

ITEM 6 POST EXHIBITION - CYCLING STRATEGY 2030

The Draft Cycling Strategy 2030 outlines the Community and Council's vision to improve cycling participation in Wollongong in line with the vision of becoming the place to ride, and the actions Council will pursue to deliver this vision over the next 10 years.

The COVID-19 Pandemic has seen a dramatic increase in cycling participation rates, and we are at a point that we can build upon this momentum. Further, Wollongong is set to host the Union Cycliste Internationale (UCI) Road World Cycling Championships in 2022. This presents a significant opportunity for our community and has further built upon the local and external interest in Wollongong being the place to ride.

Council, at its meeting on 29 June 2020, endorsed the public exhibition of the draft Cycling Strategy 2030 from 1 July to 17 August 2020 inclusive. 198 surveys were completed, 1200 pins dropped on Council's interactive cycling network map and a further 56 extended written responses received. All feedback received from the exhibition period has been considered and minor amendments to the strategy and implementation plan have been recommended.

This report seeks Council's adoption of the draft Cycling Strategy 2030.

RECOMMENDATION

- 1 The draft Cycling Strategy 2030 be adopted;
- 2 That persons who made submissions on the draft strategy be thanked and advised of Council's resolution.

REPORT AUTHORISATIONS

Report of: Andrew Heaven, Manager Infrastructure Strategy and Planning (Acting)
Authorised by: Andrew Carfield, Director Infrastructure + Works - Connectivity Assets + Liveable City

ATTACHMENTS

- 1 Cycling Strategy 2030 and Implementation Plan
- 2 Draft Cycling Strategy 2030 - Engagement Report
- 3 We asked, You said, We did

BACKGROUND

Cycling is a convenient, sustainable and healthy mode of transport. Like walking, it produces negligible emissions and enables a far greater active trip range. In 2013 Council adopted the Bike Plan 2014-2018. Following this there has been a number of key cycling routes delivered and upgraded along with many bike racks delivered.

In 2019 Council committed to delivering net zero emissions for its operations by 2030, recognising that we are in a state of climate emergency and that by 2050 our community should be emissions neutral. Walking and cycling, along with other more sustainable modes of transport, such as buses and rideshare, form the backbone of sustainable transport. Cycling is the most convenient active mode of travel for trips between two and five kilometres and provides broader community and health benefits.

A review of the existing Bike Plan commenced in 2019 towards this goal, with wide community and stakeholder engagement undertaken. During this time the impacts of COVID-19, and its associated social distancing restrictions, saw a dramatic increase in bike riding popularity, with large sales of bikes being recorded and our cycling network inundated by keen riders.

Further momentum has been building in advanced and competitive cycling circles as national and international eyes turn to Wollongong for the 2022 UCI World Road Cycling Championships. This recent momentum and interest have dramatically increased the need for strong and clear strategic vision and direction for cycling in Wollongong.

In June 2020 Council resolved to exhibit the draft Cycling Strategy 2030. A comprehensive strategy and associated actions have been prepared, based on a range of community and stakeholder feedback and their priority, and Council's ability to deliver them over the next 10 years.

The Cycling Strategy aligns with the draft Illawarra Shoalhaven Regional Plan 2041, in particular, the four themes of a productive and innovative region, a sustainable and resilient region, a region that values its people and places and a smart and connected region.

The Cycling Strategy 2030 marks a clear turning point in Council's vision for bike riding across Wollongong for our community. At present there is unprecedented collaboration occurring across all levels of Government and across stakeholders with the key vision of significantly improving cycling in Wollongong and the Illawarra. There is also unprecedented opportunity to develop and secure funding to deliver the strategic objectives of the strategy.

PROPOSAL

This report seeks Council's endorsement of the Wollongong Cycling Strategy 2030 and for Council to note the 'We Asked, You Said, We Did' summary of submissions and Implementation Plan.

CONSULTATION AND COMMUNICATION

The development of the Cycling Strategy 2030 began in 2019, with over 350 community members participating in workshops, surveys, submissions and conversations to inform the initial draft Cycling Strategy 2030.

Council exhibited the draft strategy between 1 July and 17 August 2020 inclusive. 198 surveys were completed in full, 1200 pins dropped on Council's interactive Cycling Network map, and 56 extended submissions received. This feedback has influenced amendments to the Cycling Strategy 2030 and influenced the action and implementation plan.

Further detail can be found in the attached Engagement Report. Council staff will continue to seek and use community feedback in guiding the delivery of the strategy's actions.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2028 Goal 6 "We have affordable and accessible transport". It specifically delivers on the following:

Community Strategic Plan	Delivery Program 2018-2022	Operational Plan 2020-21
Strategy	4 Year Action	Operational Plan Actions
6.1.2 Work with partners to decrease car dependency and facilitate sustainable transport to provide convenient movement throughout the city, with sustainable transport modes such as walking and cycling.	6.1.2.1 Implement a variety of projects and programs to encourage sustainable transport throughout the LGA	Review and update the Wollongong Bike Plan

SUSTAINABILITY IMPLICATIONS

In 2019 Council committed to delivering net zero emissions for its operations by 2030, recognising that we are in a state of climate emergency and that by 2050 our community should be emissions neutral. Walking and cycling, along with other more sustainable modes of transport, such as buses and rideshare, form the backbone of sustainable transport. Cycling is the most convenient active mode of travel for trips between two and five kilometres and provides broader community and health benefits.

FINANCIAL IMPLICATIONS

Adoption of the strategy has inherent costs to both the operational and infrastructure delivery programs. The significant increase to funding for the associated infrastructure programs and the resources is required to develop and implement these actions. Some of these actions will be used to support any

applications for external funding for projects to increase cycling participation. Many actions are already underway, some may require reprioritising, adjusting or altering the timing of existing planned projects.

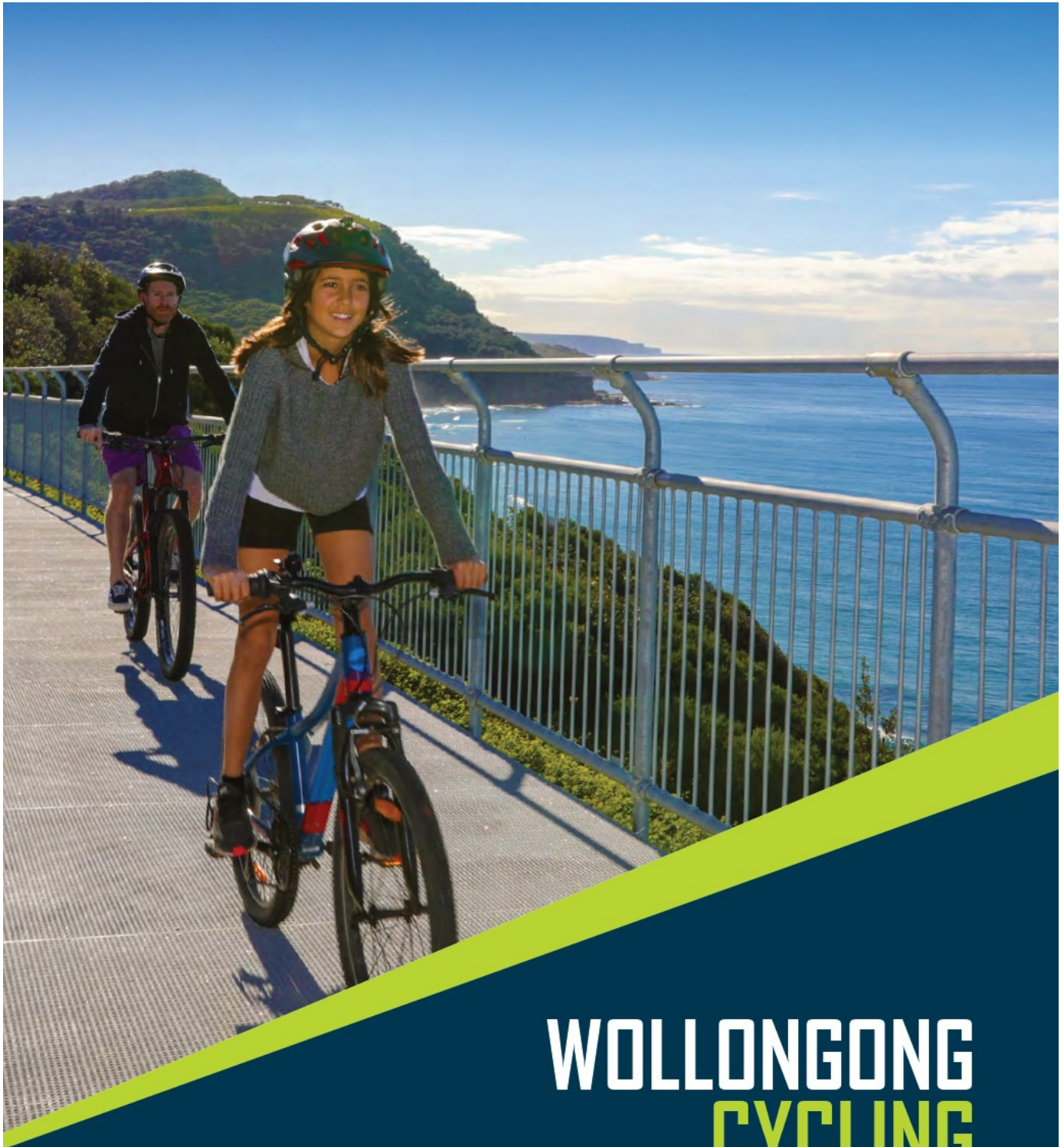
The Implementation Plan outlines funded actions and funding gaps. Any unfunded actions will be considered each year as part of the annual planning process. Where appropriate, grant opportunities will be pursued.

CONCLUSION

Cycling plays an important part in our integrated transport network and many in our community actively participate in its many forms.

The Wollongong Cycling Strategy 2030 has been prepared with the collaborative efforts of a wide range of end-users involved in the process. The strategy is comprehensive and addresses many actions that Council will deliver with interagency cooperation. It outlines a range of priorities and actions needed to greatly improve community perception of bike riding as a viable and preferred mode of everyday transport.

The strategy sets targets for Council to strive to achieve over the forward 10 years and these targets align with realised goals for an improved sustainable and equitable travel mode with a range of benefits to the wider community. It provides a framework to deliver a range of projects and programs over the next 10 years in line with community expectations.



WOLLONGONG CYCLING STRATEGY 2030

Wollongong – the place to ride!

Squires Way, Fairy Meadow

ACKNOWLEDGEMENT OF COUNTRY

Wollongong City Council would like to acknowledge and pay respect to the Traditional Custodians of the Land, to Elders past and present, and extend that respect to Aboriginal and Torres Strait Islander people residing within the Wollongong Local Government Area.

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LORD MAYOR'S MESSAGE

I am pleased to present this Cycling Strategy 2030, which lays out how we will make Wollongong the place to ride.

This Strategy is focused on ensuring we're developing this city as a space that balances the needs of people who cycle and want to cycle, returning cyclists and budding cyclists. It builds on the work we've done over recent years, including the addition of a further 27km to our existing cycling and shared path network. We've drawn on community feedback, research and case studies in its development.

It's timely to launch this new Strategy. Right now, there is an increased focus on active transport that is being driven by both a need to respond to climate change as well as the current health crisis. The Coronavirus, or COVID-19, pandemic has seen a dramatic increase in awareness of, and use of, existing shared pathway infrastructure and the importance of outdoor exercise. The social and physical distancing requirements increased the appeal of cycling over the limited public transport options for school and work travel. Riding and walking provided a respite from home isolation, an alternative to closed gyms and was embraced by those who had more free time as they were, sadly, not working. At the same time, this Strategy supports Council's response to climate change and the imperative we find alternatives to the private car, especially for short trips to work, school and around local neighbourhoods.

The Strategy is built on five pillars which, when combined, will ensure we achieve our goal of making Wollongong 'the place to ride'.

- **Safe** - We will invest in safe cycling infrastructure and educate our community on safe behaviour
- **Convenient** - We will prioritise infrastructure that supports convenient cycling as a sustainable and well-integrated mode of transport
- **Planned** - We will actively plan and implement strategies to improve cycling in Wollongong to facilitate increased participation in the future
- **Business, Tourism and Events** - We will promote and support cycling in Wollongong as a fun, attractive and sustainable way of life.
- **Innovation** - We will actively engage in and support innovative solutions that inform and encourage greater participation in riding.





Rose, Oli & John, Woonona

Cycling means different things to different people and we will deliver an improved experience for everyone over the ten-year life of this plan.

School children will have access to ride safety programs, families will be able to enjoy recreational facilities such as the Cringila Hills Recreation and Mountain Bike Park, commuters will be able to ride to work using more convenient connections across our network, visitors will be able to access many of the city's tourist spots and more serious club cyclists will have access to improved racing facilities. Finally, for the international-level cyclist and racing fans, Wollongong will host the UCI 2022 Road World Championships¹ which will see the city welcome 1,000 elite athletes, some 300,000 spectators and a global viewing audience in excess of 200 million people.

The Strategy cannot be delivered by Wollongong City Council alone. We will work in collaboration with the NSW and Australian Governments, the UCI, local cycling representatives, University of Wollongong (UOW), schools, businesses and tourism operators to deliver this ten-year plan.

At Council we have a proactive desire to do more for our community and this Strategy puts cycling front and centre of what we do, and what we're planning for our community into the future. I look forward to seeing everyone in our community benefit from the commitments we have made and enjoy a Wollongong that is the place to ride.

Gordon Bradbery AM
Lord Mayor

EXECUTIVE SUMMARY

Our city and the transport challenges we face are constantly evolving, and dependence on cars as the primary source of transport for our Wollongong community is not desirable, or sustainable, in the long term.

There are increasing opportunities for sustainable transport to benefit our community into the future and, as seen with the rapid changes and focus on cycling brought on by the COVID-19 pandemic, there is strong desire from our residents for Wollongong City Council to provide an improved and equitable distribution of cycling infrastructure across the city.

This Cycling Strategy 2030 is a key document that will inform Council's direction, decisions and resources. It has been developed based on feedback from our community, research and case studies. It's backed by evidence that shows increased environmental, health and wellbeing benefits in communities with a higher percentage of residents who cycle, and supports Council's focus on reducing the city's emissions and planning for a healthier community and a more sustainable future. This Strategy is the next step in our journey of encouraging and improving cycling for all in our city. The review is timely, with recent changes to state and local policies through the Transport for NSW (TfNSW) Future Transport 2056² and our recognition of the current Climate Emergency.

Our growing population, tourism industry, unique town centres and landscape make cycling across the city engaging and enjoyable. There are both opportunities and challenges to designing and providing safe, convenient and accessible cycling routes.

Since 2013 we have expanded and upgraded 27km of our cycling and shared path network. This has the two-fold benefit of improving the quality and safety of our cycling routes while also increasing the distances available to the community for cycling.

This Strategy works toward a 10-year vision where cycling is a preferred option for transport in our community. By 2030 we seek to:

- Provide an additional 50km of on-road cycling routes and 35km of off-road cycling routes, through partnering with State and Federal partners. This will expand our present shared path and cycling network from approximately 130km to a total of nearly 215km
- Work with the State Government to fund and deliver education programs and significant cycleways alongside regional and state roads, including the Princes Highway, Crown Street and Lawrence Hargrave Drive
- Connect our residential areas to the City Centre and our towns and villages, by delivering these missing cycling links
- Work with our partners to develop positive community perceptions of bike riding and enable the development of a local cycling culture that encourages bike riding alongside other forms of sustainable transport
- Develop shared infrastructure that is inclusive and allows for safe access by those who are unable to cycle
- Support tourism, business and innovation through Council's planning and support mechanisms to seek opportunities to support and enable cycling events and community engagement in the Local Government Area (LGA).



This Strategy sits among several transport and strategic documents that guide the future of the City of Wollongong. It aligns with the Our Wollongong 2028 Community Strategic Plan, which aims to create a more connected and sustainable future.

This Strategy describes the priority actions needed to fulfil Council's commitment to encouraging and enabling cycling as a sustainable transport option for short and medium-length trips throughout the city. In addition a greater uptake of cycling will support meeting Council's adopted emissions reduction targets of:

- Net zero emissions by 2050 for the community
- Net zero emissions by 2030 for Council operations.

ENGAGEMENT

Our community have told us their priorities for cycling are:

- Dedicated cycling infrastructure, separated from pedestrians and cars
- Off-road shared paths and on-road routes with low traffic volumes and speed
- Better connectivity, particularly between existing and new cycling routes
- Improved access to our town centres, particularly around and through Wollongong's City Centre

- Enhanced planning for and integration of cycling into developments and other transport modes
- Cycle parking, shower and change facilities
- Shared path and road user behaviour campaigns, signage and line marking
- The promotion and enforcement of safe behaviour, by all road and path users.

This Strategy has been developed with a focus on these themes to ensure that cycling in Wollongong becomes an attractive transport option for everyday life.

OUR TARGETS

We have included targets to measure the effectiveness of this strategy in our movement to a more sustainable transport system. By 2030 we will:

- Increase weekly cycling participation, from 12.9% to 20%
- Increase cycling journey to work trips, from 0.7% to 2%
- Increase the number of transport cycling trips, from 20.6% to 25%
- Reduce the number of cycling related crashes from 156 to 70 per 5-year period
- Increase weekly participation by women, from 10.9% to 15%.

1. OUR VISION FOR CYCLING

'Our vision is to make Wollongong a cycling city, and to be the place to ride'. Greg Doyle, General Manager Wollongong City Council

We will provide a convenient and connected cycling network that is safe, accessible and attractive. Our cycling network will cater for, and engage with, all our community and aid in normalising cycling as a valid transport mode in Wollongong. We will double cycling participation by 2030 and be a healthier, connected and more sustainable community.

Cycling, along with walking are emission neutral forms of transport that provide social, environmental and health benefits for our community. By improving cycling participation within Wollongong, we will directly support our community's future transport targets, sustainability and liveability. We will achieve this by improving convenient cycling access to work, school, shops and open spaces.

With the heightened use of our roads and cycleways at present we seek to retain as many of these active riders over the coming years and build upon this momentum and interest in cycling.

OUR GOALS AND PRIORITIES

We have one goal 'to be the place to ride'.

This Strategy will guide Council in achieving its visionary targets for increasing participation across Wollongong. The following priority areas form the basis for the City of Wollongong Cycling Strategy:

1. SAFE

We will invest in safe cycling infrastructure and educate our community on safe and sustainable behaviour.

2. CONVENIENT

We will prioritise infrastructure that supports convenient cycling as a sustainable and well-integrated mode of transport.

3. PLANNED

We will actively plan and implement strategies to improve cycling in Wollongong to facilitate increased participation now and in the future.

4. BUSINESS, TOURISM AND EVENTS

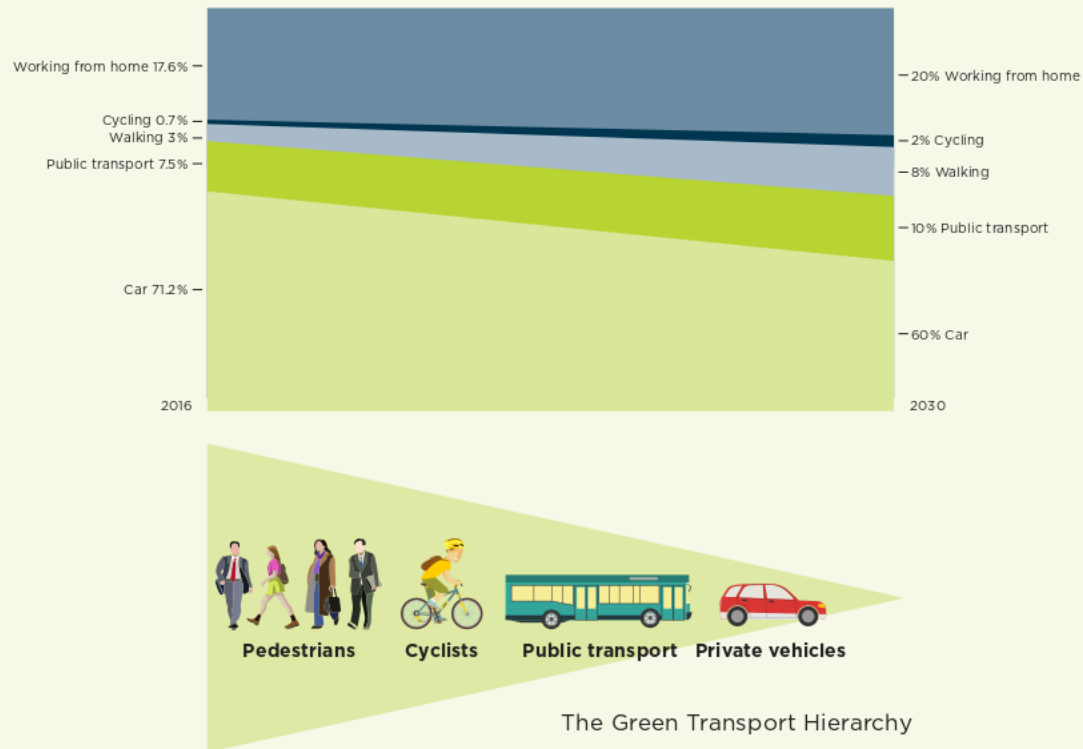
We will promote and support cycling in Wollongong as a fun, attractive and sustainable way of life.

5. INNOVATION

We will actively engage and support in innovative solutions that inform and encourage greater participation in riding.

MODE SHARE TARGETS FOR WOLLONGONG JOURNEYS TO WORK BY 2030

In line with the green transport hierarchy and core focus of improving active and public transport mode share³, we aim to change our transport system. By 2030 we will aim to increase cycling journey to work to 2% of the total mode share across Wollongong.



KEY SUCCESSSES

Since the previous bike plan was endorsed in 2013, Council and State Government have invested more than \$20 million in improving our cycling network. This financial investment has been divided between major projects such as the Grand Pacific Walk⁴ and Blue Mile shared paths (\$16 million) and local projects (\$4.8 million).

Since 2013 we have built, renewed and upgraded 27km of shared path and cycling routes across the city, installed more than 70 bike racks and other end-of-trip facilities, including the city's first bike repair station at North Beach Wollongong.

We have seen a trending decrease in cycling related crashes, with report crashes down 25% since 2014 from 40 to 30 crashes per year.

The city has hosted multiple cycling events including the annual MS Sydney to 'Gong' Ride,

which brings significant numbers of riders of all skill levels to Wollongong along the coastal paths and roads each year.

We were awarded the Union Cycliste Internationale (UCI) World Road Cycling Championships 2022, which is testimony to our focus on becoming an internationally acclaimed cycling city. This is a goal that this strategy will guide us in achieving.

Wollongong has seen an increase in women participating in cycling over past 12 months from 8.5% to 10.9%, as measured by the National Cycling Participation Survey 2020.

We are partnering with Cycling Australia to launch a Ride Nation School. A key part of developing the city as a place to ride is providing young people with knowledge, skills and confidence. This school is a fun and interactive learning experience that supports kids in their independence and gives parents and carers peace of mind.

2. OUR STRATEGIC CONTEXT

CYCLING TRENDS IN WOLLONGONG

We plan to provide a safe and convenient cycling network that has the greatest potential to serve the largest number of people riding now and in the future.

In order to achieve this, we need to understand:

- Where people do and want to ride
- Where the highest concentrations of jobs, residents and attractions are across Wollongong
- Who in our community currently ride, what their experience is and how that reflects opportunities and challenges for a developing cycling network
- What changes are required to get our diverse community engaged and participating in cycling
- Opportunities to facilitate short and local trips by bike.

46%

of households have access to at least one bike, of these only 2% are electrically assisted

CYCLISTS UNDER 10 YEARS OLD

are far more likely to ride, than teenagers. Cycling frequency is declining in the over 18 age bracket

Of the 12% of active transport trips,

ONLY 2%

are made to access public transport.

ONLY 0.7%

of all work-related trips in the city are made by bike

We have higher than average participation in

40+ YEAR OLD CYCLISTS

64%

of those who had ridden in the past year felt comfortable riding in their neighbourhood

MEN ARE TWICE MORE LIKELY TO RIDE THAN WOMEN





Wollongong is an innovative, vibrant and diverse city with an urban population of roughly:

218,581

(2019) making it the third largest city in NSW.



By 2036 Wollongong's population is set to increase by 16.57% to:

255,000



Currently, our data shows that:

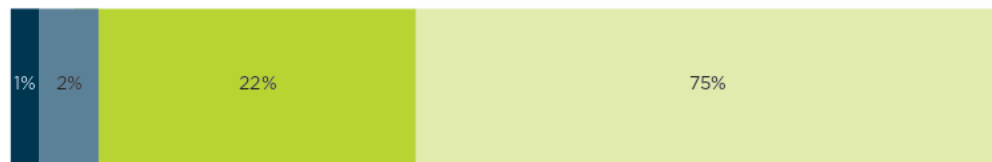
THE MAJORITY OF OUR COMMUNITY WHO CURRENTLY RIDE REGULARLY,

live close to the NSW Coastline Cycling Network - Grand Pacific Walk, and our northern suburbs.

ENCOURAGE CAUTIOUS AND VULNERABLE RIDERS

The greatest potential for growth in the number of people riding, is the retention and engagement of specific target groups including women and young riders. We will ensure our cycling priorities engage with and deliver infrastructure that supports the development and continuation of cycling for these specific target groups. Benefits of this approach will extend to all other users. We will work with our schools and higher education providers to encourage young people and women's cycling. We will also strengthen our cycling links within the education corridor, linking students with their required destinations.

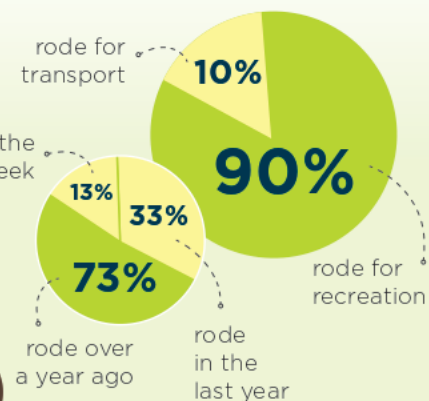
WILLINGNESS TO CONSIDER CYCLING FOR TRANSPORT ⁱ



Population proportion (%)

Confident Cautious Interested but concerned Not interested

The data shows that if we are to increase cycling trips then resources need to focus on those that identify as 'cautious' or 'interested but concerned'. This will help shift the perceptions of cycling and encourage more people to engage and participate in cycling.



ⁱ National Cycling Participation Survey, 2020



HEALTH

Cycling is a fun, healthy and a **low-impact form of exercise** for all agesⁱ, reducing health costs and supporting a happier community

It can be as intense as you want, **provides a great muscle workout** building strength and staminaⁱ

Cycling can help to **protect you from serious diseases** such as stroke, heart attack, some cancers, depression, diabetes, obesity and arthritis.ⁱ

Hand cycling allows amputees, people with spinal injuries and those recovering from certain conditions such as stroke to cycle as **a form of exercise, rehabilitation and recreation**ⁱⁱ

Cycling can improve and combat mental health issues. Cycling releases 'feel good' chemicals that decrease stress, anxiety and the risk of depression. Enables better sleep and improved happinessⁱⁱⁱ



ENVIRONMENT

Cycling is emission neutral - It produces 0.3kg less of carbon dioxide per km travelled than a car, minimising fossil fuel use, air, water and noise pollution^{iv}

Cycling 10km each way to work would **save 1,500kg of greenhouse gas emissions** each year^v

Increased cycling participation will aid in **reducing the need to build**, service and dispose of cars.

Cycling infrastructure conserves road space, providing **opportunities for less concrete and more plant life**, open space and other land uses in urban areas.



Reducing barriers to cycling

Rider Safety: By creating safe cycling environments, we can improve perceptions of bike safety

Rider Convenience: By creating cycling routes that are direct, connected and easy to ride we will reduce barriers present on an inconvenient cycling network

i. Better Health Channel, 2020. Cycling – Health Benefits, Melbourne: Victoria State Government. www.betterhealth.vic.gov.au

ii. HandCycling.co.uk, 2016. The Benefits, www.handcycling.co.uk

iii. Mensline Australia, 2019. Cycling – the exercise for positive mental health, www.mensline.org.au

ECONOMIC



Time-efficient - quicker on average than trips by car under 5km

Re-allocation of road space - cycling facilities are less expensive and take up less space than roads for cars. Cycling infrastructure extends public transport catchments and decreases congestion around major destinations. 10 bikes can fit into one car parking space.

Workers who cycle have **boosted productivity and creativity**, as cycling stimulates brain activity^{iv}

Cycling is cheaper - 1-5% of the cost of car ownership with low ongoing maintenance costs which can save thousands per year on individual transport costs

Cycling aids in reducing congestion. Traffic congestion costs NSW billions of dollars in lost productivity each year.



SOCIAL

Cycling is **easy to fit into your daily routine** by riding to the shops, park, school or work. Cyclists are also more likely to use local businesses for their shopping.

Bike riding provides **affordable and independent travel** for those who might otherwise have restricted travel options, providing **increased mobility** to many groups of the population such as low-income earners, unemployed people, seniors and those under 18.

Construction of shared user paths also benefit pedestrians and people with disabilities by providing an **increased network of connecting paths and road crossings**.

More people riding and walking provides additional **opportunities for social interaction on the streets** which can greatly enhance a sense of community and connection.

More cycling means fewer cars, which can lead to a **safer road environment**. Children can take advantage of slower and less dangerous traffic conditions to ride bicycles as well.



Designing for Weather: by providing improved end of trips facilities like bike storage and showers, we will help reduce rider concerns with hot humid weather, wind and rain

Improving confidence: by addressing perceptions of bike riding within our community through improved education, skill development and information we will build confidence in those who are beginning their riding journey

iv. European Cyclists' Federation, 2013. How much CO2 does Cycling really Save?, www.ecf.com

v. Bicycle Network, 2019. Sustainable commuting, www.bicyclenetwork.com.au

GLOBAL CONTEXT

The Sustainable Development Goals (SDGs) are a global strategy agreed by the United Nations General Assembly and form a blueprint to create a sustainable future for everyone. There are 17 interconnected goals for 2015-2030, including eight directly relevant to transport and sustainability as shown below.



Rose, Oli & John, Bulls Beach

LOCAL CONTEXT

This Strategy contributes to delivering Our Wollongong 2028 Community Strategic Plan which aims to deliver an integrated transport network that is safe and sustainable. It also supports a number of goals and strategies in the plan relating to the environment, recreation and the impacts of climate change.

OUR WOLLONGONG 2028 VISION

'From the mountains to the sea, we value and protect our natural environment and we will be leaders in building an educated, creative and connected community.'

Community Vision, Wollongong 2028

OUR WOLLONGONG 2028 GOALS AND KEY STRATEGIES:

GOAL 1 We Value and Protect Our Environment

GOAL 5 We are a Healthy Community in a Livable City

GOAL 6 We have Affordable and Accessible Transport

This Strategy is known as a Supporting Document in Wollongong City Council's planning hierarchy, and its actions are able to be considered alongside other priorities in the budget during the development of the Delivery Program and Operational Plan. This Strategy supports the delivery of sustainable transport targets and actions in other key Supporting Documents including Council's Environmental Sustainability Strategy, Climate Change Mitigation and Adaptation Plans.

The graphic below shows Council's Strategic Planning Framework – how actions in the Community Strategic Plan result in the preparation of studies and strategies, which then guide Council's Delivery Program, Operational Plan and implementation.



Karrara Bridge, Dapto

STATE AND REGIONAL CONTEXT

This Strategy is aligned with several State and Regional Strategies and Plans including the *Future Transport 2056* and the *Illawarra Regional Transport Plan*⁵. These documents highlight our future transport goals and our transition to a more sustainable and resilient transport system.

INTER-RELATIONSHIP OF PLANS



GOVERNMENT RESPONSIBILITIES FOR CYCLING INFRASTRUCTURE, SAFETY, ENGAGEMENT AND IMPROVEMENT

WOLLONGONG CITY COUNCIL

Council is responsible for the planning, design, delivery and maintenance of all cycling infrastructure within Council controlled road reserves and parks. We also work collaboratively with the NSW Government to deliver cycling infrastructure on state-controlled roads and on state-owned land.

Our local development control plans and other local strategic plans include a range of controls which ensure that cycling needs are met by new developments. This includes requirements for footpath and cycling route connections, and end of trip facilities such as on-site bicycle storage, change rooms and showers. We also advocate for better State and Federal funding opportunities and programs to deliver greater and safer infrastructure, as well as advocating for improved State-led cycling education campaigns, policies and programs.

AUSTRALIAN GOVERNMENT

The Australian Government provides support through grant funding opportunities such as the *Federal Black Spot Program*. It also sets national strategies and targets such as the *National Road Safety Strategy 2011-2020*⁶ and the *National Cycling Strategy 2011-2016*⁷.

The Australian Government, NSW and other state road authorities also support agencies such as Austroads, Standards Australia and the Australian Bicycle Council, which undertake research, set standards and provide guidance on matters relating to cycling.

NSW GOVERNMENT

The NSW State Government, primarily through Transport for NSW, provides supporting documents such as *Walking and Cycling Program*⁸ and the *Cycling Safety Action Plan 2014-2016*⁹ which set targets for improving cycling infrastructure, safety and education campaigns in NSW.

The NSW government supports Wollongong City Council's investment in cycling infrastructure through grant funding such as the *Liveable and Safe Urban Communities initiative* and through the *NSW Walking and Cycling program*. To assist in the design and delivery of improved and safe cycling infrastructure the NSW government also publish several technical notes, guidelines, and factsheets.

The NSW Government utilises the *Safe Systems Framework* approach with a focus on safe roads, safe speeds, safe cars and safe people. The *Towards Zero campaign*¹⁰ is the NSW Government target for zero fatal and serious injury crashes by 2056.

Wollongong City Council supports these initiatives and adopts the *Safe Systems Framework* in its design and practice.

3. WHAT OUR COMMUNITY TOLD US

To develop this Strategy, we have collaborated with a range of public and private stakeholders. We consulted our Walking, Cycling and Mobility Reference group, we asked our community directly for their thoughts on cycling and how we can improve cycling for all within the Wollongong LGA and we researched international and national best practice. The information collected through this extensive process helped us set the priorities and actions in the Strategy.

WOLLONGONG COMMUNITY SURVEY

Council undertook community consultation between October and December 2019 seeking the community's feedback on factors concerning cycling participation in Wollongong and barriers to cycling.

During the consultation 58 people attended information stands, 429 online surveys were completed, and five extended responses were submitted. Two of these extended responses from groups, one representing a community action group and a group representing riders with disability. We also held a workshop collecting contributions from eight members of the Walking, Cycling and Mobility Reference Group. Many of the responses were from people who already cycle.

The feedback provides insight into how our existing cycling network is functioning and how our community would like to see us improve the network.

The finalised engagement report can be found at wollongong.nsw.gov.au

NATIONAL CYCLING PARTICIPATION SURVEY

Council participates in the national cycling participation survey (NCPS) each year. These surveys occur between March and May and ask households across Australia questions on their participation and views of cycling.

These surveys reach between 400-700 households in each local government area, sampling 900-1400 individuals. This survey data provides helpful insights to our current rates of cycling participation in Wollongong and the needs of the broad community.

The detailed reports covering participation in our city can be found at wollongong.nsw.gov.au



Dennis & Glenda, MM Beach, Port Kembla

HOW DOES OUR COMMUNITY WANT CYCLING IMPROVED?

The following key areas of improvement are in order of community interest:

#1

- Off-road shared paths and separated cycling routes



#2

- Connections between bike paths and education facilities
- On-road bicycle lanes
- Signs highlighting bicycle routes



#3

- Bicycle parking
- Connections between bike paths and public transport
- Connections between bike paths and parks and swimming pools
- Connections between bike paths and shops



PRIORITY 1: SAFE

Our community wants a key focus to be safety on our existing cycling network and commented on how we can improve. We will deliver a safe cycling network for all levels of skill and confidence through ongoing enhancements to our project identification processes.

Council is actively working Towards Zero road casualties (fatal and serious injury crashes) as soon as possible through developing our Safe Systems Approach in collaboration with all levels of government. This will ensure we have safer road environments, speeds, people and vehicles on our local road network.

Council, in partnership with Transport for NSW, employ a Road Safety Officer who delivers road user behaviour campaigns within the community.

STREETS AS SHARED SPACES

Streets play an important role in public life, beyond the movement of traffic. Streets make up a substantial part of the open space available to our community, particularly in respect to Wollongong. Streets can be utilised as places to walk, cycle, exercise, play, socialise, grow food, rest, create and do business.

We are responding to this heightened demand for safe shared space and to ensure our community have safe streets for cycling, by partnering with State government to deliver projects addressing:

Road space re-allocation

Re-allocating road space, be it traffic lanes or parking lanes, for people walking and riding bikes to support our strategic goals for the city in improving health, reducing emissions and creating a sustainable transport network. These measures also support our response to the COVID-19 pandemic, by supporting social distancing the flow on impacts associated.

Slow cycling streets

Implementing shared cycling routes along residential streets and reducing vehicle speeds through traffic calming measures where required. These routes will deliver many of the highly demanded east-west links, routes to schools, work, shops, destinations and public transport links, achieving slower calmer residential neighbourhoods.

SAFER ROUTES TO SCHOOL AND EDUCATION

Two-thirds of students are driven or drive to school each week, the reasons behind this are varied, with many parents seeing roads around schools as unsafe due to the number of vehicles, distance and lack of continuous routes with safe crossings making riding or walking inconvenient and for many unsafe.

We will support our partners in delivering education programs for school children and the community through the Ride Nation centre and continue to advocate for State Government funding for the Safer Routes to School Program.

There are further opportunities through our partnerships with external providers to collaborate on delivering innovative programs that build a safer and positive community culture towards bike riders.

oli, Bulli Beach

ACTIONS		TIMEFRAME
1.1	Implement the 'share the path' user behaviour campaign, including improved signage and line marking, in collaboration with partner Councils.	Within 2 years, Ongoing
1.2	Develop and Implement projects on cycling routes with anecdotal and historic cycling related crashes.	Ongoing
1.3	Review and update Council's Road Works guidance. Ensuring approved road works consider the safety and convenience of people cycling. Adopting standard provisions for cyclists through temporary work zones.	Immediately
1.4	Review Council's cycleway maintenance program, ensuring cycling routes are maintained for their safe use. Including sweeping, surface maintenance, line remarking, signage replacement and vegetation management.	Within 2 years, Ongoing
1.5	Work with the State Government to fund and deliver the safer routes to school program. Improving the ability of students to safely walk and ride to and from education facilities, including primary, secondary and tertiary education providers.	Ongoing
1.6	Work with State Government partners, including TfNSW, NSW Police and the Illawarra Shoalhaven Local Health District, in delivering cycling education programs and Council led education events like Ride the Gong.	Ongoing
1.7	Advocate for the State Government to review national and international best practice to improve cyclist safety, participation and public perception. Including updating of design standards, implementation of safer road speeds and permitting cycling on all footpaths for all age groups unless signposted otherwise.	Ongoing
1.8	Advocate for increased investment of the State and Australian governments in local road safety, public transport and active transport programs.	Ongoing

PRIORITY 2: CONVENIENT

Cycling provides significant benefits for individuals and the wider community.

We will encourage riding in school children and young people so that beyond their school years, they will continue riding to their places of work and higher education. We will also educate the broader community on the benefits of cycling as a practical, convenient and sustainable transport and active lifestyle option.

We will support bike riding in all its forms, as it builds skills, community and confidence in people with less experience. Recreational cycling also engages our tourism industry and enables visitors an active means to see our city. We also acknowledge that people who ride for recreation may become people who actively ride for everyday trips. We will work to connect as much of our community through convenient accessible links with quality end-of-trip facilities and intuitive wayfinding and route information.

We will deliver direct cycling routes along our regionally significant routes and develop a range of low-risk options for riders to build skill and confidence. We will also ensure cycling is well integrated into land-use planning and other transport modes.

REDUCING BARRIERS TO CYCLING FOR UTILITY

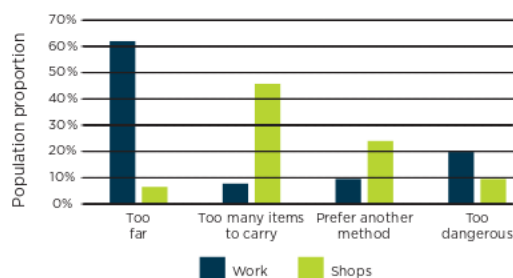
As seen in our recent surveys the barriers to people riding to school, work and shops are dominated by their preferences to other modes, the number of items they need to carry, the distance needed to travel and the safety of these routes.

Through providing safe and direct cycling routes that cater for a range of bicycle designs we will work to remove many of the obstacles to bike riding for everyday life.

CONNECTING THE WOLLONGONG CITY CENTRE

We are focussed on developing the Wollongong City Centre as a pedestrian-friendly cycling precinct. This will be achieved by providing a high-quality accessible network of on-road and off-road options leading to the city centre. Our priority is to establish the major east-west and north-south links surrounding the CBD and ensuring cyclists can safely move throughout the city-centre. Delivering on this will aid us in building our status as a city of innovation and as a cycling city.

KEY BARRIERS TO RIDING TO WORK AND SHOPS



Daisy Bank Dr, Cleveland

ACTIONS		TIMEFRAME
2.1	Implement the regional cycling route wayfinding, signage and line marking program.	Within 2 years, Ongoing
2.2	Develop and implement the cycling end-of-trip infrastructure program.	Within 2 years, Ongoing
2.3	Develop and deliver high impact cycling routes that link dense residential areas to nearby employment, education, public transport and activity centres. Providing these as separated cycling facilities where possible.	Within 2 years, Ongoing
2.4	Develop and deliver east-west cycling routes across Wollongong.	Immediately, Ongoing
2.5	Provide up-to-date information for the community, including cycling routes and end-of-trip facility maps that are inclusive and equitable.	Immediately, Ongoing
2.6	Classify Wollongong City Centre as a cycling district, prioritising the design and delivery of key cycling connections to and through the Wollongong CBD.	Immediately, Ongoing
2.7	Work with the State Government and transport service providers to enable people to store or take their bikes on public transport.	Ongoing
2.8	Support State Government and industry stakeholders in promoting the social, environmental and economic benefits of cycling and their work to improve participation by under-represented groups.	Ongoing

PRIORITY 3: PLANNED

Delivering a cycling network that is safe and convenient is a significant challenge. It requires extensive planning, development and rationalisation of priority locations before introducing physical infrastructure.

It is paramount all functions of Council plan to support cycling. This approach will ensure Wollongong continues to develop as a cycling city, supports engagement and encourages increased participation of cycling in all its forms. Across the city, we will develop a network that positively impacts our broad and diverse community and supports the movement towards a more sustainable city.

We will accelerate this process by allocating and securing funding and working with our public and private partners to deliver our short and long-term goals.

There are opportunities for us to collaborate across government in a number of different ways, including the implementation of:

- *The Movement and Place Planning Framework*
- *The Active Living and Healthy Ageing Policy*, and health outcomes for ageing population
- Transport for NSW's focus on creating the *30-Minute Cities*¹¹, and
- Improving access to active transport and public transport through the enhanced funding of these facilities.

DELIVERING REGIONALLY SIGNIFICANT ROUTES THROUGH PARTNERSHIP

At present our base cycling network has a number of missing links. This provides immediate opportunities to improve connectivity and increase the continuous cycling network across the city and south to Shellharbour. We will prioritise linking our towns and villages along the regional cycling network such as the Lake Illawarra shared path and the Grand Pacific Walk. Where appropriate, these routes will be provided as separated cycling facilities.

Our Regional and State roads also provide major opportunity with much of Lawrence Hargrave Drive and the Princes Highway missing cycling facilities and being highly unsafe for the majority of our community to ride along. We will collaborate with our partners in the Australian and State governments to deliver these key transport corridors.

ROAD SPACE RE-ALLOCATION

In supporting *Future Transport 2056*, we are focussed on shifting away from private vehicle ownership and towards active, shared and public forms of transport. This will support more equitable access to an increased number of transport options. Currently, 60% of our road space is dedicated to cars, for either travel or parking and by adjusting this road space allocation we will be able to meet our future goals and facilitate sustainable modes of transport.

In addition, a revised approach to road space use may provide additional space for tree planting – a key target in Council's *Urban Greening Strategy*, and focus of climate change mitigation measures¹².

Glyn, Woonona beach



ACTIONS	TIMEFRAME
3.1 Develop ready-to-construct, high-value cycling projects. To be delivered as external funding becomes available to accelerate these projects.	Immediately, Ongoing
3.2 Develop prioritisation criteria and a priority cycling infrastructure program that on its completion will result in 80% of residents living within 250m of a formal cycling route.	Within 2 years
3.3 Develop and trial projects that re-allocate road space across the city to provide safe access for people walking and cycling.	Immediately, Ongoing
3.4 Collaborate with Transport for New South Wales to deliver regionally significant cycling routes, particularly those along State and Regional road corridors.	Ongoing
3.5 Develop the City of Wollongong Integrated Transport Strategy and associated Supporting Documents, ensuring it clearly communicates the sustainable transport hierarchy and associated transport mode targets.	Within 2 years

PRIORITY 4: BUSINESS, TOURISM & EVENTS

Council's leadership supports new cycling opportunities that will deliver broad benefits to the local business community, encourage private sector investment and support new tourism opportunities.

SUPPORT FOR PRIVATE INVESTMENT IN CYCLING

An aim of this Strategy is to increase trips by bike to activities such as work, school, shopping and for recreation. This requires investment in facilitating safe and comfortable cycling routes and convenient end-of-trip facilities (e.g. secure bike storage, lockers, showers). Through planning controls and other policy levers, Wollongong City Council will encourage private sector investment in these facilities to complement its own infrastructure spend. Examples include:

- Use of planning controls in employment hubs, such as the Wollongong CBD and town centres, to encourage the provision of riding infrastructure in new developments.
- Use of levies from new residential areas to build cycling infrastructure.
- Enabling retailers, sporting clubs and cafes to become bike-friendly through provision of on-premises bike racks.

GROWING BUSINESS OPPORTUNITIES

Improving the cycling culture in Wollongong has the potential to support existing and new businesses. This includes bike retailers and shared bike operators, bike and equipment rentals for visitors, bike-friendly food and beverage spots along cycling routes, repair and maintenance specialists, events, guided bike tours and clothing retailers.

STRENGTHENING THE VISITOR ECONOMY

Elevating Wollongong's reputation as a cycling destination has the potential to deliver a boost to the local visitor economy. Creating more cycling opportunities, both on-road and off-road, will add to the list of activities visitors can undertake while in Wollongong. We can learn lessons from more developed cycling markets such as Victoria and New Zealand around how to attract these types of visitors to the city.

For recreational cyclists, attractions include existing assets such as the Grand Pacific Walk coastline cycling route and Lake Illawarra shared path, which will be expanded in coming years, as well as the future delivery of the purpose-built Cringila Hills Recreation and Mountain Bike Park.

To attract more people who are seeking cycling based tourism and sport rides, we can work with neighbouring councils to develop day-long or multi-day routes through the region, cycle friendly accommodation, and specific racing tracks for inter-club meets, such as a multi-use criterium track.

Lifting cycling tourism is a key component of the UCI Legacy Program for the 2022 World Road Cycling Championships being held in Wollongong.

2022 UCI WORLD ROAD CHAMPIONSHIPS & LEGACY PROGRAM

Wollongong will be host to the 2022 Union Cycliste Internationale (UCI) Road World Championships.

This event is expected to attract at least 1,000 elite athletes, some 300,000 spectators and ancillary visitors, and a global viewing audience in excess of 200 million people. The event is poised to deliver an estimated \$100 million to the state and regional economy leading up to, during and following the event.

A broader benefit of hosting this event is its Legacy Program, which is designed to ensure the city benefits from cycling long after the event is over.

This program looks at 7 key pillars:

Sport - increase opportunities for participation in cycling across NSW

Tourism - achieve a UCI bike city designation for Wollongong

Policy - maximising the event platform to further policy matters to support cycling

Transport - support initiatives that increase opportunities for people to ride a bike in NSW

Education - support educational programs that will develop all facets of cycling

People - develop the skills of event organisers, event approval authorities and sport volunteers to support future events

Partnerships - provide a platform to galvanise community interest and support to deliver additional legacy projects as part of Wollongong 2022



Flagstaff Hill

CRINGILA HILLS RECREATION & MOUNTAIN BIKE PARK MASTER PLAN

The Cringila Hills precinct will feature a variety of mountain bike trails, a bike skills park and a BMX/pump track. A new playground will be installed with a strong focus on nature play, along with park amenity upgrades that will include tree planting, picnic settings and water-refill stations.

Formalised walking trails with an accessible walking circuit will also be added to the site. Improvements to the entry of the park will also be made, with improved car parking, signage, new gates and landscaping.

Wollongong City Council has already committed to this project in its current Infrastructure Delivery Plan and will pursue grant opportunities from other levels of government to deliver this project as soon as possible.

This project will deliver major health and wellbeing outcomes for residents in addition to attracting cycling tourists from across NSW to experience the variety this park offers.

The project will also provide opportunity for Council to collaborate with the local community in providing cycling access to all through refurbished bike hire.

Cringila Hills

Wollongong
attracts more than
**3.7 MILLION
VISITORS
A YEAR¹³**

**SOME 3 MILLION OF
THESE VISITORS ARE ON
HOLIDAYS OR VISITING
FRIENDS AND FAMILY AND
1.5 MILLION STAY
OVERNIGHT**

63%
of our visitors eat
out at local cafes
and restaurants and
53%
visit our beaches

Through the actions of this strategy, Wollongong will encourage tourists and the tourism sector to participate in cycling. Our aim for visitors is to see cycling as a cost effective, sustainable and enjoyable way of seeing our city and visiting their destinations, or as part of the growing adventure tourism industry.

THE UCI LEGACY PROGRAM

The UCI event also presents opportunities for Wollongong to promote itself to visitors as a superior business location via Invest Wollongong activities and events. Tourism related goals associated with the program include:

- The development of a Regional Cycling Tourism Strategy,
- UCI to consider Wollongong to be designated as a Bike City,
- Increase in the number of cycling events in the region,
- Cycle Tourism a priority area for Destination Wollongong,
- Destination New South Wales recognise the region as a cycle tourism destination of choice, and
- Local Business Program for cycle tourism (e.g. cycle friendly hotels, cafes).

- **L'Étape** - At 136km this road ride, on closed roads, allows non-professional riders to experience as close as they will get to a mountainous stage of the Tour de France.
- **2022 National Juniors and Masters Cycling Championships**
- **2022 Union Cycliste Internationale (UCI) Road World Championships** - Wollongong will also be host to the pinnacle event in the international road cycling calendar.
- **Community and charity** - mass participation events to encourage take up of riding, and events that support government facilitated programs such as Ride the Gong, Ride to Work day, She Rides and the interschools cycling championships.
- **Local club events** - we will support the exploration of local club event opportunities through the development of dedicated cycling infrastructure, such as the Cringila Hills Recreation & Mountain Bike Park and a multi-use criterium track. This will enable Wollongong's multiple cycling related clubs to host additional events including competitions with other regional and Sydney-based clubs.

Other opportunities that do not necessarily involve racing, such as bike expos, could also add to the growing Wollongong cycling events calendar.

CYCLING EVENTS CALENDAR

Wollongong, and the surrounding region, already has cycling event credentials. The region will host:

- **MS Sydney to 'Gong bike ride** - now in its 40th year, this 82km ride is the largest mass participation ride in Australia and raises funds for MS research.

ACTIONS		TIMEFRAME
4.1	Partner with other organisations to deliver the Unione Cycliste Internationale (UCI) Legacy Program, leveraging Wollongong's hosting role and the opportunity to be labelled a bike city.	Within 2 years,
4.2	Develop and deliver the Cringila Hills Mountain bike park masterplan	Within 5 years
4.3	Develop and deliver a multi-use criterium track within Wollongong	Within 2 years
4.4	Investigate and deliver formal sport, educational and recreational cycling facilities such as learn to ride facilities, pump tracks and BMX facilities.	Within 5 years, Ongoing
4.5	Investigate and deliver formal sport, educational and recreational cycling facilities such as learn to ride facilities, pump tracks and BMX facilities.	Immediately, Ongoing
4.6	Collaborate with our partners to deliver regionally significant cycling tourism infrastructure such as the Grand Pacific Walk and the Lake Illawarra Shared Path Masterplan	Ongoing
4.7	Continue to review and update our Development Control Plan requirements for cycling infrastructure such as the provision of convenient cycling routes in subdivisions, and the provision of accessible short- and long-term cycle storage and changing facilities.	Ongoing
4.8	Continue to use Council's planning and policy mechanisms to encourage private sector investment in cycling infrastructure and grow new businesses around cycling.	Ongoing
4.9	Support and encourage cycling events. Including fun rides, off-road and closed road races, and encourage cycling in people's travel plans to and from an event.	Ongoing
4.10	Support the National Parks and Wildlife Service (NPWS) development of Illawarra Escarpment mountain bike trails, including associated infrastructure.	Ongoing
4.11	Support the preparation of a destination cycling campaign and a regional Cycling Tourism and Event Strategy.	Within 2 years

NEW ZEALAND & VICTORIA CYCLING TOURISM SUCCESS STORIES

Research conducted by New Zealand Tourism found that visitors to the country who undertook cycling activities during their stay spent more and stayed longer. These visitors spent 20% more than the average visitor and stayed more than 50% longer. They also visited more regions, rather than sticking to major cities, which is a welcome trend for a regional city such as Wollongong.

Source: www.tourismnewzealand.com/media/3076/special-interest-infographic.pdf

Tourism Research Australia has investigated the drivers of cycling tourism in Victoria. They found that 41% of these types of trips were day trips, which is good news for Wollongong that has a visitor economy heavily weighted to day trippers (75% of visitors to Wollongong come for the day only).

This research identified four key attributes that cycling visitors are looking for:

1. Downloadable maps
2. Accessible online information
3. Extensive paths and trails
4. Websites that provide comprehensive trip planning information.

Source: www.tra.gov.au



Image: Miles Holden, Tourism New Zealand

PRIORITY 5: INNOVATION

As the City of Innovation, Wollongong has a role in the future development of cycling. This includes employing new data collection methods, more sustainable materials and developing tools to encourage cycling accessibility. Council can facilitate this innovation and support businesses and researchers in this field.

ADVANCED MANUFACTURING OPPORTUNITIES

Australia currently imports bike frames and most component bike parts. However, there are manufacturers and designers involved in developing specialist parts, accessories and clothing for recreational and competitive riding. As Wollongong develops its cycling credentials then, combined with its strong advanced manufacturing base, it would potentially become an attractive location for these types of businesses.

IMPROVING PARTICIPATION THROUGH TECHNOLOGY

Recent advancements in electronic bicycle technologies, commonly known as e-bikes, have reduced the cost of entry and the distances e-bikes can travel between charges.

E-bikes reduce barriers to riding enabling people to sustain their speed for an extended period of time, climb hills with ease, and arrive to work, school and shops sweat-free potentially reducing the demand for shower and change facilities.

DESIGN INNOVATION

Using innovative design can result in cycleways being delivered at relatively low cost and quicker than conventional methods. Potential usage can also be gauged by introducing quick and less expensive pop-up cycleways to help determine where longer-term cycleway investment can be best directed.

For example, the decreased use of public transport due to social distancing requirements around COVID-19 resulted in an increase in cyclists in many cities. This was clogging existing cycleways and causing safety concerns on roads. In Berlin they solved this problem by installing 'pop-up' cycleways on high-use routes. They closed one lane of a road to cars and erected a temporary barrier between the cars and bikes to deliver a low-cost, temporary cycleway. Clear road markings and the barriers mean cars can clearly see they are no longer allowed in that lane and cyclists can ride to work or school safely. Once the COVID-19 impacts decrease and public transport patronage returns to normal levels then these cycleways can be removed. If the cycling routes are performing well, a long-term solution can be implemented. This type of approach could also be used to provide temporary additional active transport options for events to minimise car use and encourage people to ride to the site.

TECHNOLOGY INNOVATION

The areas of smart phone and wearable technology are already well-used by recreational and competitive cyclists and further advances in this area is likely. Maps, activity tracking, bike security and child safety are common themes of these types of applications. By creating a supportive cycling environment, Council hopes to encourage technology developers to the city.

EDUCATION INNOVATION

Council is supporting an initiative by Cycling Australia to introduce a Ride Nation School in Wollongong. The program will:

- Provide bike education to 10,000 primary school age children,
- Connect school children and their families into community bike programs and activities,
- Train a workforce of teachers, volunteers and coaches to deliver the education in a variety of settings,
- Create a one stop shop for all riding related programs and activities in the area,
- Increase bike safety, awareness and proficiency, and
- Encourage ongoing bike riding participation beyond school years.

SMART CITY-BASED RESEARCH AND DATA ANALYTICS

Understanding how networks operate and interact is a critical part of transport analysis and Council welcomes any opportunities to partner with organisations, universities and TAFE's on projects that will contribute to our future planning decisions.

The University of Wollongong (UOW) is an important institution of the city and, through its expertise in systems planning, can contribute to delivering better cycling opportunities. UOW's SMART Infrastructure facility brings together experts from fields such as rail, infrastructure systems, transport, water, energy, economics and modelling and simulation, providing 30 state-of-the-art laboratories to facilitate this important research.

The Smart Cities & Communities research group uses data-driven models and multi-disciplinary approaches to explore how cities can create more liveable neighbourhoods, open spaces and workplaces. This incorporates how people move around cities, including using active transport. Using Smart City tools, such as sensors, to track cycling activities will improve understanding of which aspects of this Strategy are most effective and allow Council to make informed decisions about future policy changes and investments.

ACTIONS		TIMEFRAME
5.1	Develop and implement innovative cycling infrastructure design solutions such as pop-up cycleways, interim facilities, shared streets and cyclist head starts at traffic signals.	Immediately, Ongoing
5.2	Develop and implement a best-practice cyclist data collection and evaluation program, including before and after intervention counts, annual and permanent site counting, interactive feedback mapping and annual community surveys.	Immediately, Ongoing
5.3	Collaborate with universities, supporting the development of innovative technology solutions in the cycling industry.	Ongoing
5.4	Support the development of future cycling excellence through pathway programs such as those delivered by the Illawarra Academy of Sports and explore the potential for the creation of a centre of sporting excellence.	Ongoing
5.5	Support educational innovation and the local pilot of the State-wide Ride Nation education program	Ongoing

Helen & Steven, Lake Illawarra



4. IMPLEMENTING THE WOLLONGONG CYCLING STRATEGY 2030

HOW COUNCIL IS DELIVERING THE STRATEGY AND AIMING TO MEET ITS TARGETS

There are tried and true strategies for designing, implementing and monitoring cycling infrastructure. Standardised infrastructure treatments and best practice have already been developed by great cycling cities Portland Oregon¹⁴, Copenhagen Denmark¹⁵, Vancouver Canada¹⁶, Christchurch New Zealand¹⁷ and more locally in cities like City of Sydney¹⁸ and City of Melbourne¹⁹. We also have adopted guidelines from organisations like NACTO²⁰ and Austroads which support this work.

We are optimistic in how we can improve cycling participation and perception in Wollongong over the next 10 years. To achieve our goals, we will need to objectively align our priorities to projects that are strategically important to the success of cycling in Wollongong. We need to focus on improving cycling access to our largest future user groups in the short term, ensuring that we build the base participation rates within the city that promotes cycling in everyday life. In addition, we need to keep our community informed of cycling opportunities, initiatives and listen to their feedback.

We will use objective prioritisation techniques that reflect best practice, available data and current research when developing projects. This will ensure we implement our priorities, and construct projects that provide the greatest benefit to the community. Our highest priority projects will be reflected in our ongoing improvements to our Infrastructure Delivery Program (IDP).

As part of critically reviewing the successes of the Bike Plan 2014-18 it was clear many actions were not delivered. We cannot achieve our cycling vision for 2030 alone, and greater partnership, collaboration and support is needed for us to become the place to ride.

A CONNECTED COMMUNITY

Given where we are and our goals for the near future, we will rapidly expand the cycling network as quickly and as safely as we possibly can, through:

- Implement low-speed, low-vehicle traffic, low-cost mixed-traffic routes and cycling streets
- Rolling out on-road cycling routes in high-activity areas (where road space is contested), through road space re-allocation projects including opportunities to better manage on-street parking supply and demand
- Prioritising the implementation of infrastructure that connects our community and provides the largest benefit
- Strengthening cycling links within the education corridor linking UOW, TAFE NSW, the Innovation Campus, and the Wollongong City Centre
- Upgrading traffic light signals to provide appropriate priority to cyclists where cycling routes intersect.

These short-term improvements will produce long-term gains; investing in major amenity, widespread awareness and appropriate treatments for the appropriate places, and are explored further in our implementation plan.

TARGETS & MEASURING PROGRESS

We have set our vision for cycling in Wollongong and outlined the strategies and actions we will undertake to deliver that vision. This table presents our targets. They are optimistic, however if we successfully implement our strategic actions, they are achievable by 2030.

INDICATOR	BASELINE	2025	2030	DATA SOURCE	FREQUENCY
Average growth in cycling participation at key sites across the LGA	2020 surveys (pre-COVID-19)	125%	150%	Temporary and fixed counters	Biennial
Proportion of residents who rode a bike within the last week	12.90%	15%	20%	NCPS - Wollongong	Annual
Proportion of women who cycled within the past week	10.5%	12%	15%	NCPS - Wollongong	Annual
Proportion of 10-17 year olds who cycled in the past week	25%	30%	35%	NCPS - Wollongong	Annual
Proportion of new engaged riders (started riding in the past year + returned to riding after a break of over a year)	21%	30%	35%	NCPS - Wollongong	Annual
Proportion of responses reporting that cycling is better and much better in Wollongong since 2020	19%	30%	40%	NCPS - Wollongong	Annual
Number of people attending Council-held cycling events, e.g. Ride the Gong	182	400	600	measured	annual
Proportion willing to consider cycling for transport ("interested" and "cautious")	24%	35%	40%	NCPS - Wollongong	Annual
Reported serious and fatal injury for crashes involving cyclists within the Wollongong LGA over a five-year period	156	120	70	TfNSW Crash Data	Annual
Reported level of comfort (comfortable + very comfortable)	56%	70%	75%	NCPS - Wollongong	Annual
Proportion of journeys to work by bike	0.70%	1%	2%	Census	5 years
Proportion of cycling trips into Wollongong CBD	0.70%	1.50%	4%	Census; Measured	5 years
Proportion of cycling reported for transport	20.6%	22%	25%	NCPS - Wollongong	Annual
Percentage of key destinations with quality end-of-trip facilities	TBC (2021)			Measured	Annual
Percentage of state and regional road routes with an off-road cycleway or shared path	TBC (2021)			Measured	Annual
Proportion of residents living within 250m of a formal cycling route	TBC (2021)			GIS and Census data	5 years
Cycling network length	130km	+35km	+85km	Asset Database	Ongoing

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5. IMPLEMENTATION PLAN

IMPROVING BIKE RIDING – A STAGED APPROACH

The Cycling Strategy is a substantial initiative and forms a significant realignment to how Wollongong City Council approaches improving bike riding across Wollongong.

There are many strategic actions proposed through the strategy, many will take further time to plan, design and deliver. Many require funding that is unavailable. Many require action from other organisations, stakeholders and the community to be realised.

For these reasons' actions proposed within the Cycling Strategy are broken into three categories for delivery:

Short term actions

Actions projects that are to be delivered immediately, or within 2 years

Medium term actions

Actions and projects that are to be delivered within 5 years

Ongoing actions

Actions to be delivered annually, as an ongoing long-term action - such as advocacy, or beyond 5 years.

This implementation plan is a living document and will be reviewed and updated over the Cycling Strategies 10 years lifetime in line with our Communities priorities and Council's Management plan. This may include the revision of initiatives, their priority, timing and funding.

COST ESTIMATES

The implementation cost of each of the actions identified has been estimated through typical rates. Costs are displayed as either per annum (p.a.), or as a lump sum. Where significant costs are expected, such as in the delivery of key infrastructure, these will be further refined during project development and prioritisation process, they will also be showcased in Council's Infrastructure Delivery Program.

FUNDING

The Cycling Strategy sets forth actions that will be delivered over many years, many extending beyond the life of this implementation plan. To successfully implement the cycling strategy, it will take considerable support, resourcing and collaboration and Council is not able to successfully fund and implement all actions in isolation. External support will be required and may include: Federal and State government funding programs, private investment, development mechanisms and community funding. Many unfunded projects require business proposals to be further developed to justify their expense.

INFRASTRUCTURE PROJECTS

Notably, the primary barrier to cycling is the physical cycling network. Numerous actions within the strategy relate to the importance of prioritising bike routes that address the standard of our bike network. This strategy does not detail specific infrastructure projects, their design or their priority for development or delivery. Action 3.2 notes the ongoing development of the preferred network, and its priority. Council's annual planning cycle and four year Infrastructure Delivery Program is the primary mechanism for how we communicate Council's commitment to implementing the network.

Whilst developing the strategy our existing cycling network was reviewed in relation to a potential future cycling network. This potential network of separated cycleways, shared user paths and mixed traffic routes comprise over 300 potential projects amounting to over \$200 million in potential infrastructure investment.

Criteria for this initial review were developed using best practice and community feedback, allowing initial project ranking. Many high ranking projects have been reflected in changes to Councils four year Infrastructure Delivery Program. The majority of identified projects require substantial development and funding to proceed to implementation.

PRIORITY 1 - SAFE

ACTION	LEAD	PARTNERS	SHORT TERM (1-2)	MEDIUM TERM (3-5)	ONGOING	ESTIMATED COST	PRIORITY	FUNDING SOURCE
1.1 Implement the 'share the path' user behaviour campaign, including improved signage and line marking, in collaboration with partner Councils.	I&W	Local Councils, TfNSW				\$50,000 p.a.	High	Unfunded - operational
1.2 Develop and Implement projects on cycling routes with anecdotal and historic cycling related crashes.	I&W	TfNSW				refer to IDP	High	Infrastructure Delivery Program
1.3 Review and update Council's Road Works guidance. Ensuring approved road works consider the safety and convenience of people cycling. Adopting standard provisions for cyclists through temporary work zones.	I&W					NA	High	NA
1.4 Review Council's cycleway maintenance program, ensuring cycling routes are maintained for their safe use. Including sweeping, surface maintenance, line remarking, signage replacement and vegetation management.	I&W					TBC	High	Unfunded - operational
1.5 Work with the State Government to fund and deliver the safe routes to school program. Improving the ability of students to safely walk and ride to and from education facilities, including primary, secondary and tertiary education providers.	WCC	TfNSW				TBC	High	Unfunded
1.6 Work with State Government partners, including TfNSW, NSW Police and the Illawarra Shoalhaven Local Health District, in delivering cycling education programs and Council led education events like Ride the Gong.	WCC	TfNSW, Police, ISLHD, Local Councils				\$5,000 p.a.	High	Unfunded - operational
1.7 Advocate for the State Government to review national and international best practice to improve cyclist safety, participation and public perception. Including updating of design standards, implementation of safer road speeds and permitting cycling on all footpaths for all age groups unless signposted otherwise.	WCC	TfNSW, Police				NA	Moderate	NA
1.8 Advocate for increased investment of the State and Australian governments in local road safety, public transport and active transport programs.	WCC	TfNSW				NA	Moderate	NA

PRIORITY 2 - CONVENIENT

ACTION	LEAD	PARTNERS	SHORT TERM (1-2)	MEDIUM TERM (3-5)	ONGOING	ESTIMATED COST	PRIORITY	FUNDING SOURCE
2.1 Implement the regional cycling route wayfinding, signage and line marking program.	I&W	WCC, TfNSW, Local Councils				refer to IDP	High	Infrastructure Delivery Program
2.2 Develop and implement the cycling end-of-trip infrastructure program.	I&W	WCC				refer to IDP	High	Infrastructure Delivery Program
2.3 Develop and deliver high impact cycling routes that link dense residential areas to nearby employment, education, public transport and activity centres. Providing these as separated cycling facilities where possible.	I&W	WCC, TfNSW, Shellharbour City Council				refer to IDP	High	Infrastructure Delivery Program
2.4 Develop and deliver east-west cycling routes across Wollongong.	I&W	WCC, TfNSW				refer to IDP	Moderate	Infrastructure Delivery Program
2.5 Provide up-to-date information for the community, including cycling routes and end-of-trip facility maps that are inclusive and equitable.	I&W	TfNSW, Local Councils, ISLHD				\$30k	High	Unfunded - operational
2.6 Classify Wollongong City Centre as a cycling district, prioritising the design and delivery of key cycling connections to and through the Wollongong CBD.	I&W	WCC, TfNSW				NA	High	NA
2.7 Work with the State Government and transport service providers to enable people to store or take their bikes on public transport.	I&W	TfNSW				NA	Moderate	NA

PRIORITY 3 - PLANNED

ACTION		LEAD	PARTNERS	SHORT TERM (1-2)	MEDIUM TERM (3-5)	ONGOING	ESTIMATED COST	PRIORITY	FUNDING SOURCE
3.1	Develop ready-to-construct, high-value cycling projects. To be delivered as external funding becomes available to accelerate these projects.	WCC	TfNSW				refer to IDP	High	Infrastructure Delivery Program
3.2	Develop prioritisation criteria and a priority cycling infrastructure program that on its completion will result in 80% of residents living within 250m of a formal cycling route.	I&W	WCC, TfNSW				\$40,000	High	Unfunded
3.3	Develop and trial projects that re-allocate road space across the city to provide safe access for people walking and cycling.	I&W	WCC, TfNSW, community				refer to IDP	High	Infrastructure Delivery Program
3.4	Collaborate with Transport for New South Wales to deliver regionally significant cycling routes, particularly those along State and Regional road corridors.	I&W	TfNSW				refer to IDP	High	Infrastructure Delivery Program
3.5	Develop the City of Wollongong Integrated Transport Strategy and associated Supporting Documents, ensuring it clearly communicates the sustainable transport hierarchy and associated transport mode targets.	I&W	WCC, TfNSW				\$200,000	High	Unfunded

PRIORITY 4 - BUSINESS, TOURISM AND EVENTS

ACTION	LEAD	PARTNERS	SHORT TERM (1-2)	MEDIUM TERM (3-5)	ONGOING	ESTIMATED COST	PRIORITY	FUNDING SOURCE
4.1 Partner with other organisations to deliver the Unione Cycliste Internationale (UCI) Legacy Program, leveraging Wollongong's hosting role and the opportunity to be labelled a bike city.	UCI	WCC, State Government				Refer to Operational Plan	Moderate	Operational Program
4.2 Develop and deliver the Cringila Hills Mountain bike park masterplan	I&W	WCC, State Government				refer to IDP	Moderate	Infrastructure Delivery Program
4.3 Develop and deliver a multi-use criterium track within Wollongong	I&W	WCC, State Government				refer to IDP	Moderate	Infrastructure Delivery Program
4.4 Investigate and deliver formal sport, educational and recreational cycling facilities such as learn to ride facilities, pump tracks and BMX facilities.	I&W	WCC, State Government				refer to IDP	High	Infrastructure Delivery Program
4.5 Develop a framework to facilitate parkland bike tracks, and catalogue these trails in Council's cycleway mapping	I&W	community				\$10,000	Moderate	Operational Program
4.6 Collaborate with our partners to deliver regionally significant cycling tourism infrastructure such as the Grand Pacific Walk and the Lake Illawarra Shared Path Masterplan	I&W	WCC, TfNSW, State Government				refer to IDP	High	Infrastructure Delivery Program
4.7 Continue to review and update our Development Control Plan requirements for cycling infrastructure such as the provision of convenient cycling routes in subdivisions, and the provision of accessible short- and long-term cycle storage and changing facilities.	MP&E	WCC, State Government				NA	Moderate	NA
4.8 Continue to use Council's planning and policy mechanisms to encourage private sector investment in cycling infrastructure and grow new businesses around cycling.	MP&E	WCC, State Government				NA	Moderate	NA
4.9 Support and encourage cycling events. Including fun rides, off-road and closed road races, and encourage cycling in people's travel plans to and from an event.	CS	WCC, State Government				NA	Moderate	NA
4.10 Support the National Parks and Wildlife Service (NPWS) development of Illawarra Escarpment mountain bike trails, including associated infrastructure.	NPWS	WCC, State Government				NA	Moderate	NA
4.11 Support the preparation of a destination cycling campaign and a regional Cycling Tourism and Event Strategy.	Destination Wollongong	Tourism NSW, Local Councils				NA	Moderate	NA

PRIORITY 5 - INNOVATION

ACTION	LEAD	PARTNERS	SHORT TERM (1-2)	MEDIUM TERM (3-5)	ONGOING	ESTIMATED COST	PRIORITY	FUNDING SOURCE
5.1 Develop and implement innovative cycling infrastructure design solutions such as pop-up cycleways, interim facilities, shared streets and cyclist head starts at traffic signals.	I&W					refer to IDP	Moderate	Infrastructure Delivery Program
5.2 Develop and implement a best-practice cyclist data collection and evaluation program, including before and after intervention counts, annual and permanent site counting, interactive feedback mapping and annual community surveys.	I&W					\$90,000 p.a.	High	Unfunded
5.3 Collaborate with universities, supporting the development of innovative technology solutions in the cycling industry.	I&W					\$35,000 p.a.	Moderate	Operational Program
5.4 Support the development of future cycling excellence through pathway programs such as those delivered by the Illawarra Academy of Sports and explore the potential for the creation of a centre of sporting excellence.	WCC	State Government				NA	low	NA
5.5 Support educational innovation and the local pilot of the State-wide Ride Nation education program	Cycling Australia	WCC, State Government				NA	Moderate	NA

I&W	Infrastructure and Works (WCC Directorate)
CS	Community Services (WCC Directorate)
MP&E	Management, Planning and Environment (WCC Directorate)
WCC	Wollongong City Council (Enterprise Response)
DPIE	Department of Planning, Industry and Environment
ISLHD	Illawarra Shoalhaven Local Health District
Local Councils	Shellharbour City Council, Kiama Council, Shoalhaven City Council

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OUR WOLLONGONG

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Engagement Report August 2020
Draft Cycling Strategy 2030

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Executive Summary

In 2019, we asked the community to share their thoughts on how they would like to see bike riding developed in Wollongong and how we can continue to make Wollongong bike friendly for everyone.

We used this feedback to guide the development of the draft Wollongong Cycling Strategy 2030 (draft Cycling Strategy), that aims to increase bike riding participation at all levels for exercise, recreation, and transport. The draft Cycling Strategy was on public exhibition from 1 July to 17 August 2020, for the community to provide their feedback and ideas.

The community were informed about the project through:

- Multiple notices in the Illawarra Mercury throughout July and August
- Media release
- E-mail to previous participants and identified stakeholders
- An E-Newsletter to all EHQ registered participants.
- Posters were displayed in all bike shops and libraries through the Local Government Area (LGA).
- A poster was emailed to all schools requesting it be included in their school newsletter.
- Social media posts, including paid advertisement that targeted women within the LGA.
- Corflute signs promoting the engagement placed along cycle routes throughout the LGA.
- A plain English summary of the Strategy was developed and placed on the engagement website.

The community were asked through an online survey whether they supported the vision, the five priority areas of the draft Cycling Strategy (safe, convenient, planned, business and tourism and innovation). An interactive online mapping tool allowed people to 'pin' the places they ride, the places they would like to ride, where bike racks are needed and maintenance issues. Due to COVID-19 restrictions, no face-to-face engagement activities were undertaken.

254 submissions were received via the online survey, email and hardcopy. The interactive mapping tool had 151 people place 1207 pins.

Engagement on the Pilot Cycling Routes project coincided with the draft Cycling Strategy engagement and ran from 28 July to 31 August 2020. Towards the end of the draft Cycling Strategy engagement several submissions were received that provided feedback about both projects.

We received feedback from a wide range of stakeholders:

- Experienced bike riders
- Recreational riders
- Mountain bike riders

- People who commute by bike
- Cycling interest groups
- Neighbourhood forums
- Community groups
- University of Wollongong (UOW)
- State Government departments
- School advocates
- Disability advocates
- Pedestrians
- Drivers
- Private businesses.

We asked respondents to rate their level of support for the Vision and each priority area. Overwhelmingly, respondents indicated they 'strongly supported' or 'supported' the draft Cycling Strategy and all priority areas.

A overview of the main themes of community feedback is as follows:

Safety

Feedback indicated that safety is a key issue for respondents. Many stated that the safety of all people, whether they are driving, riding, walking or using other means of transport on or off road needs to be ensured. Education was recommended to support better relationships between pedestrians, bike riders and drivers and increased wayfinding and safety signage was noted as an important element to improve safety.

The Bike Network

Respondents noted that working collaboratively with local groups, the State Government and UOW is important for the design and implementation of a bike network. Feedback also highlighted the need to improve bike infrastructure to link with public transport.

Mountain Biking

The inclusion of formalised mountain bike trails was raised as an action that would provide an opportunity for increased bike tourism. Some respondents had concerns about the impact on residents and that commitment to resources would go to tourist routes rather than commuting and recreational routes for residents.

Planning and Feedback

Some respondents were concerned about including 'Planned' as a priority area as they felt that implementation could be severely delayed by ongoing planning. It was noted that Council's ongoing commitment to resources and transparency is needed, with requests made to continue to include community members and stakeholders in the design and implementation phases.

Mapping and Locations

Respondents used the interactive mapping tools to provide information about commonly used locations, desired locations, maintenance and safety. Feedback indicated a need for more bike racks at key locations, such as shops, community centres, parks and public transport.

Other themes from the feedback focussed on; encouraging people to ride, access, health and environment benefits, reporting issues, use of technology, resourcing and opportunities for events.

Background

In 2013 Council adopted the Wollongong City Council Bike Plan 2014-2018. Since then we have spent over \$20M on cycleways and related projects. Some \$16M of this has been on major projects including the Wollongong Harbour Heritage Walk, the Grand Pacific Walk and the Blue Mile shared path. There has been a further \$4.8M on local projects and design. We have built, renewed and repaired 27km of shared paths and cycleways across the city, installed 70 bike racks and built a bike repair station at North Wollongong beach.

The development of the draft Cycling Strategy included the review, update and realignment of the existing Wollongong City Council Bike Plan 2014-2018. The draft Cycling Strategy sets a 10-plus year vision for the city and reflects the goals in our Community Strategic Plan - Wollongong 2028.

Comprehensive community engagement informed the development of the draft Cycling Strategy. Engagement occurred from 28 October to 9 December 2019, with a high level of community input through a variety of communication methods including postcard distribution and signage across the cycleways. Engagement occurred through an online survey completed by 429 community members and three information stands.

On 29 June 2020, Council endorsed the draft Cycling Strategy to be placed on public exhibition from 1 July to 17 August 2020. Phase two of engagement was undertaken to share the draft document with the community and invite feedback on the vision, priority areas and actions.

Stakeholders

Stakeholders identified and engaged prior to the commencement of the engagement period included:

- Cycling groups
- Schools
- Neighbourhood forums
- Walking, Cycling and Mobility Reference Group
- Previous engagement participants

Methodology

A project page published on Council's Engagement HQ website on 1 July 2020 provided the draft Cycling Strategy, Bike Plan 2014-2018, National Cycling Participation Surveys 2019 and 2020, Frequently Asked Questions, Important Links, survey tool and an interactive mapping tool.

The public exhibition of the draft Cycling Strategy was advertised through a number of engagement methods including:

- Multiple notices in the Illawarra Mercury throughout July and August

- Media release
- E-mail to previous participants and identified stakeholders
- An E-Newsletter to all EHQ registered participants.
- Posters were displayed in all bike shops and libraries through the Local Government Area (LGA).
- A poster was emailed to all schools requesting it be included in their school newsletter.
- Social media posts, including paid advertisement that targeted women within the LGA.
- 28 corflute signs promoting the engagement placed along cycle routes throughout the LGA.
- A plain English summary of the Strategy was developed and placed on the engagement website.

Feedback was invited through an online survey, an interactive mapping tool and through extended written responses.

Some community members found the mobile compatibility of the mapping tool difficult to use. Those that contacted the Engagement team were offered alternative methods to provide feedback. A plain English summary of the draft Cycling Strategy was requested and developed and placed on the engagement website.

Results

This section of the report provides details on participation in the engagement activities (Table 1), the online participation summary (Table 2) and the level of support for the draft Cycling Strategy's Vision (see Table 3). The level of support for each of the priority areas is shown in Table 4.

Engagement Participation Results

Table 1: Engagement participation results

Engagement activity	Participation
Engagement website survey tool	198
Email submissions	50
Hard copy submissions	6
Interactive map tool	151 people placed 1207 pins

Online Engagement Results

Table 2 presents the usage statistics for the project page on the engagement website.

Table 2: Summary of online participation

Measure and Explanation	Usage
Unique Site Visits – Total number of visits to the project page	3750
Aware – Total number of users who viewed the project page	2759
Informed – Total number of users who opened a hyperlink or read a document	1803
Engaged – Total number of users who have actively contributed to the project via the project page	349

We asked the community to what extent they supported the Vision for cycling.

Table 3: Do you support our Vision for cycling?

Options	Responses
Strongly support	163
Support	26
Neither support or oppose	4

Oppose	6
Strongly oppose	9

Table 4: Support for priority areas

The online survey asked the community to indicate their level of support for each of the five priority areas of the draft Cycling Strategy.

Priority Area 1: Safe		Priority Area 2: Convenient		Priority Area 3: Planned	
Strongly support	160	Strongly support	154	Strongly support	157
Support	28	Support	28	Support	27
Neither support or oppose	5	Neither support or oppose	10	Neither support or oppose	12
Oppose	3	Oppose	6	Oppose	3
Strongly oppose	8	Strongly oppose	4	Strongly oppose	5

Priority Area 4: Business & Tourism		Priority Area 5: Innovation	
Strongly support	140	Strongly support	137
Support	30	Support	32
Neither support or oppose	20	Neither support or oppose	20
Oppose	8	Oppose	5
Strongly oppose	5	Strongly oppose	6

Priority Areas 1: Safe, 2: Convenient and 3: Planned were either 'supported' or 'strongly supported' by the majority of respondents. Priority Areas 4: Business, Tourism and Events and 5: Innovation were 'supported' or 'strongly supported' by the majority of respondents. A greater proportion said they 'neither supported or opposed' Priority Areas 4 and 5, compared to other priority areas.

Feedback themes

Several key themes were raised throughout the feedback on the Vision and Priority Areas. They are summarised below:

Feedback on the Vision

Feedback about the Vision was mostly very supportive.

Creating a culture that values bike riding was seen as important. Respondents praised and offered support for the Vision with comments that it is 'comprehensive', 'inclusive' and 'a great start'. It was noted that increasing cycling will have a positive impact on our local economy, environment and the health of community members.

Submissions suggested improvements could be made through better planning and design, with requests made for cycling developments at specific sites. Suggestions were made for further ways to fund cycle routes. Questions were raised around the implementation plan and the process for reporting on the Bike Plan 2014-2018.

Some respondents said they didn't support the Vision, as they felt the language was 'clunky' and that it needed to be more ambitious.

Safety

Ensuring the safety of cyclists, vehicles and pedestrians was a key theme of the feedback.

Areas of feedback included:

- Danger of shared paths for pedestrians and bike riders
- Danger of shared on-road routes for bike riders and drivers
- Poorly maintained bike paths
- On-road bike routes that are in high traffic areas
- Lack of line markings on roads
- Poor visibility
- Infrastructure issues such as narrow paths, pedestrian refuges, steep kerbs, kerb blisters and path obstructions.
- Examples were given of existing and future sites that are deemed unsafe
- Roundabouts
- Magpies swooping
- Sprayed blue metal
- Concern for people with disability, older people and people using prams on share paths
- The draft Cycling Strategy prioritises cycling over all other forms of transport
- Older people were not considered in the development of the Plan

Proposed safety measures included:

- Lower speed limits to 30km/hour
- Bike routes separate to pedestrians and cars
- Infrastructure that promotes active transport among children, women and adults
- Wider on-road and off-road paths
- Regular and planned maintenance of vegetation and paths

- Improving safety and wayfinding signage
- Painted markings on road and share paths
- Speed limits for bike riders in spaces shared with pedestrians
- Improved road markings on roundabouts
- Considering water drainage
- Management plans for work sites should include bike safety measures
- Up-to-date bike network maps
- Obstacle free routes
- Seamless connections between concrete slabs
- More education and enforcement of the rules of the share path
- Regular audits of paths during all seasons and times of day
- Development applications to mandate bike infrastructure in all new developments, including sub-divisions.
- More safe crossings across busy roads (including state roads) and around schools
- Prioritise pedestrians and bike riders over vehicles in school zones
- Improving bike infrastructure on public transport and making bus and train stations bike friendly.
- Bike-only routes on specific days and times

Establishing safe school routes was seen as a high priority in the implementation of future cycle routes. Respondents shared that riding to school would support positive child development and health and that the infrastructure built to support the school community would be of benefit to the whole community. Others requested that partnerships are formed with educational settings to deliver programs such as the Ride Nation and Safe Routes to Schools programs.

Encouraging active travel to school is an opportunity to influence lifelong healthy and sustainable habits of children and families

Attitudes, Awareness and Promotion

Education and the need for a cultural shift to value all modes of transport on shared paths and roads was identified. It was acknowledged that drivers (including bus and truck drivers), riders and pedestrians all need further education around using shared spaces and what the safety issues are. It was suggested that people who ride should; be aware of the rules on the road and shared paths, be accountable for unsafe riding and understand safety measures for the road and shared paths (e.g. wearing bright visible colours, riding at slow speeds and using their bell on share path). It was suggested that drivers should; learn about sharing the road with bikes while they are a learner, be educated about the rights of bike riders on the road and rules of sharing the road with a bike. It was suggested that pedestrians are educated about the rules of using

shared paths and understand safety risks and measures they can put into place. It was suggested that people riding on the road should have to follow the same rules as others and that bikes should be registered and insured.

It was widely recognised that a bike network that is safe and convenient with good end-of-journey facilities will increase riding participation. Respondents indicated the increased uptake of bike riding during the COVID-19 pandemic was positive and should continue to be built upon. Some concerns were raised that the large investment of the draft Cycling Strategy and its implementation is for a small group of people and that the target for people riding to work was too ambitious.

Suggestions to promote bike riding include;

- Promoting cycling to children, young people and families and targeting underrepresented groups (multicultural and refugee communities, students, women, older people) with promotions to encourage participation and promote cycling as a family activity.
- Promoting events, new tracks and routes and infrastructure to the local community
- Incentives to buy e-bikes and cargo bikes as well as subsidised rentals
- Businesses that offer memberships and rewards point to those that ride
- Workplace salary sacrifice to purchase bikes and bike equipment
- Collaborating with other organisations (e.g. State Government and UOW) and interest groups in the Cycling Strategy's design, implementation and monitoring.
- Promote bike riding through schools
- Bike hire
- Community riding programs and initiatives (for example The Ride Nation and Make Do Ride)
- Use a bike riding logo that includes a person on a bike
- Stay Upright training
- Promote health and social benefits to bike riding
- Council to review best practice of other countries that have high levels of riding participation
- Council to procure a fleet of bikes to be used by staff during work hours and encourage other employers to do same.
- Continue to include community in the design and implementation of the draft Cycling Strategy
- Integrated urban greening
- Planned approach to traffic calming LGA wide
- Ensure access for all types of bikes including tricycles

Questions were asked about the transparency and make-up of the Functional Cycling Group and how businesses can work with Council in the implementation of the Cycling Strategy, once endorsed. Some respondents spoke of promoting bike riding as a method of transport while another respondent asked why we need to encourage more people to ride. The example of Berlin cycling commuters, mentioned in the draft Cycling Strategy, was not considered practical for Wollongong by some respondents. A proposal was made for a bike riding research project,

recruiting community members who commute (or wish to commute) to schools, work or the shops to determine the barriers they face.

Bike Network, Infrastructure and Traffic

Some suggested that the draft Cycling Strategy needs to be more ambitious, with a commitment to building a greater number of kilometres of bike paths over a shorter period. Feedback indicated that having a thorough understanding of who is riding, where to, and for what purpose was important, as was recognising that access to bike routes is an equity issue. Ensuring the Cycling Strategy is integrated with other Council plans was discussed.

Suggestions for network and infrastructure include;

- Cycle routes that are wide and separated from pedestrians and cars
- Well connected to trains stations, schools, hospitals and health services, shops, suburbs, UOW's multiple campuses, the coast and Lake Illawarra.
- Improved East-West routes
- Unbroken coastal bike route
- Include mountain bike infrastructure into the draft Cycling Strategy
- Bike carrying infrastructure on public transport
- Better planning to avoid choke points (large lips)
- Planned and prioritised maintenance of bike routes
- Network that is easily accessed, integrated, visible, safe and unbroken
- Ensure bike network is convenient for residents
- 'Arterial' routes or 'bike riding superhighways' that link to major bike paths, education, workplaces and facilities.
- Allow bikes to ride through the Mall at slow speed to support retail and hospitality
- Develop UOW into a bike riding hub and improve connections between the UOW campuses and throughout the CBD and suburbs.
- Develop rail trail throughout the LGA and link to neighbouring LGAs
- Planning should not be at the expense of action
- Holistically planned bike and transport network is important
- Bike routes span the whole LGA
- Include community in design and implementation of the network
- Collaboration with other government and non-government bodies
- Include public transport bike infrastructure
- Speed up construction times
- Flexible planning to evolve and grow as needs of the community change
- Increase pop up bike routes and short-term low-cost infrastructure
- Commit to using minimum 30% recycled content in construction
- Remain committed to Cringila Hills precinct
- No need to re-invent the wheel when planning – consider international best practice

Some respondents raised concerns about specific future routes and Council's pilot cycling routes. Others suggested alternate future routes. Multiple suggestions were made about areas of bike network that require new connections or improved connections – for safety reasons and to accommodate for visitors.

Paths must be complete and lead ALL the way to popular destinations. Cycle paths cannot be piecemeal or patchworked.

Ensuring end of journey facilities are easily accessible, visible and secure will make a significant impact to the convenience of riding a bike. Resources for all types of riders need to be considered. The following journey resources were suggested;

- Bike repair and water refill stations in accessible locations
- E-bike charging stations
- Secure and accessible bike storage
- Bike storage for non-traditional bikes
- Bike storage at transport hubs and on public transport
- Bike parking at all Council events
- Bike parking at the start of escarpment walking trails
- More bike parking in the Mall
- Council to encourage employers to provide bike storage, showers and lockers

The need to ease traffic was discussed, suggesting that collecting feedback and data regarding riding in Wollongong and understanding the impact to road traffic is useful to inform future projects and seek funding opportunities. More people cycling will reduce the number of cars on the road and dedicated cycle routes will mean bikes and cars are not competing for the same road space. It was acknowledged that in making bike riding more convenient, it will inevitably make driving less convenient.

Health and Environment

Respondents were supportive of the draft Cycling Strategy as a way to make Wollongong a place to live that is healthy (physically and mentally) for the community, sustainable for the environment, promotes active transport, reduces the number of cars on the road and is a leader in climate change adaptation. Others stated they support healthy lifestyles, though expressed concern about the amount of concrete used in construction and the impact of informal mountain bike trails on the escarpment. A request was made for more shade trees around cycleways. Some suggested that the draft Cycling Strategy should have a greater emphasis on public health benefits and liveability.

Recreation, Tourism and Mountain Biking

It was recognised that bike riding is an opportunity for recreation and to increase tourism. It was suggested that the draft Cycling Strategy should be more ambitious regarding tourism.

Respondents shared their hopes of a commitment to increasing tourism, while others believe bike transport for residents should be the focus, not tourism. It was thought that increasing tourism through improved bike infrastructure will have a good impact on the local economy. A request was made for profits of large-scale events to be used to support community events and programs.

Ideas to support tourism include;

- BMX race and pump track
- Bike hire
- More formalised walking trails
- Promotion of bike and walking routes
- Create bike routes of interest such as the wonder walls public art project
- Development of a Mountain Bike Strategy
- Improving coastal and mountain biking routes
- Sustainable tourism
- More on-road and mountain biking events
- Development of hubs that allow bike riders, skateboarders and roller skaters of all abilities to come together and interact in a community space.
- Development of rail trails
- Bike routes needed to/around Port Kembla, the Botanic Gardens, Lake Illawarra and the escarpment.
- Infrastructure that includes public transport options for bikes, detailed and up to date maps that contain information about local history, Aboriginal culture, cafes, bike hire options and other businesses.
- Eco-accommodation on the escarpment
- Bike hire available for cruise ships at Port Kembla
- UCI Road Championships and legacy program a great opportunity

Concerns about tourism included; the impact on already busy shared paths and roads, current bike riding infrastructure is not suitable for tourism, the impact of tourism on locals, the effect on the environment and climate change and that the priority should be a bike network for commuting locals rather than visitors. It was felt by some that the negative impacts of tourism will far outweigh the profits made by a small group. Concerns were raised that visitors to the CBD wouldn't want to ride in this area due to lack of infrastructure and closed businesses. It was felt that there is a lack of parking in the LGA and that this would have a negative impact on tourism. Concern was raised around the development of mountain bike trails throughout the escarpment as consideration of Special Areas under Water NSW Act and Regulations and an assessment under NSW Environmental Planning and Assessment Act 1979 would be needed.

Technology

Ideas from the community included;

- An app that provides information about road closures and helps people choose riding routes/tracks based on their ability and needs
- E-bikes and E-Scooters and how to ride programs
- Automatic green bike rider lights at intersections
- Solar lighting systems
- E-bike library in collaboration with bike stores
- Bike and E-bike hire and charging stations
- Tourist riding passports
- Infrastructure construction from 100% recycled materials
- Street art along bike routes
- Bike infrastructure on public transport
- Examples of innovative bike storage
- Use of Opal card to access bike lockers and storage
- Learn to ride programs for underrepresented groups
- Small businesses and bike shops need to be encouraged to provide innovations to support bike riding, with an example given of a café who are investigating solar powered E-bike charging and pop up bike repair stations.
- Upcycling of second-hand bikes through social enterprise
- Auto-counters for pedestrian and bike riding counts
- Incorporation of recycled materials into construction
- Use of Strava heat maps (though not necessarily representative)

I would like to see a recycling initiative or social enterprise around second-hand bikes and refurbishing. This could include employment opportunities for under or unemployed persons.... Not everyone can afford a bike, but they may be able to afford renting a bike.

Feedback on specific Priority Areas

Priority Area 1: Safe

Priority Area 1: Safe	
Strongly support	160
Support	28

Neither support or oppose	5
Oppose	3
Strongly oppose	8

It was suggested that the draft Cycling Strategy should focus on making riding a more viable mode of transport rather than improving facilities for scenic riding. Others stated the need to set higher targets in the draft Cycling Strategy.

Reporting issues

Being able to report unsafe behaviour and maintenance issues through easy and effective methods with a fast resolution was seen as important. Some suggested that the community should be encouraged to report dangerous behaviour and incidences to help build a database. Community awareness campaigns to report bike riding hazards were suggested.

Priority Area 2: Convenient

Priority Area 2: Convenient	
Strongly support	154
Support	28
Neither support or oppose	10
Oppose	6
Strongly oppose	4

Although strongly supported, some concerns were raised about this priority area in the feedback, including;

- Concerns about residents, pedestrians and vehicles using the same paths
- Questions regarding the implementation of this priority area
- It was felt that Council's words would not be followed by meaningful action
- A small group of people to benefit and that riding convenience will be at the expense of other community members.
- Traffic flow concerns
- Development application concerns
- Reallocation of road space concerns
- Council's other competing resource priorities
- Language used 'sustainable' and 'well integrated' doesn't necessarily mean convenient
- Support the priority but aren't sure that the Plan reflects convenience
- Plan needs to consider convenience at a more thorough level
- Priority area is more about encouraging recreational riding and less about developing a convenient network.

One respondent shared thoughts about the convenience of a car compared to a bike and discussed that riding to the shops will never be convenient for many people. Examples of areas of Sydney where high-density residential building have minimal car spaces were shared. Other respondents stated that active transport is important for health, and to reach carbon emission targets cars will need to be phased out and the draft Cycling Strategy will support this.

Priority Area 3: Planned

Priority Area 3: Planned	
Strongly support	157
Support	27
Neither support or oppose	12
Oppose	3
Strongly oppose	5

Requests were made for trials of planning principles such as tactical urbanism, Dementia by Design, Smart City planning methods and the incorporation of placemaking principles into planning and design, with data and feedback gathered to inform future planning. Concerns were raised around Council's ability to plan and the importance of having a good understanding of who we are planning for (i.e. recreation or commuting). A question was asked about why planning is a goal and suggested that actions should be the goal. Another respondent stated that they support the priority area but don't believe that the draft Cycling Strategy reflects the priority.

Concerns were raised about reducing on-street parking in residential and business areas. The ability of Council to resource, fund and maintain commitment to the implementation of the plan was also raised as a concern. It was requested that bikes not be allowed in residential and beachfront areas. It was also requested that the implementation plan document for the Cycling Strategy be made available to the public, to ensure transparency. It was suggested that the interactive map could be useful in monitoring and future planning.

Priority Area 4: Business and Tourism

Priority Area 4: Business & Tourism	
Strongly support	140
Support	30

Neither support or oppose	20
Oppose	8
Strongly oppose	5

Other considerations

Suggestions were made for;

- More skate parks in the LGA
- For all goals in the draft Cycling Strategy to have set targets
- Bike riders to have right of way in the CBD and suburbs
- More focus on the coastal routes
- Less focus on the coastal routes

While most people supported the priority area, some concerns were raised. These included comments about local bike clubs not being inclusive, how Council will resource and fund implementation of the draft Cycling Strategy, safety for drivers commuting with increase bikes on roads, and that sustainability should be the top priority. Concern about the ability of the draft Cycling Strategy to address and implement bikes as an effective mode of transport was discussed, with the suggestion that a separate plan be developed to address bikes as transport and commuting. A respondent shared that good bike infrastructure improves equity in the community which improves autonomy. A respondent said this priority is a distraction and the focus should be on developing direct routes into the CBD that can be built quickly.

Local economy

Many acknowledged that attracting tourists who ride (including mountain biking) will stimulate the local economy. Opportunities could include events, coaching, food, accommodation, shuttle bus hire and local attractions and specific suggestions were provided. Examples were provided of other towns who invested in bike infrastructure and saw a great boost to their local economy. A suggestion was made to dedicate a portion of profit from any large-scale events back into bike infrastructure and community programs. Other feedback outlined concerns that businesses would not profit from bike tourism and that although businesses may benefit from bike tourism in the long run, they shouldn't be expected to contribute or invest for the short term. Employment opportunities that may arise for the Aboriginal community through consultation and development of formal mountain bike trails through the escarpment were discussed.

The thing with mountain bike tourism is mountain bikers have disposable income and they are happy to spend. They eat in cafes, stay in Airbnb's, repair bikes in local shops, pay for shuttles and guides.

Priority Area 5: Innovation

Priority Area 5: Innovation	
Strongly support	137
Support	32
Neither support or oppose	20
Oppose	5
Strongly oppose	6

Some believe that innovation will support the implementation of the planning and safety priority areas of the draft Cycling Strategy. It was suggested that innovation is needed to plan for bikes as transport. It was requested that Council should facilitate a pop-up cycling grants program, and some respondents offered to volunteer to support Council with the implementation of the draft Cycling Strategy.

Though most people supported the priority area, some concerns were raised, including;

- Informal mountain biking on walking trails
- Innovation for a small group (of bike riders) should not be at the expense of local community members and road and share paths users.
- People who ride their bikes on the road should 'pay taxes'
- Concern about innovation being a priority area
- Risk that best practice and 'common sense' will be ignored in the search for innovation

Innovation is fine but the priority should be the establishment of a comprehensive cycleway system built to the highest possible standard.

Other Feedback

The suggestion was made to involve artists and designers who push boundaries to come up with innovative solutions. Acknowledging that COVID-19 and climate change are changing behaviour and beliefs around bike riding, Council was encouraged to continue to support this change of behaviour. It was acknowledged that a cultural shift towards bike riding needs to occur where riding is an accepted form of transport, however concern was raised that although the draft Cycling Strategy outlines a transport hierarchy, that Council's priority continues to be vehicles.

Offers of support to be involved with design and planning were made. A suggestion was made to consider the Australian Bicycle Councils Framework for Cycling Communication in relation to the Plan.

Resourcing

Concerns were raised about how the implementation of the draft Cycling Strategy will be resourced and about how committed Council will be to ensuring continuing implementation of actions. The resourcing and commitment to a formal mountain bike network was discussed and a request was made to resource this adequately. One respondent expressed hope for an improvement on the implementation of the previous Bike Plan. Others requested quick implementation of actions, for maintenance to be a priority and for the staff who design bike infrastructure to ride around the area to understand the safety concerns and disconnection of the network. Many offered volunteer support.

Concerns

Concerns included;

- Plan is not ambitious enough
- Targets need to be increased
- Target set for student (including adult student) travel
- Setting targets with 'number of' rather than percentages
- Bikes should be on highways and not along the coast
- High resource investment for a small group of people
- Access for people with disability
- Reallocation of road space resulting in reduced parking
- Concern around creation of one-way streets
- Draft Cycling Strategy fails to consider issues of traffic, parking, residents and businesses
- Council has not learnt from past mistakes regarding the need to separate bikes, pedestrians and vehicles.
- Disappointment about the few actions of the bike plan that were implemented
- This draft Cycling Strategy does not consider families who might have a parent pushing a pram with a child riding a bike alongside.
- Community were not adequately engaged with in the development of the draft Cycling Strategy
- Bike riding interest groups lobbying for specific requests
- Plan does not address bike riding as an alternative method of transport.

Requests were made for;

- Outcomes of the previous Bike Plan
- Continue to engage the community with its implementation
- More information about the Functional Cycling Group
- Plan to manage hills and busy roads

Take whatever cycle path network km distance goal you currently have and double it, make ALL streets apart from Memorial Drive, Princes Hwy and the Motorway 40 km/h zones. Then you'll have a truly ambitious strategy. Then build it all.

Mapping Results

An interactive map on EHQ provided the community with an option to share their experiences and requests for bike riding in our city. The map covered the Wollongong LGA and identified: cycling routes proposed to be investigated over the next four years; a suggested future cycling network and the existing cycling network.

151 people made 1207 submissions via the online interactive map tool. This visual tool proved to be popular as respondents were able to identify locations on the digital map, place pins, make comments and attach photos.

We asked the community to tell us: where you ride; where you would like to ride; any areas that need maintenance; where we need more bike racks; and any other comments. The data from the interactive map will be reviewed in detail by the Project Team. The information and feedback will inform future cycling programs and infrastructure.

A summary of the responses for each pin category have been themed and appear below.

Where I ride

355 pins were placed for this category:

Facilities

- Schools
- Shops and shopping centres
- Cafes
- Train stations
- UOW
- Tafe
- Hospitals
- Swimming pools
- Workplaces
- CBD
- Bowling Clubs

Points of Interest

- Hill 60
- Beach
- Mount Keira
- Botanic Gardens
- Lake Illawarra
- Northern suburbs and Lawrence Hargrave Drive
- Parks and sporting fields
- Coastal route
- Port Kembla laneways

Improved infrastructure and network

- East – West links connecting suburbs to existing network
- More shared paths
- Better connections as places where bike path stops
- Separate off-road routes
- Narrow bridges
- Better town centre infrastructure
- Safe crossings at busy roads
- Direct routes needed
- Narrow roads with no share path dangerous
- More separate on road routes
- Develop rail trails for clear north – south route away from coastal route
- Better planning for bike commuting
- Routes that avoid steep hills
- Formalise popular informal routes

Safety

- Slow streets of 30km/hour speed limits for vehicles
- Maps outlining routes
- Wider paths
- Signalised bike crossings
- Pedestrian blisters and other obstacles create barriers for bike riders
- Don't put bike routes in parking zones
- Prioritise regular maintenance including vegetation maintenance
- Busy routes that have many junctions, cars, pedestrians but no off-road alternative
- More safety signage for on and off-road riding
- Improve safety of females riding alone
- Improve safety of infrastructure – not smooth, too steep.

- Traffic calming measures needed
- Improved safety measures on roundabouts
- More lighting
- Automated pedestrian traffic lights
- Kerbside fencing needed in particular areas
- Installation of kerb ramps needed

Where I would like to ride

395 pins were placed for this category:

Facilities

- Schools
- Suburbs to the beach
- Work
- Wollongong CBD
- Around suburbs, better east-west connections, better connections between suburbs
- Train stations connected to coast and town centres and overpass across train lines
- Library
- Services
- Shops and shopping centres
- Businesses
- Sport fields
- Through the Mall
- Through southern suburbs
- From CBD to suburbs and vice versa
- Cafes
- Parks and playgrounds
- UOW connected to campuses, coast, suburbs and CBD
- Tafe
- Through town centres
- Bike shops

Points of interest

- Around Lake Illawarra
- Around King George V Oval
- Lawrence Hargrave Drive and northern suburbs
- National Park
- Through Botanic Gardens
- Otford Tunnel link
- National Park

- Regulated bike races on Avondale and Marshal Mount Roads
- Formalised mountain bike trails
- Better connections on coastal route
- Showgrounds
- Escarpment links to suburbs
- Nan Tien Temple
- Mount Keira

Improved infrastructure and network

- Easily accessed from suburbs
- Formalise popular informal routes
- Widen on and off-road paths
- Better connections
- Better design for infrastructure to avoid sharp and steep angles
- More train line crossings
- Speed up implementation
- Avoid planning steep routes or routes with stairs
- Develop rail trails through whole LGA connecting into neighbouring LGAs
- Widen bridges that are too narrow
- Collaboration with Transport for NSW
- Allow bike riders to ride on one-way streets

Safety

- Dangerous intersections
- More safe crossings
- Separate on and off-road bike lanes
- Widen all on and off-road paths
- Bike priority in some areas
- Traffic calming measures needed
- Prioritise regular maintenance including vegetation maintenance
- Reduce speed limit to 30km/hour around schools
- Need to improve access for riders of all level and ability
- More safety and wayfinding signage for on and off-road routes
- Up to date bike route map
- Ensure paths are obstacle free
- More crossings around schools
- More share paths around schools
- Children and pedestrians have right of way on footpaths in residential areas
- Unsafe junctions around schools
- Safe creek crossings needed

Maintenance issues

143 pins were placed for this category:

Upgrade

- Make it pretty
- Upgrade the surroundings
- Plant more trees along routes
- Create smoother connections
- Ensure drainage adequate for flood prone areas
- Ensure infrastructure is not too steep and that angles are safe for bikes
- Improved connections with UOW
- Damaged infrastructure, potholes, slippery paths.

Safety

- Widen paths
- Increased lighting
- Maintain vegetation
- Prioritise regular maintenance
- Remove obstacles from paths
- Ensure crossings are safe
- Ensure adequate space for bike riders
- Choke points and pinch points
- Improved visibility and line of sight
- Increase safety and wayfinding signage on paths

Where I would like a bike rack

130 pins were placed for this category:

Key Locations

- Services
- Libraries
- Community Centres
- Pools
- Post Offices
- Hospital
- Crown Street Mall e.g outside Glass Alley
- Warrawong Plaza
- Main suburbs
- Shopping Mall Entrances
- Near supermarkets, shops and cafes

- At the end of bike paths to park
- Gyms
- Arts Precinct

Specific Locations

- Coal Services Entry
- Windang Bridge
- Cathedral
- Eco Centre Stanwell Park
- Golf Club

Parks and Reserves

- Hollymount
- Lang Park
- Nature reserves
- Puckeys Estate

Public transport

- Bus stops
- Free shuttle bus stops
- Train stations
- Partner with Transport for NSW

Beaches and rock pools

- All rock pools
- Fairy Meadow SLSC
- For surfers
- Offer locks for kayaks and dinghies as well

Improve bike racks

- Use rails, not racks
- Use inverted U racks
- Improve security e.g. bike sheds, bike cages, bike lockers and security cameras
- Improve their aesthetic and have artistic looking ones
- Make sure they are in public and highly visible places

Improve bike rack installation

- Provide enough space (example of bike rack wedged between bins near Crown Street Mall mentioned multiple times)
- Make sure they are facing the right direction e.g. not pointing downhill

- Combine racks with existing seating
- Make them more accessible

Encourage usage

- More in the city and at the hospital for ride to work
- Make them more secure and more people will ride to their destination

Other feedback

185 pins were placed for this category:

Safety

- Memorial Drive unsafe
- Need for bike routes separate from pedestrians and vehicles
- Bike routes too narrow
- Dangerous intersections
- More traffic calming measures
- Concerns about busy share paths with confusing signage
- Safer crossings around schools
- More wayfinding and safety needed for on and off-road routes
- Ensure bike routes are obstacle free
- Prioritise regular maintenance of on and off-road bike routes
- Reduce speed limits of vehicles
- Improve lighting
- Cycle boxes in front of vehicles at traffic lights

Improve infrastructure

- Smoother connections
- Steep and sharp infrastructure unsafe and needs to be rebuilt
- More safe crossings that prioritise bike riders
- Safer intersections needed
- Painting a bike on road is not a safe way to develop a bike route
- Don't put bike lanes in parking zones
- Alternative routes for areas congested with pedestrians suggested
- Add bike passage to pedestrian crossings
- Need more safe crossings for busy roads
- Concerns about impact of putting bike routes through areas with flora and fauna
- Narrow bridges unsafe for bike riders
- More bike maintenance stations needed
- Secure bike infrastructure at train stations
- Formalise popular informal bike routes

- Plan less steep bike routes
- On road squeeze points
- E-bike charging stations needed
- Wider on and off-road bike lanes
- Add missing bike route connections

Encourage more people to ride

- Make popular routes safer for younger and older riders
- Prioritise bikes over vehicles
- Allow bikes to ride both ways on one-way streets
- Up to date bike route maps
- Include street art along routes
- Promote bike riding events on signage when entering LGA

/END/



We asked... for your feedback on the draft Cycling Strategy 2030



You said...

Include more details about safety

Include more details about how safety for all shared path and road users will be addressed.
Include details about safer behaviour. There should be safe separation between cyclists, pedestrians and other traffic.

Make cycling more convenient

Bike routes should cater for all members of the community, leading to, through and around locations like schools, shops, parks, pools and beaches including safe road crossing points. Provide better bike route information. Improve wayfinding signage, line marking and mapping.

Increase bike security

Secure bike parking and bike storage are important factors when deciding to ride. Provide details about how secure bike parking and bike storage will be addressed in the final Cycling Strategy.

Increase data collection and research

The community would like to see greater emphasis on data collection and investigation and research partnerships in the future so changes to rider participation can be measured.

Use inclusive language

A plain English summary of the draft Cycling Strategy is needed. The community would like to see more inclusive language used in the final Cycling Strategy so people with different literacy levels can understand it.

We did...



The draft Strategy has been revised

We have included actions to improve education, messaging, our shared user path education program (Action 1.1), improve rider participation and safety programs (Action 1.6). We will prioritise separated cycling facilities in our delivery program (Action 2.3).

We will improve convenience for all levels of cyclists

We will prioritise bike routes that improve access to, through and around key destinations (Action 2.3, 2.6). We have added projects to install, upgrade and remark our shared path and cycling network and plan to update Council's cycling mapping in 2021 (Action 2.1).

We will increase investment in bike security

Based on your feedback we have increased the budget for more bike racks in better locations (Action 2.2). We will advocate for better bike storage and access at key train and bus stops (Action 2.7).

We will increase data collection and research

We have included actions (Action 5.2, 5.3) to support more data collection, evaluation and collaboration. We will measure changes our projects have on rider participation through the life of this strategy.

We will use inclusive language

We included a Plain English Summary of the draft on the website at the start of the Engagement. Based on your feedback we will ensure more inclusive language is used in the final Strategy document making it a Cycling Strategy for everyone.