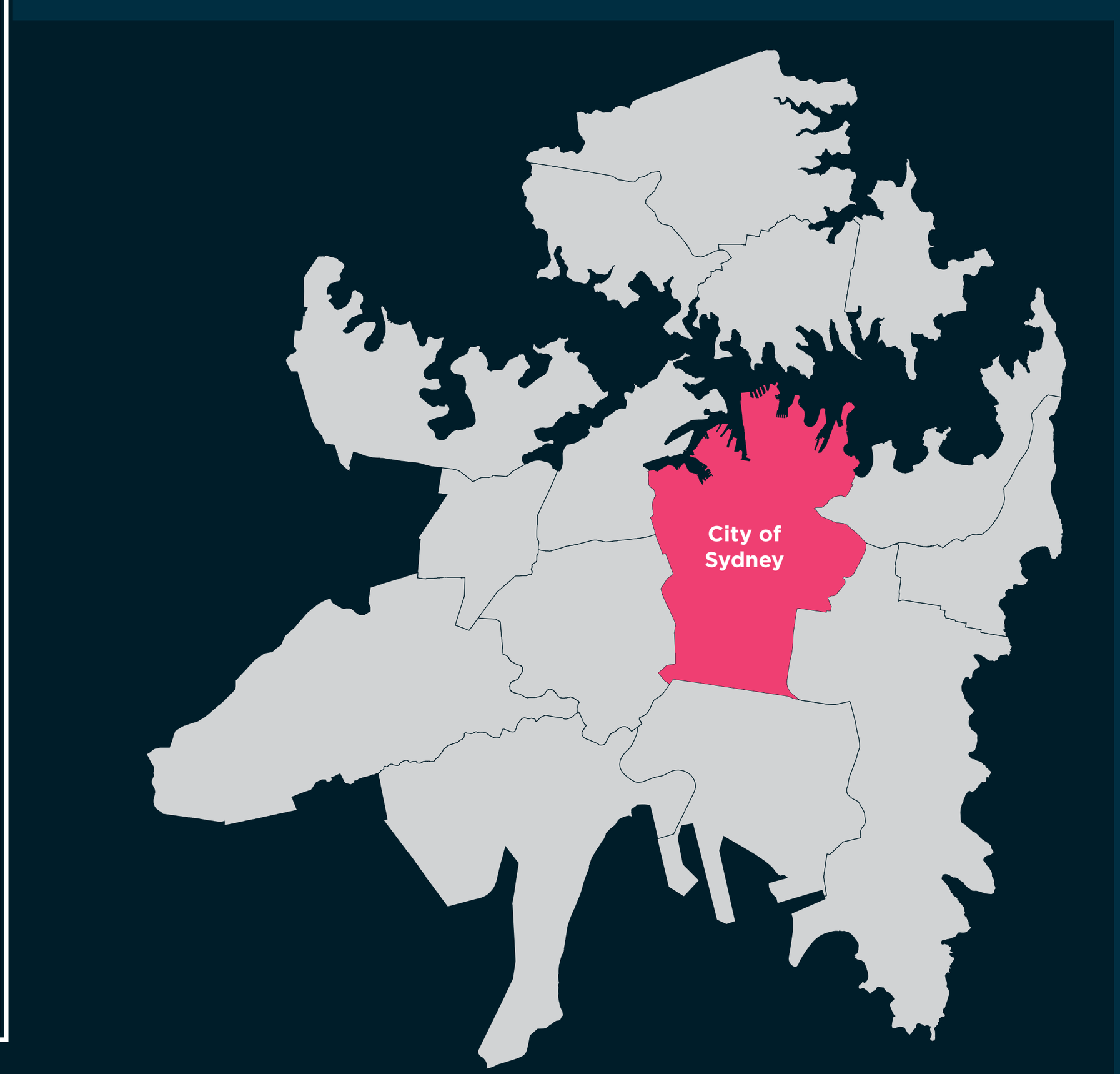


THE CLIENT

City of Sydney

15 Councils

- Willoughby
- Waverley
- Rockdale
- City of Sydney
- Canterbury
- North Sydney
- Randwick
- Leichhardt
- Woollahra
- Botany Bay
- Ashfield
- Marrickville
- Canada Bay
- Lane Cove
- Mosman



THE TYPOLOGIES

Entire network
to be separated

The standard treatment
Bidirectional Separated Cycleway

THE TYPOLOGIES

Entire network
to be separated

The standard treatment
Bidirectional Separated Cycleway

Shared paths

THE TYPOLOGIES

Entire network
to be separated

The standard treatment
Bidirectional Separated Cycleway

Shared paths

Mixed and shared zones

THE STANDARD TREATMENT

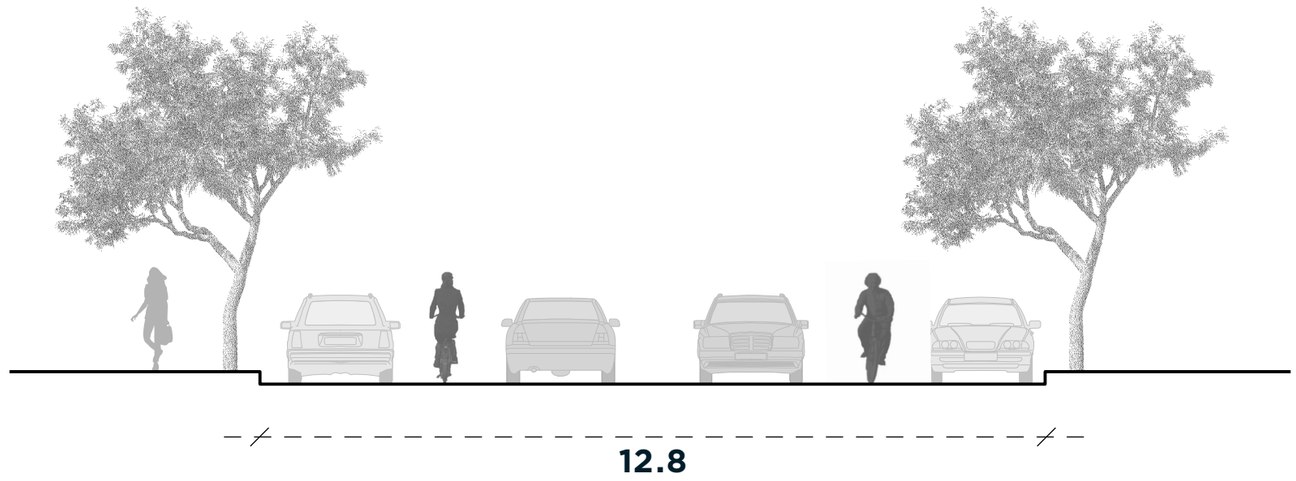
Separated Bidirectional Cycleway

THE STANDARD TREATMENT

Separated Bidirectional Cycleway

12m between kerbs

Existing

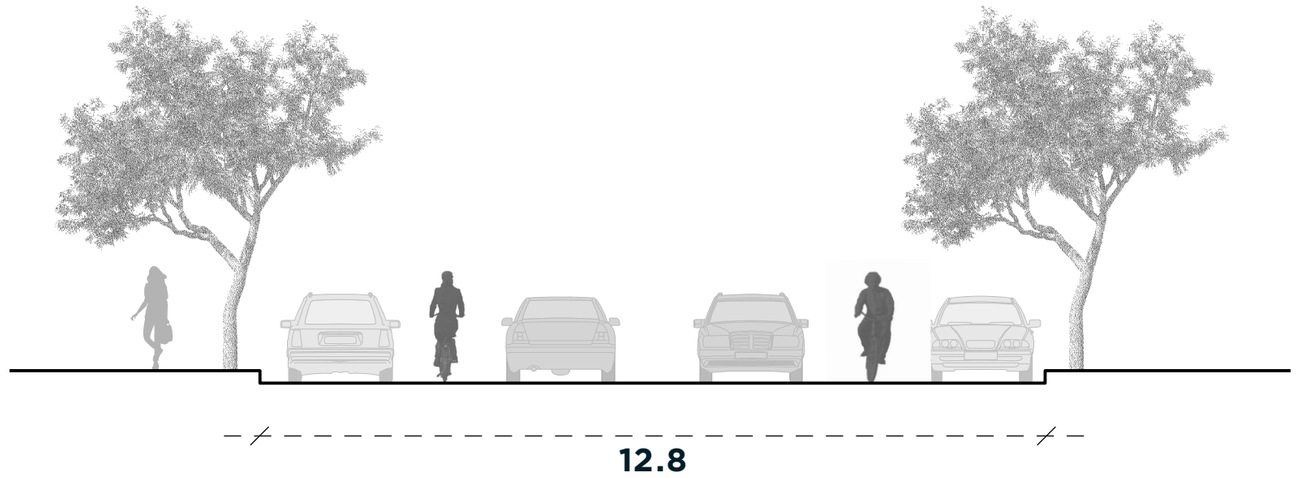


THE STANDARD TREATMENT

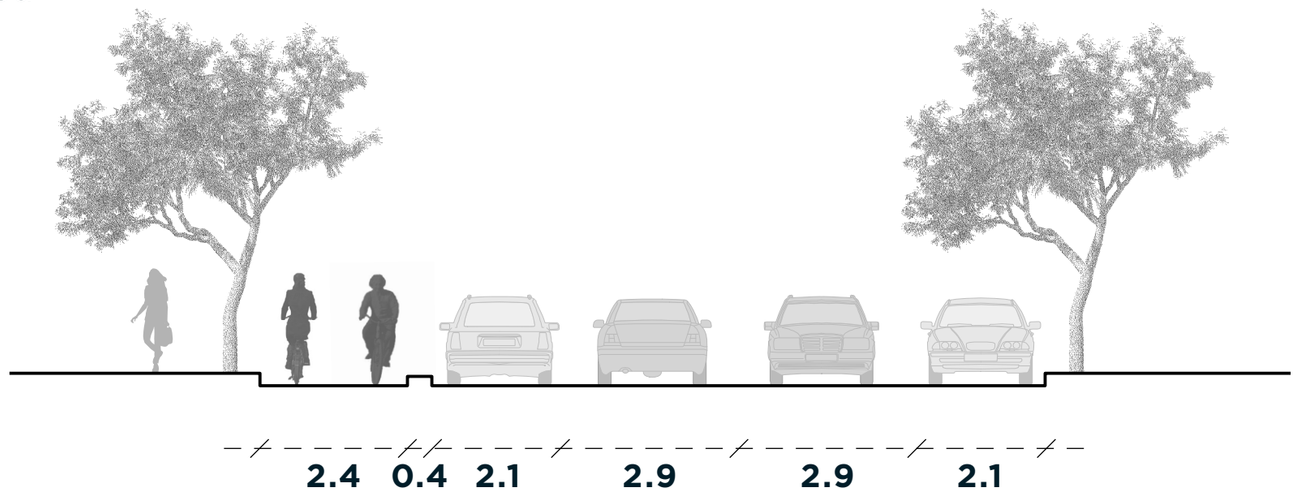
Separated Bidirectional Cycleway

12m between kerbs

Existing



Proposed



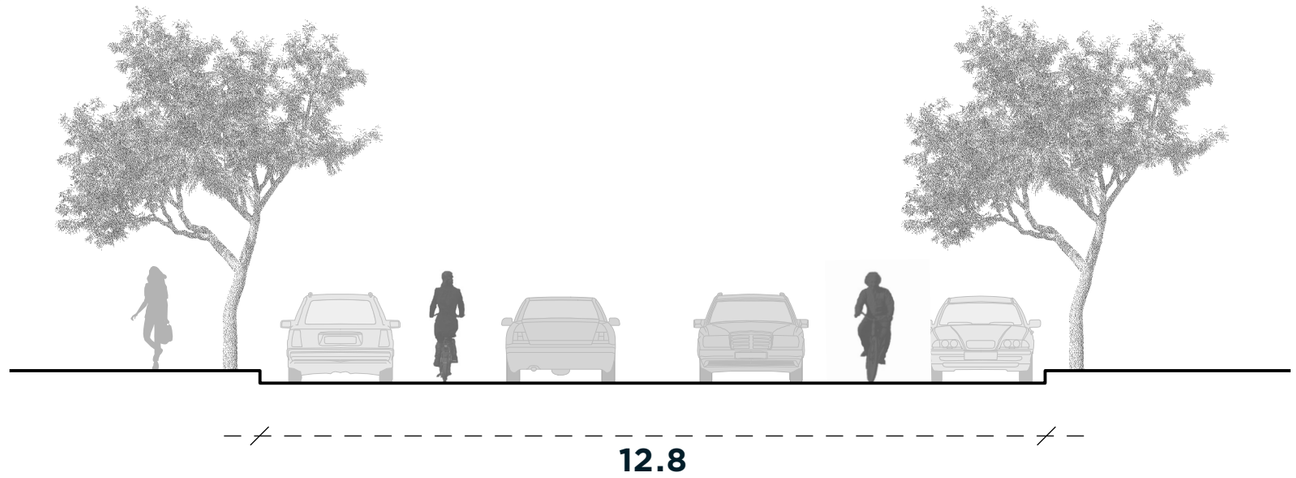
THE STANDARD TREATMENT

Separated Bidirectional Cycleway

12m between kerbs

No clearway restrictions

Existing



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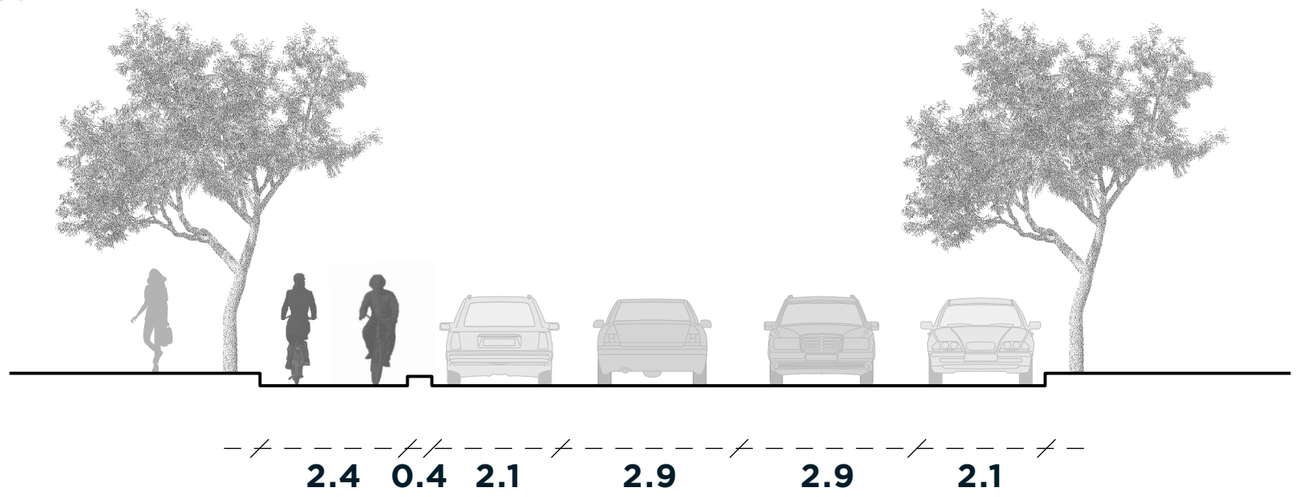


THE STANDARD TREATMENT

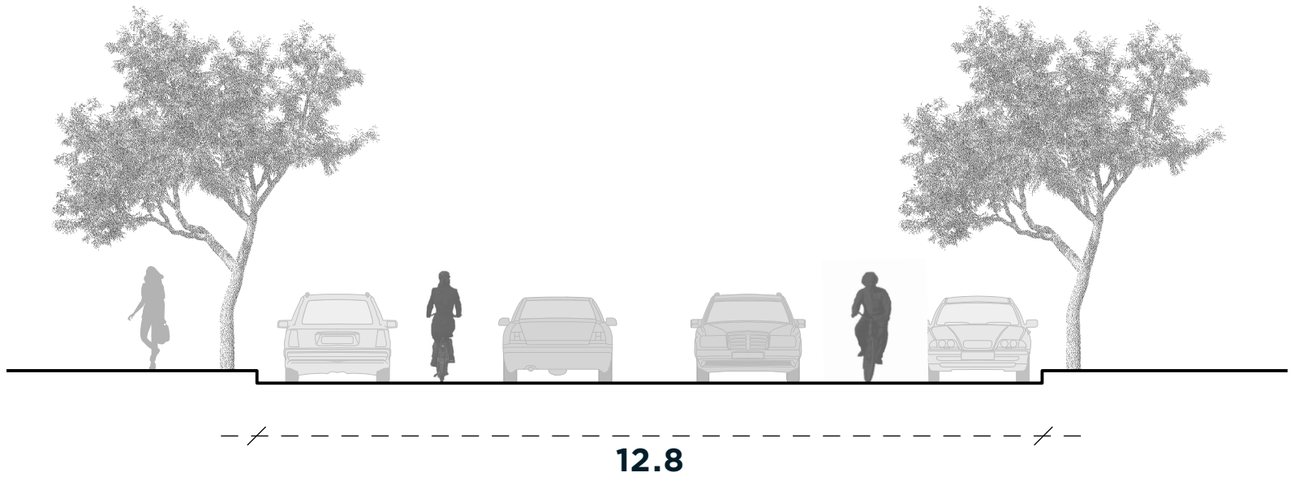
Separated Bidirectional Cycleway

12m between kerbs

No clearway restrictions

RTA and STA roads to be avoided

Existing



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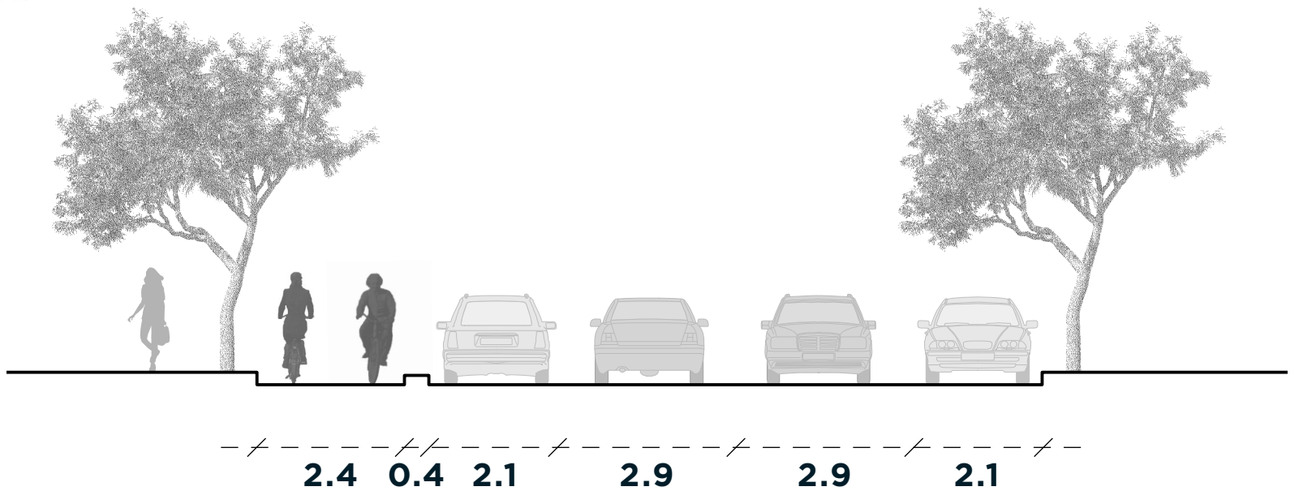


THE NETWORK

Regional hierarchy

Matrix rating

THE PRIMARY NODES

Employment centres

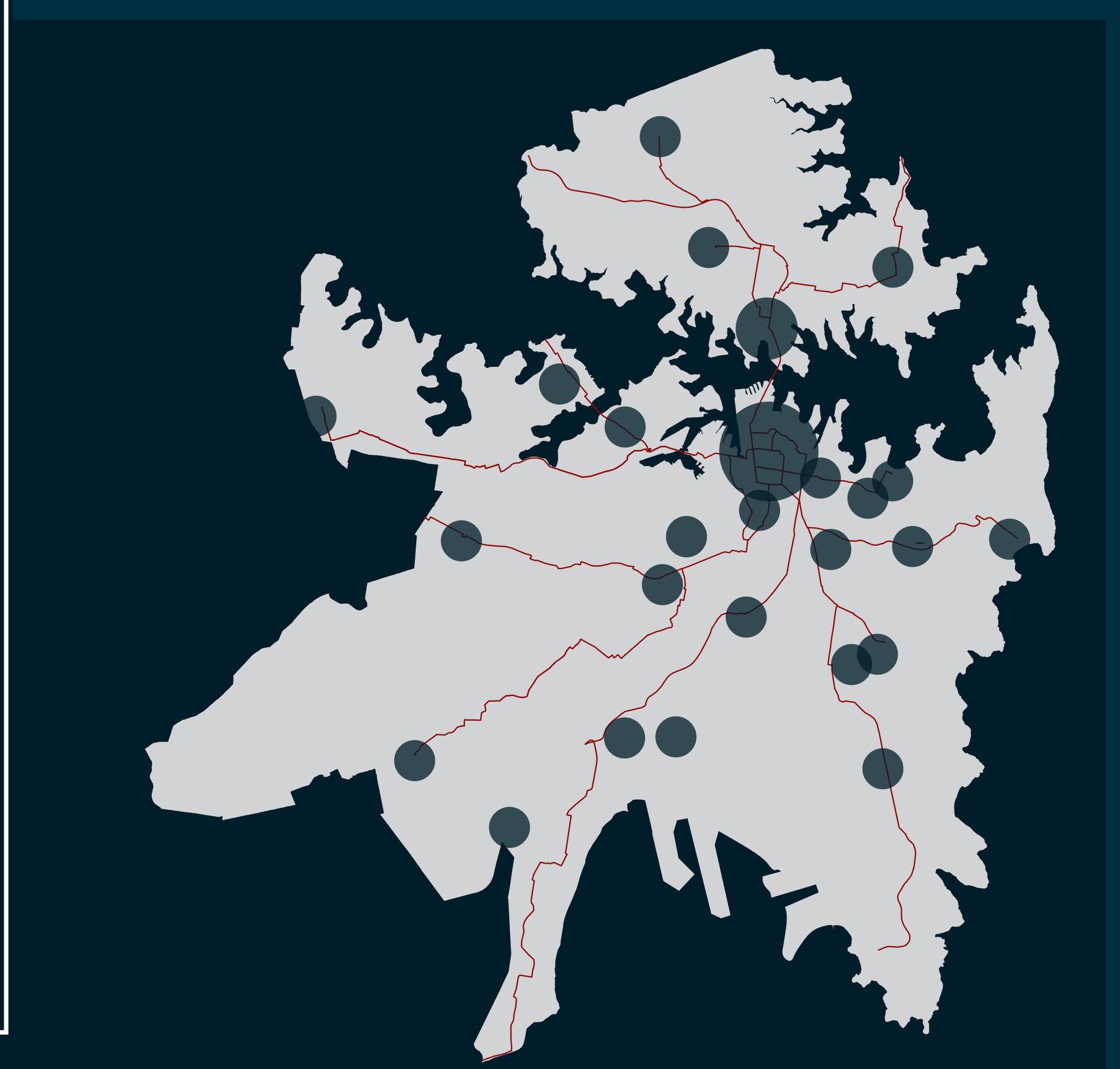
Commercial centres

Universities

Transport interchanges

THE HIERARCHY

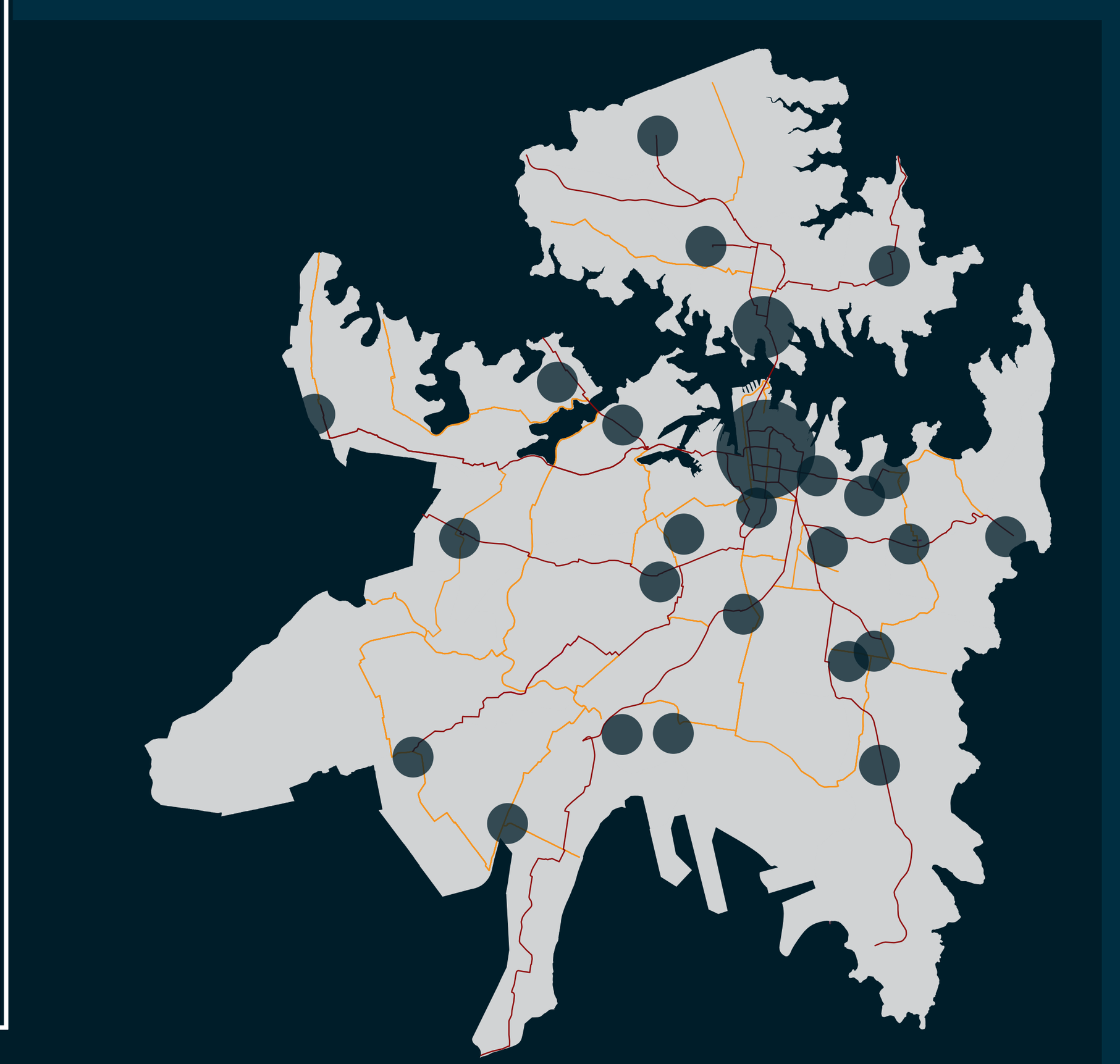
Tier 1
Radial routes



THE HIERARCHY

Tier 1
Radial routes

Tier 2
Circumferential routes

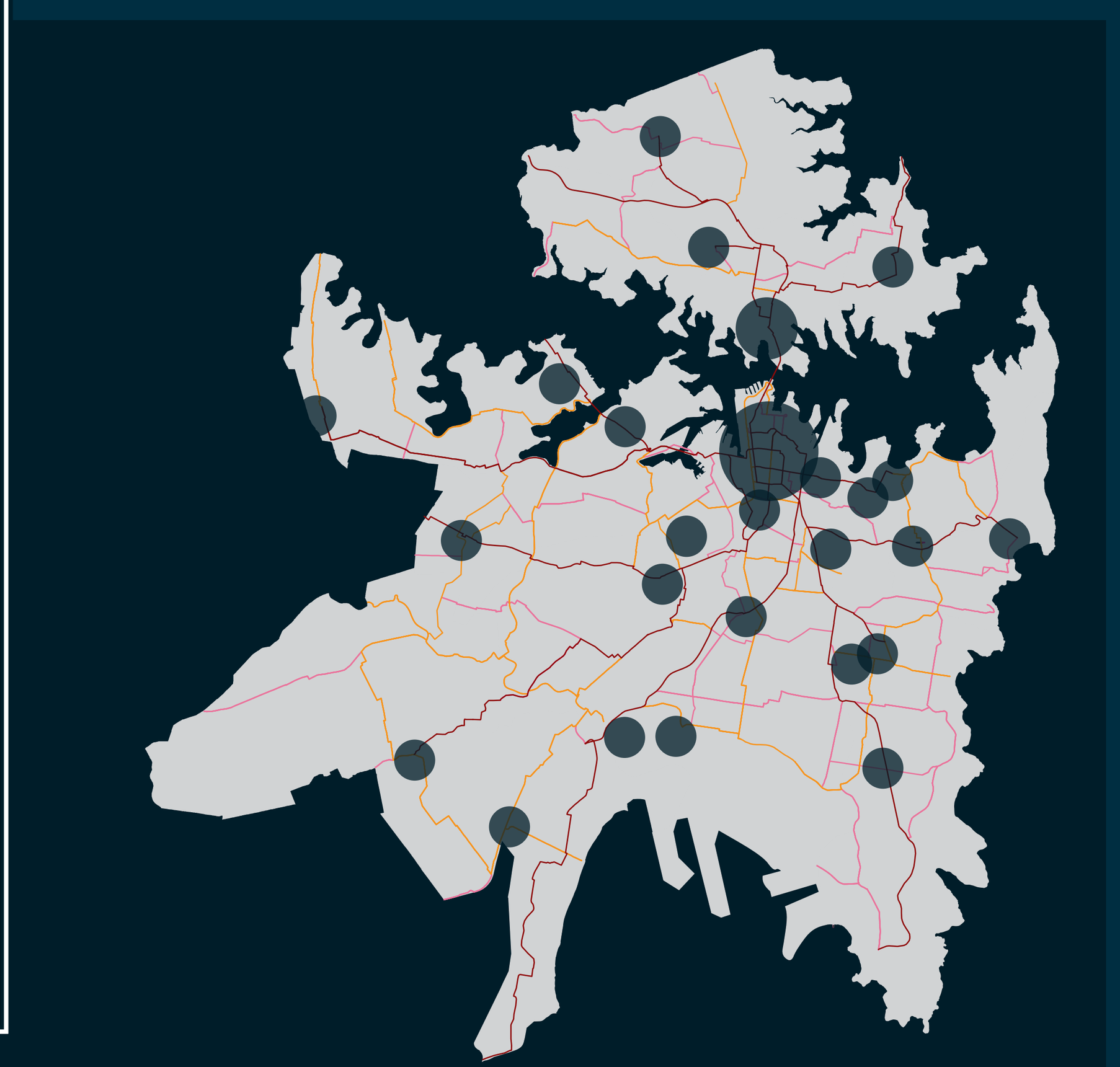


THE HIERARCHY

Tier 1
Radial routes

Tier 2
Circumferential routes

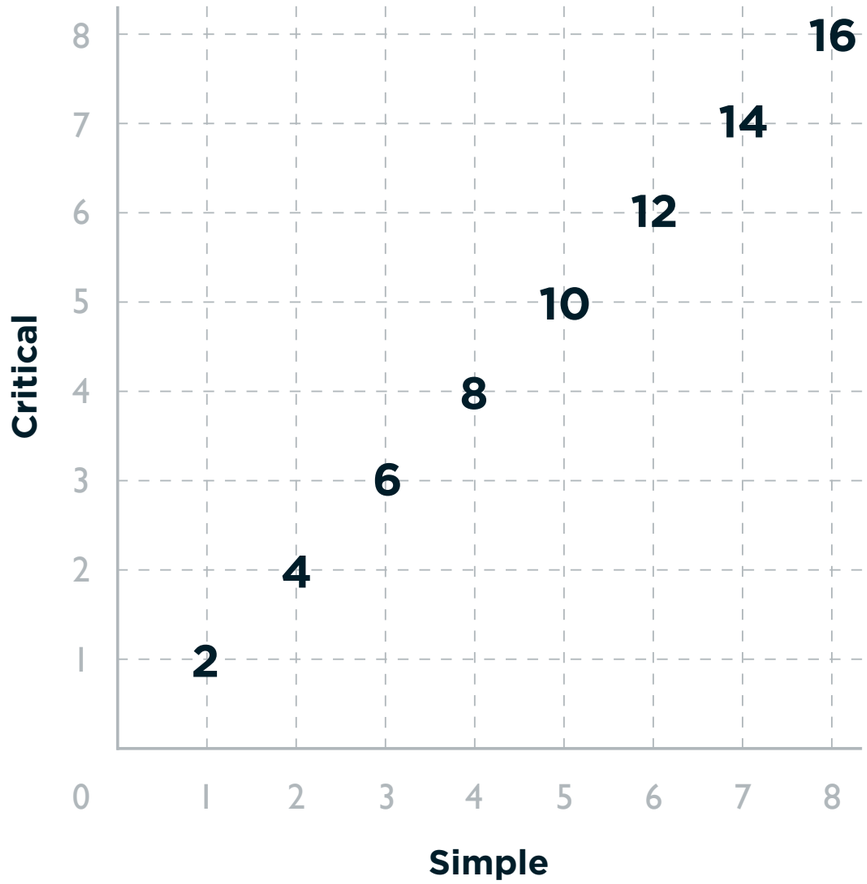
Tier 3
Extension routes



MATRIX RATING

Critical axis

Simple axis



MATRIX RATING

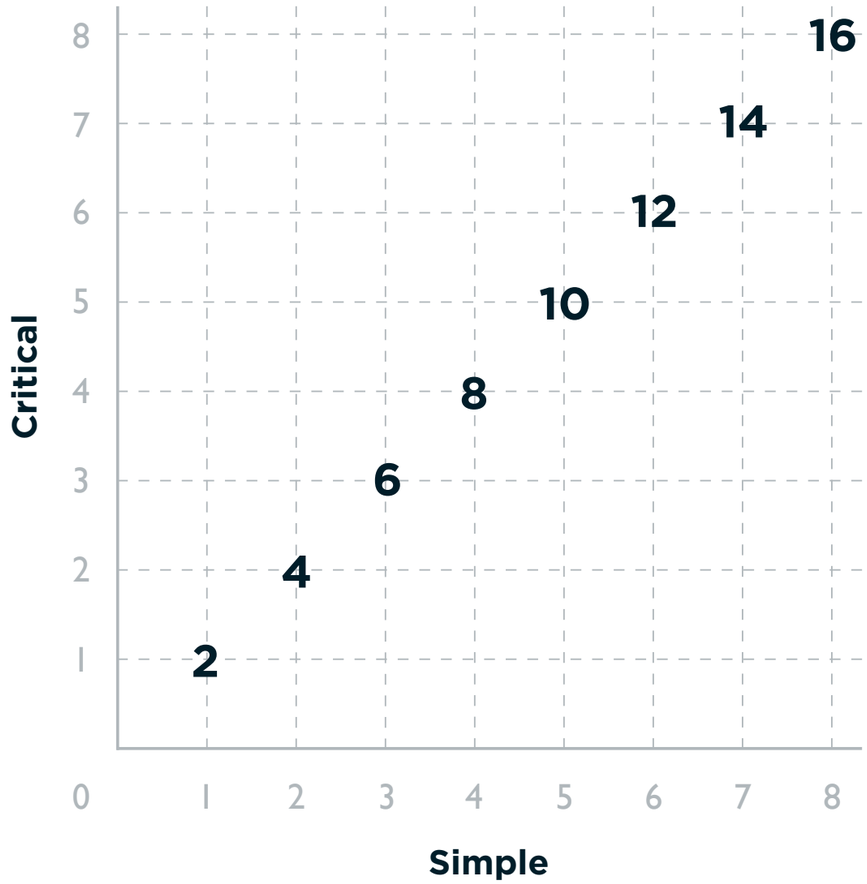
Critical axis

Proximity to
employment
universities
transport

Network significance

Missing link

Safety



MATRIX RATING

Simple axis

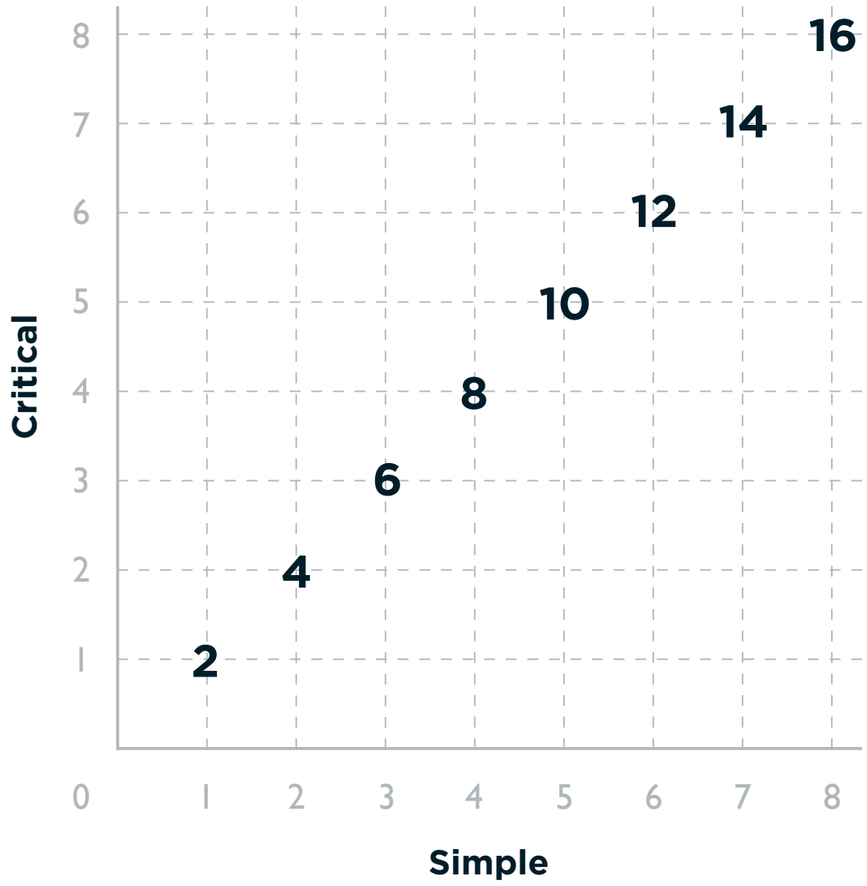
Road width

Absence of clearways

RTA or STA roads

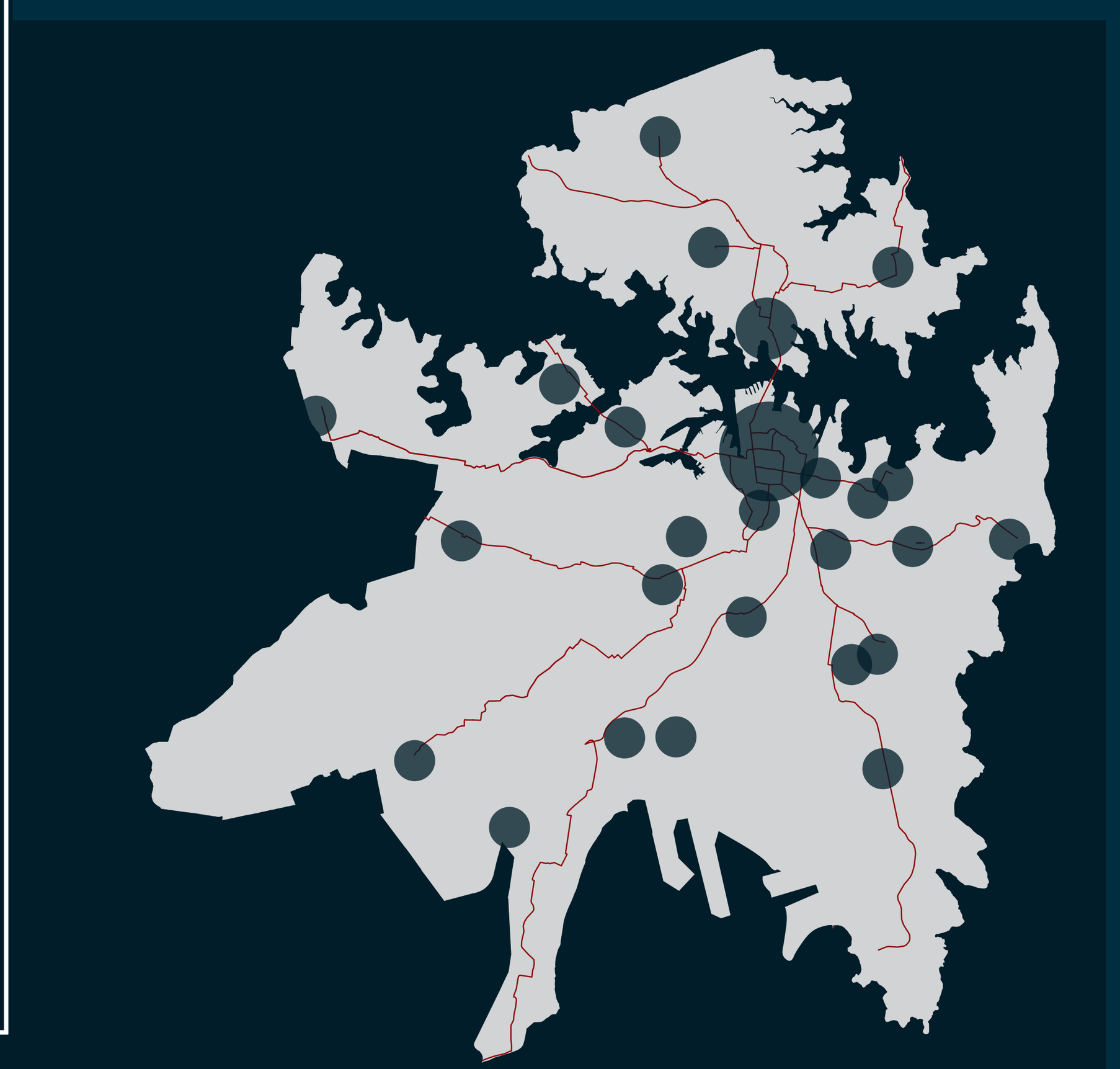
Intersections

Cost



THE HIERARCHY

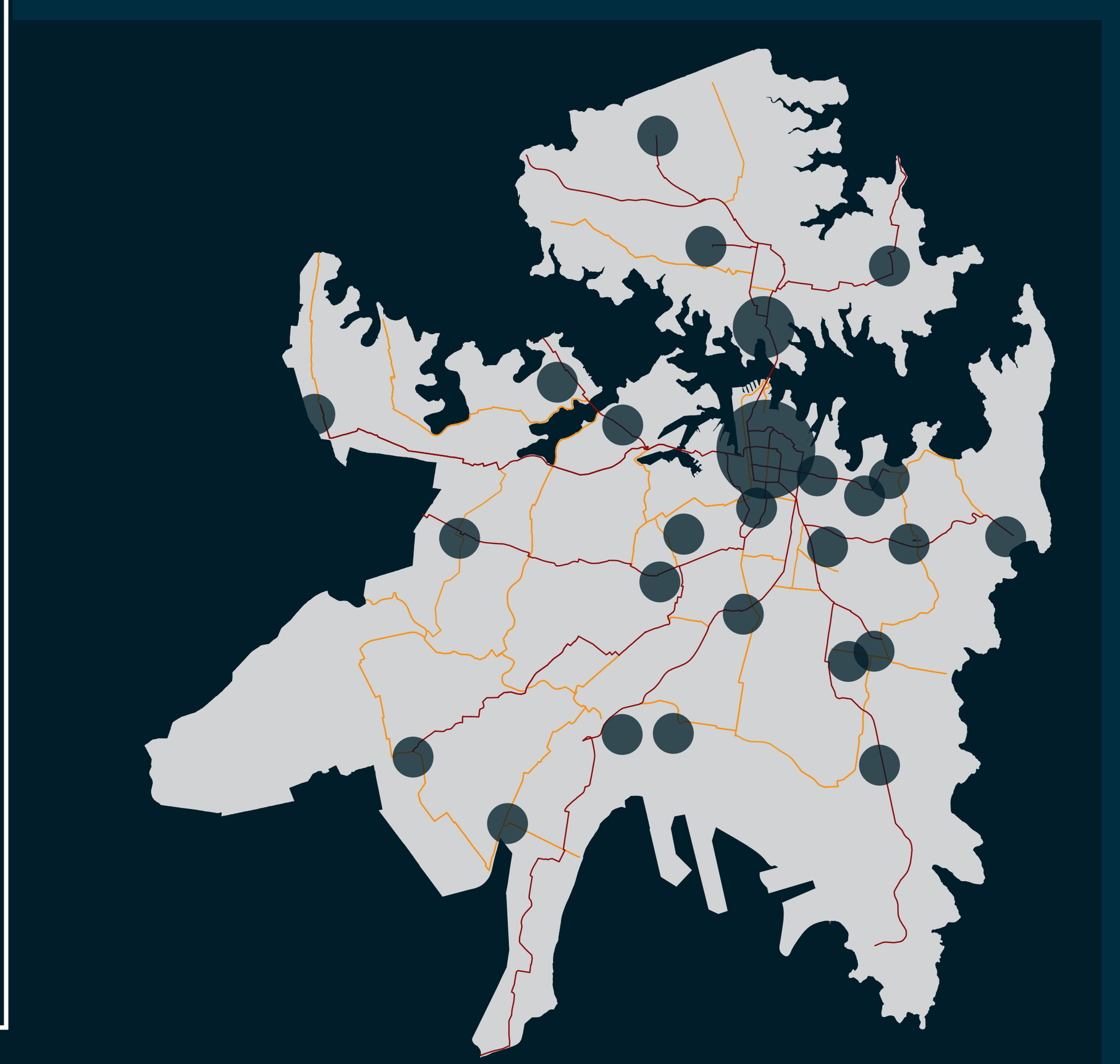
Tier 1
Radial routes



THE HIERARCHY

Tier 1
Radial routes

Tier 2
Circumferential routes

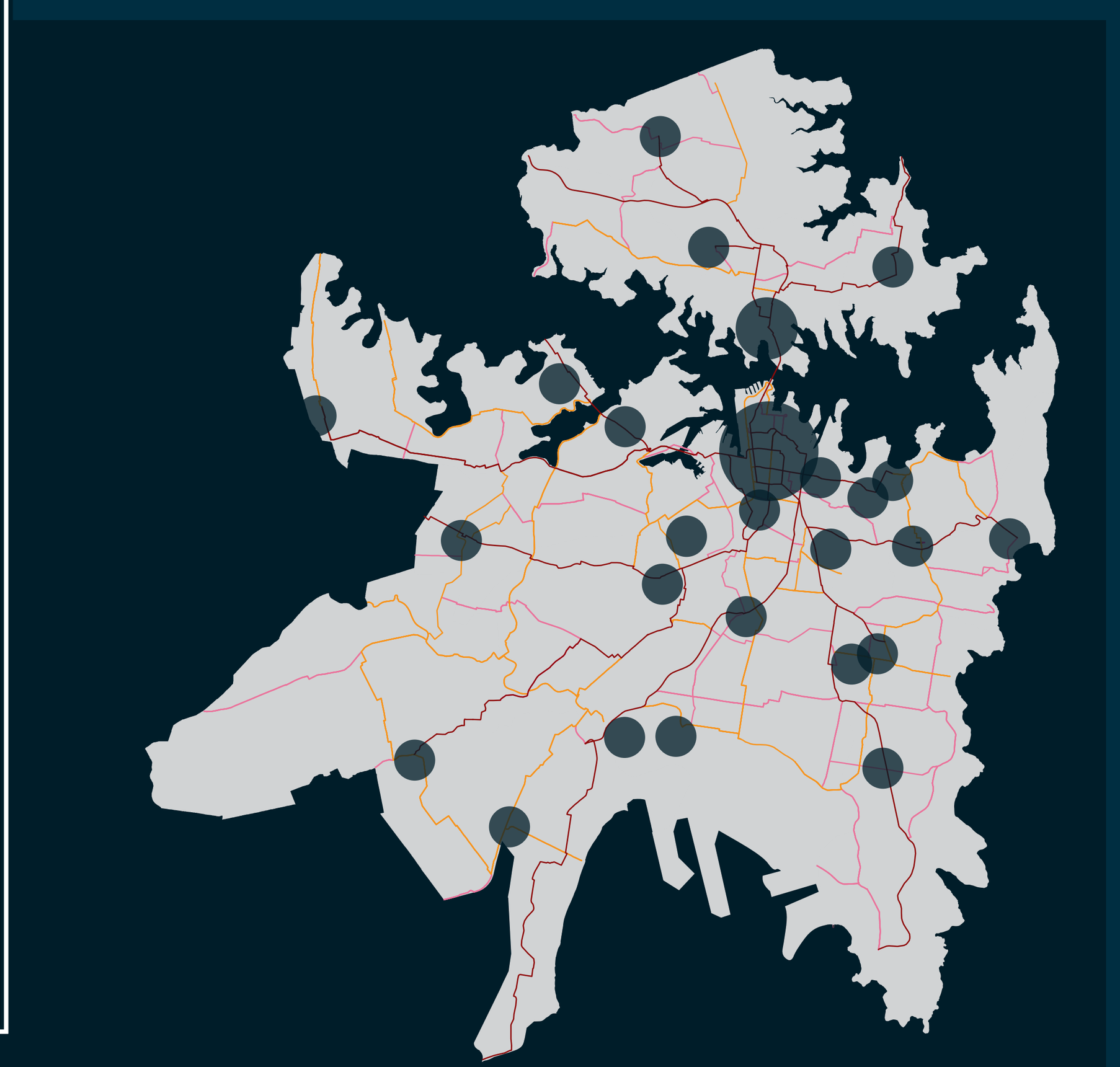


THE HIERARCHY

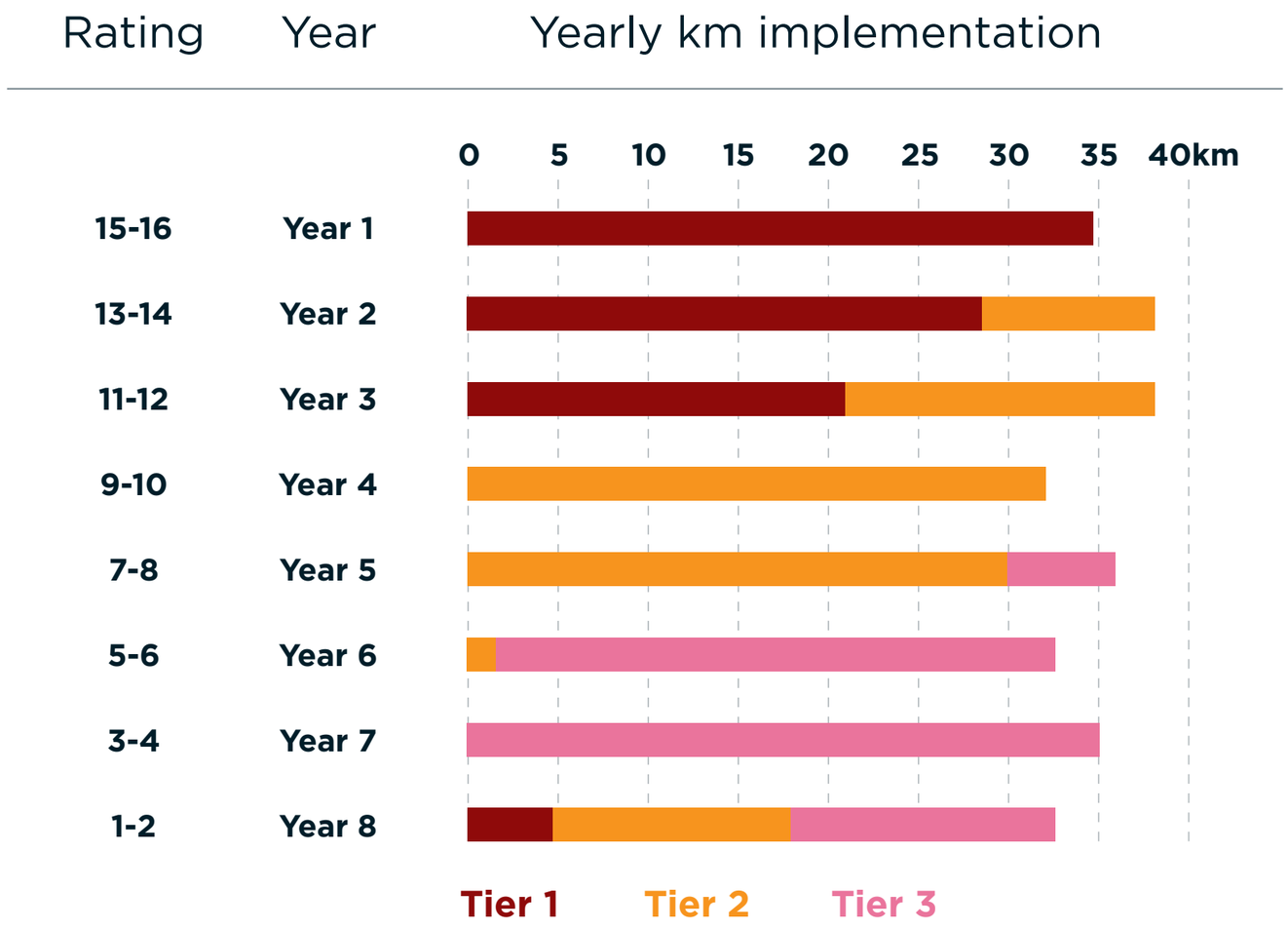
Tier 1
Radial routes

Tier 2
Circumferential routes

Tier 3
Extension routes



SCHEDULE TO IMPLEMENT



THE ECONOMICS

THE
PRINCIPLES

THE PRINCIPLES

THE PRINCIPLES

Context specific

Connected corridors

Logical planning

THE PRINCIPLES

Context specific

Connected corridors

Logical planning

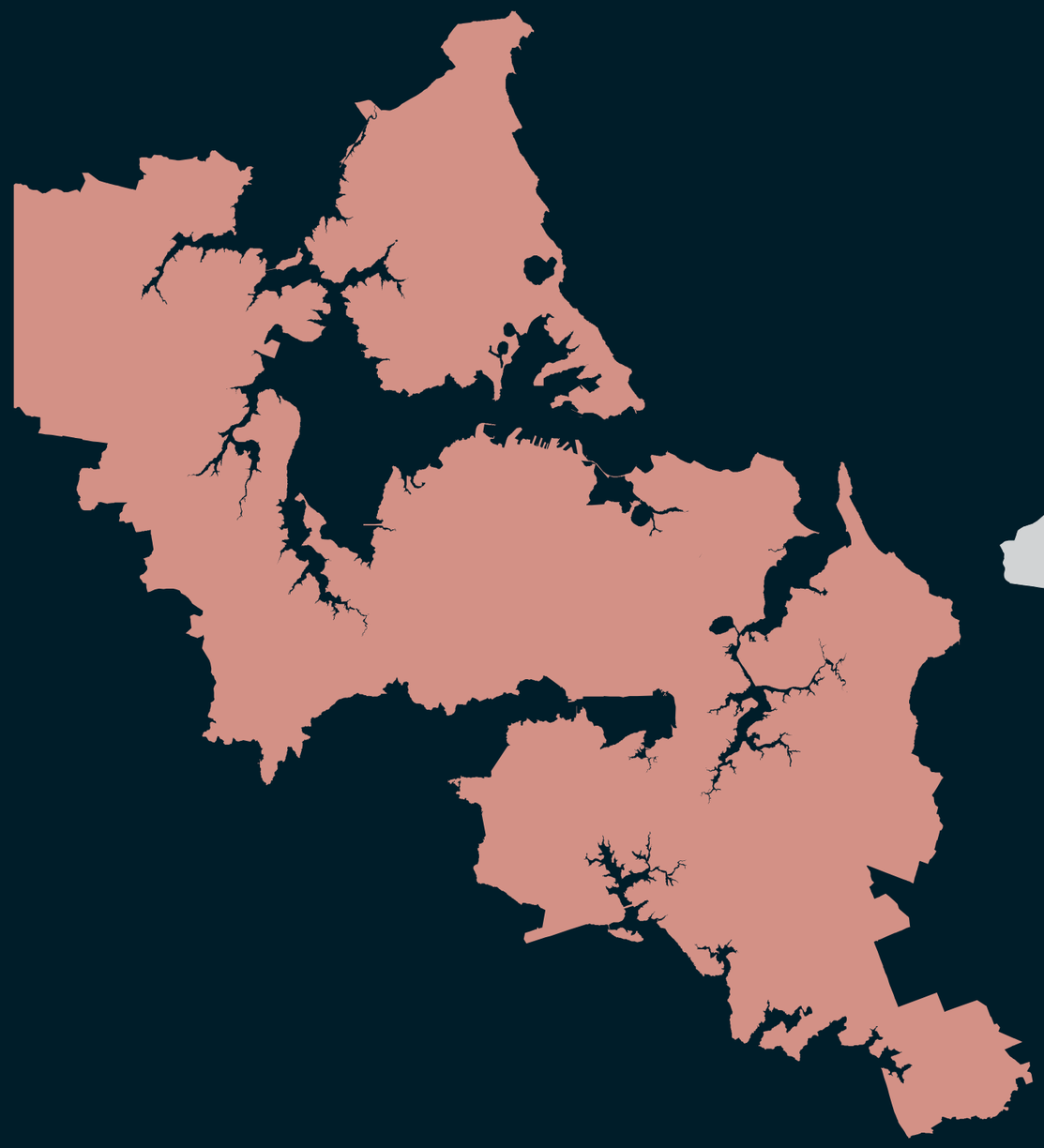
Not just about bicycles

Auckland Regional Cycle Network Review

AECOM

THE STUDY AREA

Auckland Study Area



Sydney Study Area

PROJECT COMPARISON

Auckland

18 years implementation

1,000 km - 44 km/yr

710 km^2

Separate network where possible

Targeted network on City Centre and Metropolitan Centres

Sydney

8 years implementation

280 km - 35 km/yr

275 km^2

Entire network to be separated

Radial network anchored on CBD

PROJECT OBJECTIVES

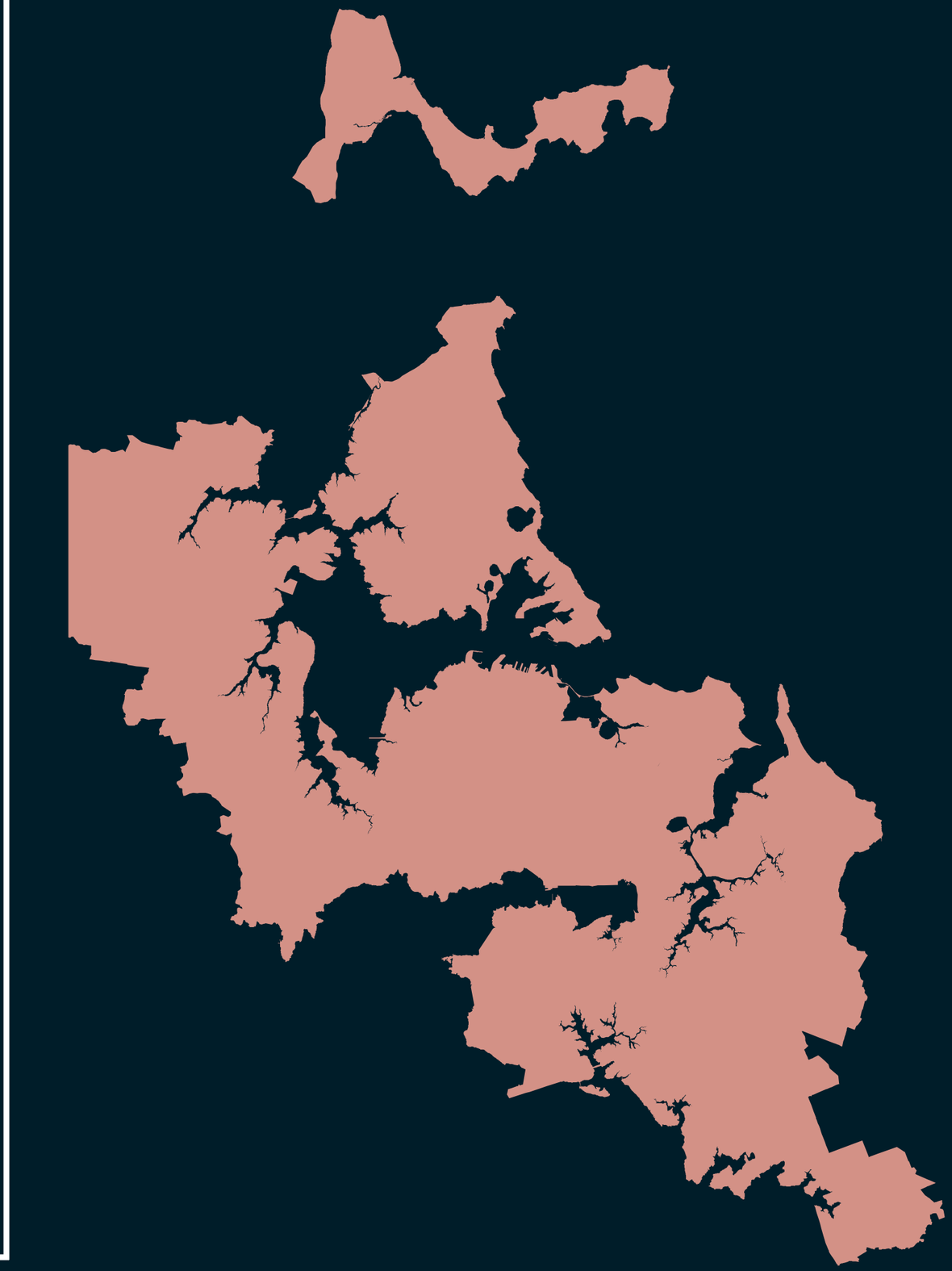
Network delivery tool

Consider levels of service

‘One Network’ alignment

Estimate costs of delivering network

Identify network deficiencies



KEY DESTINATIONS

City Centre and Metropolitan Centres

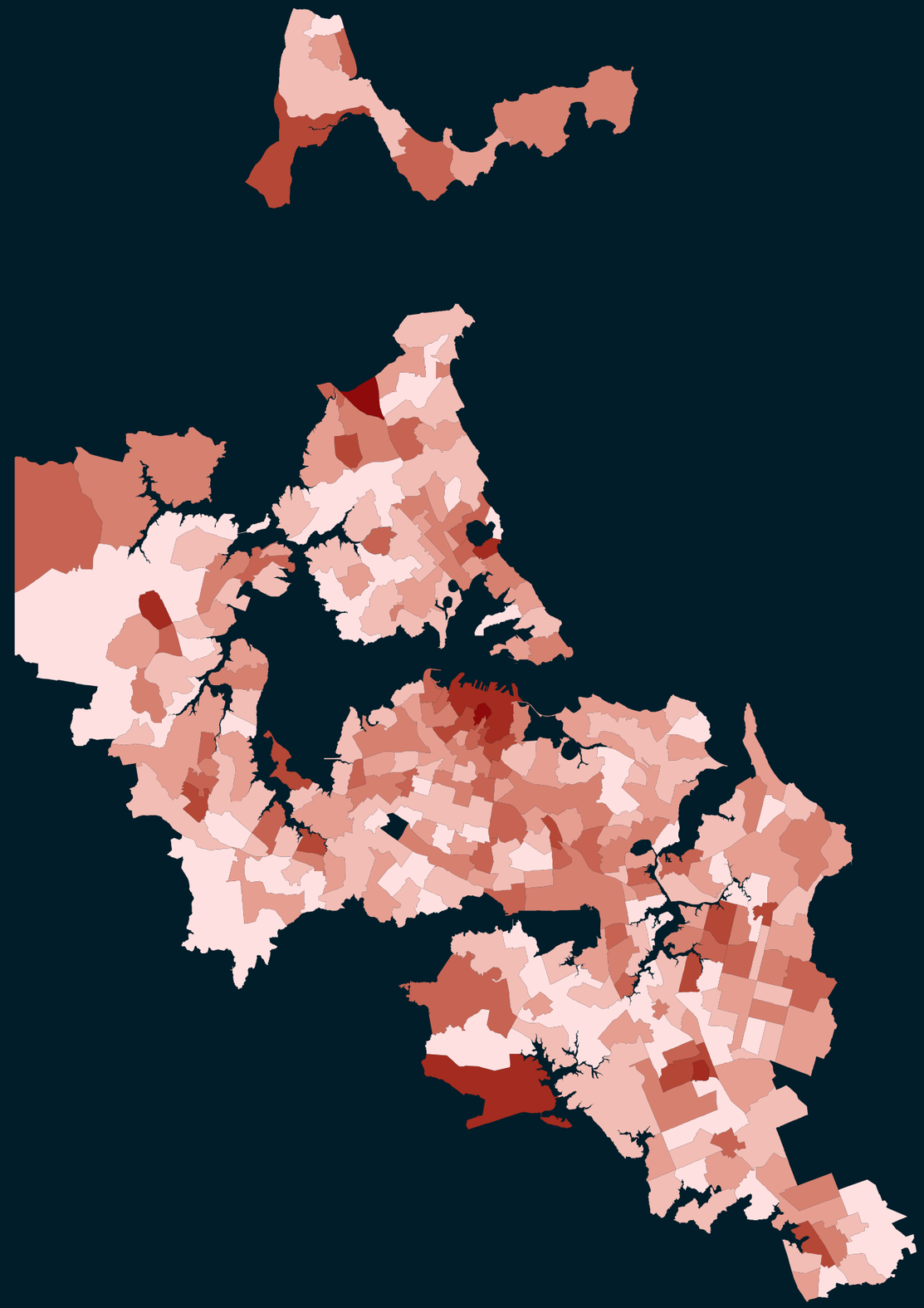
5km CATCHMENTS

CONGESTION REDUCTION

ART3 model outputs

GIS analysis

Demand assessment of private vehicle use in morning peak



PROJECT DEVELOPMENT

Prioritisation

Focus on 5 km Centre catchments

15-20 minute catchment

Greatest trip generators

Localised commuter patterns

4.9km median car commute

Economics

PROJECT DEVELOPMENT

Prioritisation

Focus on 5 km Centre catchments

15-20 minute catchment

Greatest trip generators

Localised commuter patterns

4.9km median car commute

Economics

Typology categories

Identify cost ranges

THANK YOU

Mike Harris
Mike.S.Harris@aecom.com

Sarah Dove (née Alderson)
Sarah.Dove@aecom.com