

Transport
for NSW



Active Transport Strategy



Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.

Starting with Country

Like all our projects, the design of our walkable and rideable streets and roads, should start with Country. This involves acknowledging and celebrating Country while working actively to address the disadvantages faced by Aboriginal people.

The NSW Government has developed a [Connecting with Country Draft Framework](#) for developing connections with Country that can inform the planning, design and delivery of built environment projects across NSW. Through these projects, we commit to helping support the health and wellbeing of Country by valuing, respecting, and being guided by Aboriginal people, who know that if we care for Country – it will care for us.

Transport will embed Country into future walking and cycling projects, including working with Aboriginal communities and Local Aboriginal Land Councils to develop appropriate visual acknowledgements of Country along future walking and cycling routes.



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Children independently making their way to school.



Minister's foreword

Following the release of the NSW Government's **Future Transport Strategy**, I am pleased to present the **Active Transport Strategy** which outlines our commitment towards delivering safe and connected walking and cycling outcomes for the people of NSW.

Our State, our cities and our towns are ancient places. For only one per cent of the time that people have called the land we call New South Wales home, have there been cars.

For tens of thousands of years, Aboriginal and Torres Strait Islander people have travelled the songlines across Country on foot between important sites, allowing for great care and respect for the land. In the 18th and 19th Centuries, walking was often the only available means of travelling for most people between towns. In 1895, Australia's first club for female bike riders was founded in Sydney. In 1901, up to ten per cent of journeys to work in Sydney were by bike. By that year there were approximately 200,000 bicycle riders in Australia – and just 20 cars in NSW.

Yet the entire fabric of our cities, towns and neighbourhoods has been transformed and oriented around the car. Our rich history of active transport has been lost. Cities exist where people come together – yet if we all arrive in a two tonne, 10 square metre metal box, there simply isn't space to accommodate the benefits of cities. The very vehicles that bring us together end up keeping us apart.

However, when the world was struck by the COVID-19 pandemic, we saw a massive drop in car traffic, the streets were quiet, and a spike in active travel and the use of street space as public space. As the streetscape became safer, 49 per cent of people cycled more during COVID-19 than they did prior, and 56 per cent of people walked more. The odd irony

that during the greatest health crisis in a century, people took up healthier daily practices.

Active transport enables equity in our society. It allows citizens of all abilities the means to be free to choose where they want to go. Active travel liberates our citizenry of our cities, towns and neighbourhoods to live healthier, cheaper, more social and less congested lives. Its benefits are multiplicitous and well known.

Enrique Penalosa, the former Mayor of Bogota, talks about how investing in active transport infrastructure like footpaths and cycleways is an act of democracy, because while many have barriers to driving or riding, all of us regardless of age or ability deserve the right to use a footpath.

For decades we have been focused on building the motorways, Metro lines and mega projects that our State deserves. These major investments are the arteries of our transport network, but now we must build the active transport infrastructure, whether it is cycleways, shared paths or footpaths outside your home. Sometimes the sum total of the smaller bits – the parks, the paths – can make a greater difference to people's lives.

Yet, we know that there are barriers to this equity and participation in active transport other than just access to infrastructure. It may be people who don't feel safe riding on shared roadways. Or a young woman walking alone at night from the train station.

Or if it is a parent worrying about their child's safety walking or riding to school. Or the lack of end-of-trip facilities preventing you from riding or walking to work. We need to make people feel comfortable, confident and safe while undertaking active transport.

We must remove these barriers together. We have a big job ahead of us in reshaping our built environment and neighbourhoods, and even the cultural biases of our community, to make active transport as much a day-to-day part of our lives as in so many other successful cities around the globe.

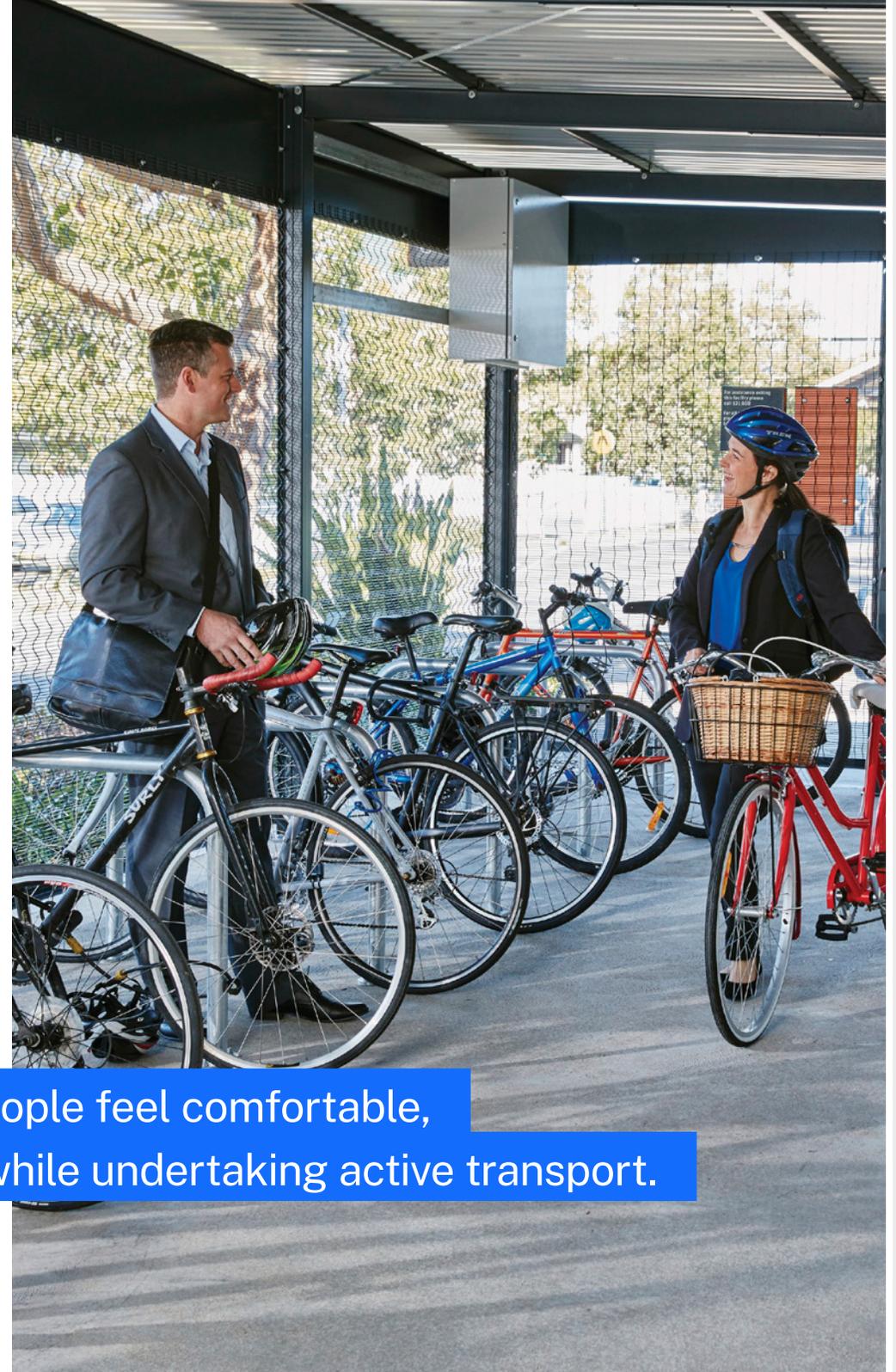
The release of our State's first **Active Transport Strategy** is the beginning of that journey together. It collects this monumental task into five focus areas that will start to reorient our public life around walkable, liveable 15-minute neighbourhoods, build connected and continuous active transport infrastructure, enabling safer and slower streets and precincts, promoting walking and cycling and encouraging behaviour change, all while supporting our partners to accelerate that change.

This Strategy provides our ambitions as the NSW Government for a future where road space and our transport networks are truly centred around active transport as the mode of choice. It also provides you with our guidance on designing streets orbiting around active travel, the Cycleway Design Toolbox, and other best practice tools to use, whether you're from a council, community group or the development industry.

For too long roads and rail corridors have divided our cities and neighbourhoods, making them less safe, less attractive and less accessible. To provide for individual mobility and autonomy, now we must all work in partnership to ensure the citizens of NSW can be free to choose how they move in and around their own cities and towns.

**Minister for Infrastructure,
Cities and Active Transport,
The Hon. Robert Stokes**

**We need to make people feel comfortable,
confident and safe while undertaking active transport.**



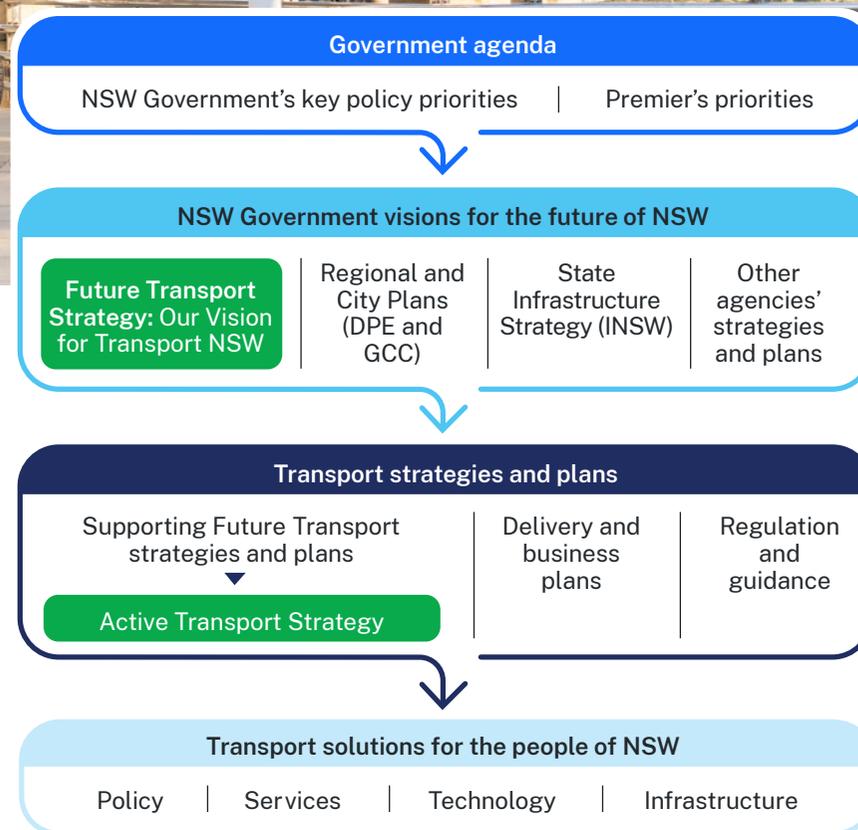


1. Introduction

The purpose of the **Active Transport Strategy** is to double active transport trips in 20 years.

In September 2022, the NSW Government released the Future Transport Strategy setting the vision for safe, healthy, sustainable, accessible and integrated journeys in NSW. This **Active Transport Strategy** draws on the Future Transport Strategy and its vision for walking, bike riding and personal mobility.

This Strategy provides longer term ambitions accompanied by five year priority moves to guide planning, investment and priority actions for active transport across NSW.



Strategic context for the Active Transport Strategy.

2. Our vision for active transport in NSW

Walking and bike riding is the most sustainable form of transport, contributing to great places, cleaner local environments, healthier lifestyles, and providing economic benefits to local neighbourhoods. We estimate that more than 1.5 billion walking and bike riding trips are taken per year across New South Wales. We want to double this number in 20 years.

The NSW Government wants walking and bike riding trips to be the preferred mode of transport for short trips and a viable, safe and efficient option for longer trips. By encouraging more people to choose walking or bike riding for everyday journeys, we will improve neighbourhoods and the environment, reduce car use and traffic congestion and improve the general health of our communities.

Active transport will help meet the needs of NSW's growing population, build the right social and environmental frameworks to improve liveability and quality of life. Active transport improves the vitality of streets and centres and boosts local businesses.

The [Future Transport Strategy](#), sets out some key actions to connect communities and encourage more people to choose active transport. It includes:

- delivering continuous and connected cycling networks
- improving the safety and comfort of people walking and riding bikes by providing fit-for-purpose active transport infrastructure and appropriate road speeds
- facilitating children's and young people's independent mobility by improving safe walking and bike riding options for travel to and from school
- supporting multimodal journeys by integrating active and public transport
- encouraging a shift to walking and cycling trips by delivering walking and cycling infrastructure to support mode shift
- supporting emerging technology choices such as e-bikes and other micromobility devices.



We want walking and cycling to be the preferred mode of transport for short trips.

Our **Active Transport Strategy** will enable 15-minute local neighbourhoods that are easier for people to access and enjoy. Here, we will improve the shared spaces available for walking and riding.

To enable economic activity and increase productivity, we will support first and last mile freight delivered via active transport. This will help customers in our centres and neighbourhoods receive goods and deliveries efficiently and discreetly from smaller, cleaner, and quieter vehicles. Increased footfall will increase visitation and spend at local businesses.

The Levee, Maitland. Photo: Destination NSW.

NSW's growing visitor economy will benefit from support for new experiences including scenic rail trails and walking trails as both are growing as popular visitor attractions.

This **Active Transport Strategy** promotes sustainable travel behaviour delivering on NSW Government's commitment towards net zero. Encouraging walking and bike riding will support population growth, improve equity of access, and help stabilise traffic in Greater Sydney.

Our ambitions and priority moves

Focus areas				
Enable 15-minute neighbourhoods	Deliver connected and continuous cycling networks	Provide safer and better precincts and main streets	Promote walking and riding and encourage behaviour change	Support our partners and accelerate change
Ambitions				
Create walkable and connected 15-minute neighbourhoods across all six cities and in regional centres across NSW to increase the percentage of short trips made on foot.	Deliver more than 1,000 kilometres of new cycleways and supporting infrastructure for continuous and connected cycling networks across key cities in NSW to increase the number of trips made by bike.	Help halve fatalities and reduce serious injuries by 30 per cent for pedestrians and bike riders through safer speeds and networks while increasing people walking and riding ¹ .	Double the number of children walking or riding to school in all six cities and major centres across NSW, through behaviour change interventions.	Accelerate delivery of active transport projects by cutting red tape, providing resources and measuring success.
Priority moves (0-5 years)				
<p>Trial over 20 Neighbourhood Deals across NSW by 2028.</p> 	<p>Partner with councils to deliver more than 100 kilometres of new strategic cycleways that contribute towards a connected cycleway network by 2028.</p> <hr/> <p>Investigate reusing non-operational assets to support the visitor economy through initiatives such as rail trails.</p>	<p>Prioritise a program that delivers 50 kilometres of successful place outcomes in and around main street sections of State Roads in urban, regional and rural settings by 2028.</p> <hr/> <p>Pilot Safer Cities Program across NSW to improve perceptions of safety when walking and cycling to, through and within public spaces for women and girls by 2024.</p>	<p>Trial Active Travel to School Program in collaboration with Health and Education in more than 50 schools by 2028.</p> <hr/> <p>Trial behaviour change interventions including campaigns that encourage sustainable mode shift by 2028.</p>	<p>Coordinate funding across government by 2028 to ensure safe walking and riding outcomes are achieved in a holistic way for government funded projects.</p> <hr/> <p>Update legislation, guidelines and processes along with skill development to enable efficient delivery by 2028.</p> <hr/> <p>Use open data advanced technology to capture walking and riding data and movement patterns by 2028.</p>

1 Based on 2026 Road Safety Action Plan

The benefits of active transport

Walking and bike riding are the most sustainable modes of transport. They not only contribute to great places, cleaner local environments, and healthier lifestyles, they also provide economic benefits. Many of the benefits of walking and bike riding are interrelated.

Cleaner environments

- The most sustainable modes of transport
- Contributes to our goal of net zero by 2050
- Reduces noise pollution
- Reduces air pollution
 - Substituting vehicle trips with walking and riding reduces CO₂e emission by approximately 177g per kilometre
- Reduces polluted water run-off

Great places

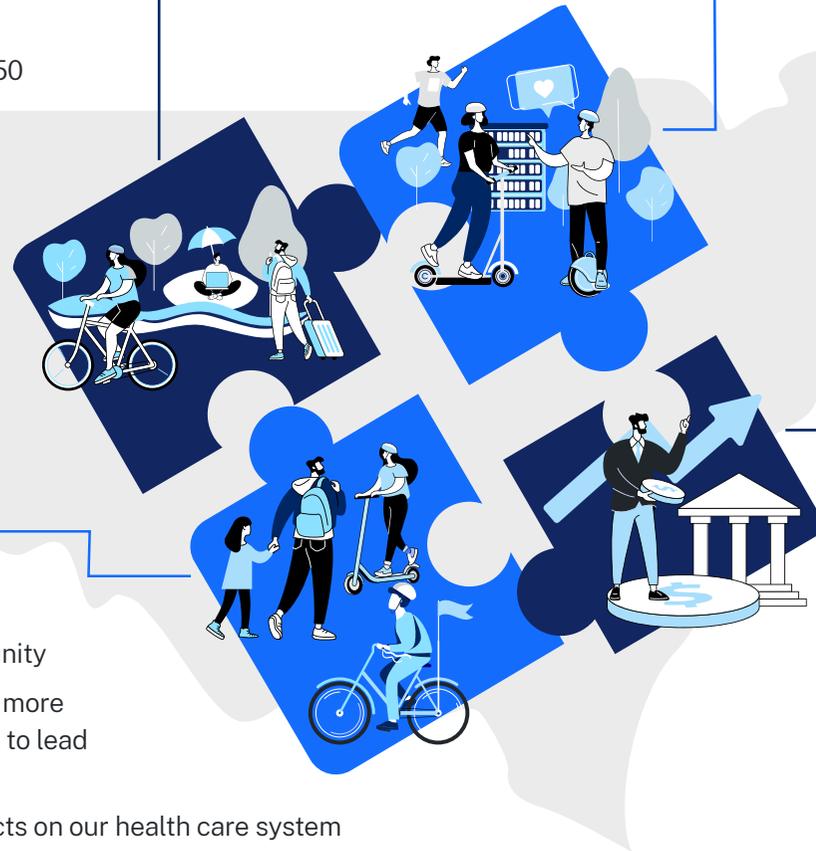
- People of all abilities can enjoy walking or riding
- Easier to get to school and work
- More local opportunities for fun and recreation
- Creates a sense of community
- Adds vitality and vibrancy to places
- Increases range and availability of public transport

Healthy lifestyle

- Great form of physical activity
- More engagement with the local community
- Children who walk or ride to schools are more independent and more likely to continue to lead healthier lifestyles
- Healthier communities reduce the impacts on our health care system
- Helps manage weight and reduces the chance of heart disease
- Improves mental wellbeing with links to reduced anxiety and depression
- Enhances social connections

Economic benefits

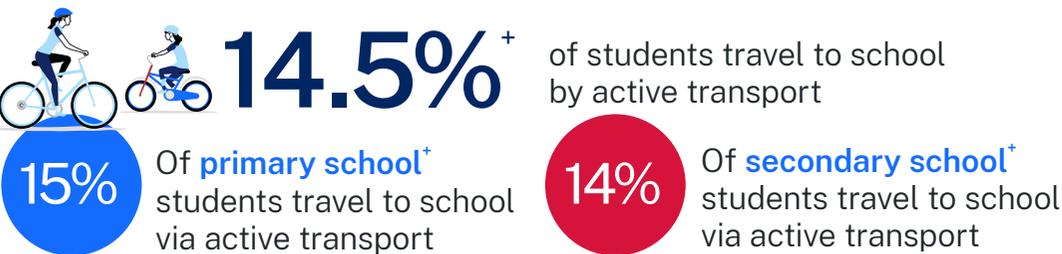
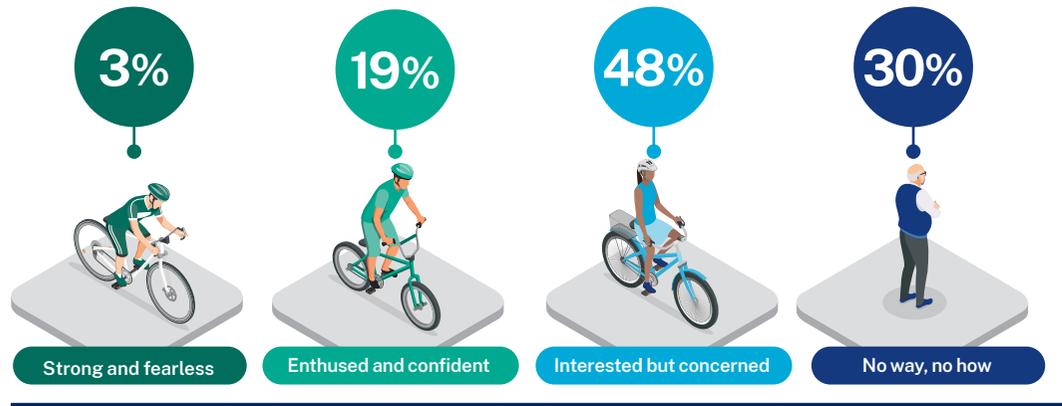
- Boosts productivity
- Reduces congestion
- More footfall for local businesses
- Lowers costs of living
- Provides regeneration benefits
- Influences property uplift
- Benefits derived by per kilometre travelled by an individual:
 - **Walking:** \$6.21 (rural) to \$6.52 (urban)
 - **Cycling:** \$1.94 (rural) to \$2.25 (urban)
 - **E-bike:** \$1.80 (rural) to \$2.11 (urban)



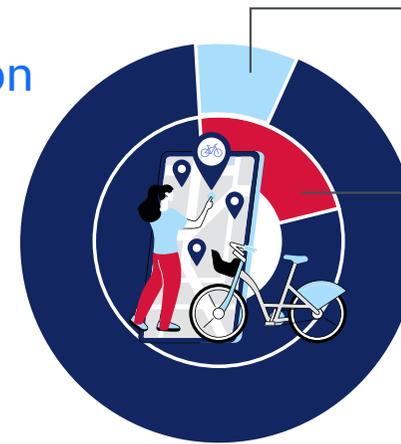
3. Walking and bike riding in NSW



The four types of bicycle riders⁼



8 million total NSW population



Last trip taken by bicycle⁼



People that cycled in the last month in regional and outer metropolitan NSW[~]

93% rode for recreation

29% rode for transport

In Regional NSW[#]

49% of all trips to work are under 10 kilometres

Only 1% of trips to work are on a bicycle

Source:

* Household Travel Survey, Transport for NSW
 # Journey to Work, Australia Bureau of Statistics
[^] Disability, Ageing and Carers, Australia Bureau of Statistics
⁺ NSW School Physical Activity and Nutrition Survey, NSW Health
⁻ National Walking and Cycling Participation Survey, Cycling and Walking Australia and New Zealand
⁼ Cycling Customer Value Proposition Report, Transport for NSW

4. Challenges and opportunities across NSW

Our Active Transport Strategy sets the direction for developing active transport across NSW. We recognise our communities' different experiences of walking and bike riding for transport and respond to their unique challenges.

In Greater Sydney

Active transport offers an opportunity to make a significant difference to how people in Greater Sydney travel and the overall performance of our roads and public transport network.

Health and safety

Lack of physical activity in adults is a growing concern. On average, children spend 18 minutes per day – less than one third of their recommended daily minutes – walking or riding a bike. We know that inactive lifestyles are associated with rising rates of obesity and can lead to poor long-term health outcomes.

We also know that concerns about personal safety and lack of suitable connections stops people choosing active transport. Pedestrians make up 16 per cent of NSW road fatalities and nine per cent of all serious injuries, while bicycle riders make up 18 per cent of all serious injuries. About 1,000 people are seriously injured while walking on or near streets in NSW every year, a number that has not changed in more than 15 years.

For women the problem is exacerbated with 30 per cent claiming to feel unsafe in Greater Sydney during the day, increasing to 90 per cent of women at night.



Barangaroo South, Barangaroo. Photo: Destination NSW.

Congestion, the economy and our environment

More than two million car trips are made each day for distances of less than two kilometres, and another six million are made for distances of less than five kilometres. Approximately 50 per cent of students are driven to school, despite a majority of school students living within a 20-minute bike ride to school.

Our communities face growing traffic congestion that is estimated to cost more the \$5 billion a year by 2031. Cars and light vehicles are responsible for more than 60 per cent of the Transport sector emissions in NSW. Alternatives to short car trips help manage congestion and support net zero targets.

Walking and riding can be the most convenient, sustainable and healthy way of travelling for short trips. Safe, direct, and connected cycleways can be attractive options for 70 per cent of people.

Over the last few years there has been a shift in more people choosing to ride a bike and appetite exists for new forms of active transport and emerging technologies. Personal Mobility Devices such as e-scooters are still being trialled and have not been fully legislated. Personal mobility devices offer the opportunity to connect first and last mile trips across our customers' journeys.



Family cycling to local destinations. Photo: Hay Shire Council.

In Regional NSW

Our regional communities have different experiences of walking and bike riding and different transport needs.

Car dependency and transport accessibility

Bike riding in our regions may not be a viable option for longer or more complex trips as people travel greater distances and make multiple stops during their daily journeys and therefore revert to driving a car. Car use costs the typical regional

household more than \$14,000 per year or 13.8 per cent of the typical household income.

Riding or walking to public transport can be difficult as there is often not enough bike parking at public transport, nor safe and connected routes to these interchanges, while multi-modal journeys can be less direct and take longer.

Health and safety

Private vehicle dependency, particularly in regional NSW, means fewer active people. We know that three in four

children do not get enough physical activity. Physical inactivity not only can lead to poor health outcomes, but also costs around \$20 billion in lost productivity each year.

In a regional road environment, sharing space on paths and roads can be unsafe and stressful. Bike riding can be less safe and more inconvenient than other day-to-day travel options. Only one per cent of journeys to work are on a bike. From 2018 to 2020 there were 21 bicycle riders killed and 281 seriously injured in crashes on the regional road network.

However, there are significant opportunities to enable people to make more sustainable travel choices. In regional NSW, many trips to work are under 10 kilometres and could be cycled.

Opportunity exists to shift attitudes towards bike riding by delivering safe, connected and convenient cycleway networks that make riding a more viable option for people every day. Improved road safety for bike riders can be delivered via a safe, connected and integrated cycling network with more separated cycleways and improved shared paths.



The goods line Ultimo. Photo: Destination NSW.

5. Our focus areas

To deliver our vision to double active transport trips in NSW in 20 years, the **Active Transport Strategy** focuses on five areas:

- **Enable 15-minute neighbourhoods**
- **Deliver continuous and connected cycling networks**
- **Provide safer and better precincts and main streets**
- **Promote walking and cycling and encourage behaviour change**
- **Support our partners and accelerate change**

15-minute neighbourhoods have well-designed roads and pathways with safe speeds, tree canopy cover and shade, quality public spaces, and activated high streets.

5.1. Enable 15-minute neighbourhoods

15-minute neighbourhoods allow communities to be strong, vibrant and active and prioritise place making, walking, bike riding and micromobility to support 15-minute access to everyday destinations and local transport networks. These neighbourhoods have well-designed roads and pathways with safe speeds, tree canopy cover and shade, quality public spaces, and activated high streets. Here, children can ride and walk independently to and from school and walking and cycling is integrated with public transport.

At an average walking speed, a 15-minute trip covers about one kilometre. For people riding a bike, that distance can increase up to 5 kilometres or more. In most neighbourhoods, local shops, parks,

and facilities can be accessed in this distance. People enjoy living in these neighbourhoods that are attractive and functional, with the services and facilities they need to comfortably live, work and visit. Active transport will play a central role in delivering this.



Ambition

Increase the percentage of short trips made on foot and decrease those made by car by **enabling walkable and connected 15-minute neighbourhoods** across all six cities and in regional centres across NSW



Priority Move

Trial over 20 Neighbourhood Deals across NSW by 2028.

What 15-minute neighbourhoods look like across NSW

15-minute neighbourhoods will require different approaches across NSW, and they cannot be delivered by Transport alone.

In regional, rural and remote parts of NSW, many people rely on a car due to long distances, limited travel choices and lack of infrastructure. But, parking the car and then walking to shops, health services, schools, recreational events or visit friends may be possible if connected and shady footpaths link their destinations.

Transport initiatives that will benefit **regional 15-minute neighbourhoods** include:

- improving town amenity where possible by moving car parking away from main streets to provide more space for walking and lingering, such as alfresco dining
- ensuring footpaths are on both sides of streets within 400 metres of a local destination or main street, and within 800 metres of a strategic or city centre
- Explore low-speed heavy vehicle bypasses of main streets and strategic or city centres
- providing and upgrading safe cycle routes that establish or complete local networks
- providing low-speed traffic environments to make walking and cycling safer.

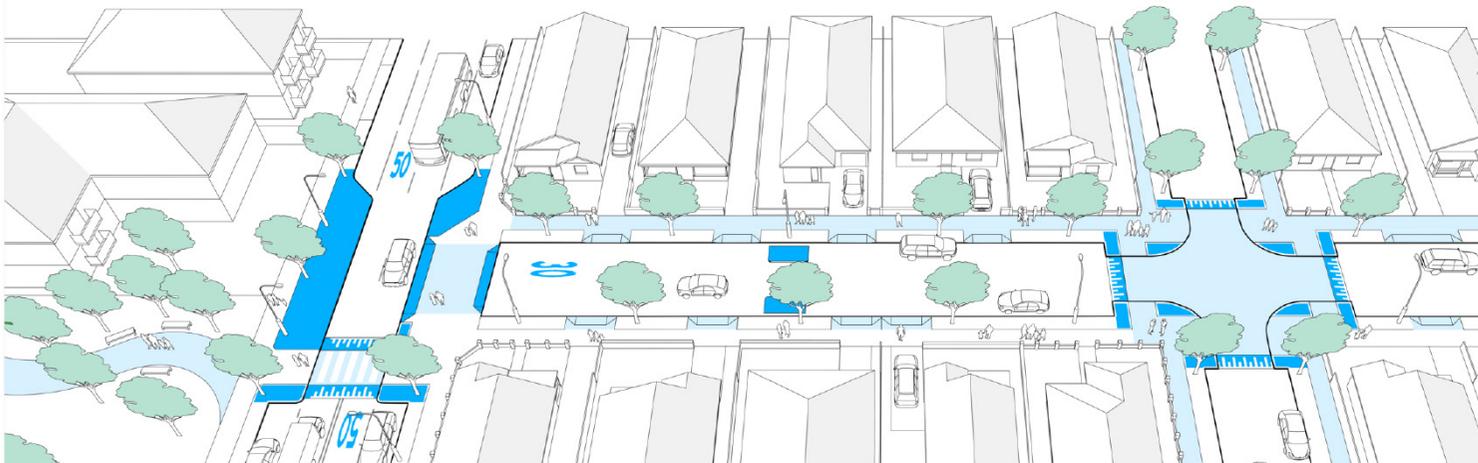
In metropolitan and other urban areas, priority will be given to walking, riding and micromobility, place making, and last mile freight access. Key initiatives for **urban 15-minute neighbourhoods** include:

- rolling out low-speed zones supported by physical changes to the road environment
- upgrading existing paths and streets for better walking and cycling experiences
- planting trees along streets and paths to provide amenity and shade and reduce urban heat
- reallocating vehicle lanes to other types of accessible public spaces, including footpaths where walking space needs to be prioritised

- prioritising pedestrian movements at key destinations, including prioritising pedestrians at traffic lights
- using low-cost and/or temporary infrastructure to trial or test active transports initiatives locally
- streamline the planning process to make it easier for government and councils to deliver walking, riding and place making initiatives. This will include a comprehensive review of approval processes, committees and governance models that hinder the efficient roll out of active transport and 15 minute neighbourhood initiatives
- investing in technology that improves placemaking and makes active transport more efficient.

In new release areas it is important to get it right from the beginning. Transport will need to partner with councils, NSW Government planning agencies, infrastructure providers, and the urban development industry to support initiatives and designs that enable 15-minute neighbourhoods.

In existing and growing neighbourhoods, partnerships – or Neighbourhood Deals - between councils, state government agencies and landowners can deliver numerous small-scale investments to improve neighbourhood liveability and reduce road congestion alongside new housing.



Small changes can dramatically improve walking and cycling conditions and support the 15-minute neighbourhood concept, these can include initiatives such as continuous footpath treatments, reduced speed limits, tree canopy, shortened crossing distances and additional crossing opportunities as shown in the example.



On average children spend 18 minutes per day, less than one-third of their recommended daily minutes, walking or riding a bike.

Albury-Wodonga Public Art Trial, Albury. Photo: Destination NSW.

Neighbourhood Deals

Based on the NSW Government's successful City Deals, Neighbourhood Deals will bring together local community, businesses, and councils to agree strategies to develop and transform places. Transport and other agencies will support the development and implementation of these deals, recognising the state-wide benefit of having great local places.

Neighbourhood Deals will focus on funding local works to improve a place, such as filling in missing cycleway links, removing barriers for walking routes, or improving shading along key active transport corridors.

Strong and appropriate governance will ensure we are all working towards a common goal of improving how we want our local neighbourhoods to function.

Independent mobility for children

For children, walking or riding a bike to school or to the local public transport stop provides an array of benefits. It broadens their horizons within and beyond their neighbourhood. It improves their self-confidence, and it forms sustainable travel patterns that are embedded throughout their life. However, the share of children in NSW walking or riding a bike to school has been dropping. On average children spend 18 minutes per day, less than one-third of their recommended daily minutes, walking or riding a bike.

By creating successful 15-minute neighbourhoods, we provide the foundation for children to travel independently by walking, riding their bike, and public transport to access key activities, including education and recreation, and to feel safe and comfortable doing so.

Integrating walking and cycling with public transport

The journey to a public transport stop, station or wharf must be safe, comfortable, convenient, and reliable for people to choose to walk or ride. Improving connections to public transport stops, stations and wharfs also expands the effective reach of the public transport network.

Transport will prepare a guidance framework that aims to increase public transport patronage and access equity by helping improve public transport interchange layouts. Sustainable station access modes will be promoted by prioritising local walking and bike riding infrastructure to access stations and interchanges.

Improved integration of active transport in regional NSW, especially the integration of active transport with day return trips on trains and coaches, could be facilitated by improving facilities at stations and stops, and enabling bikes to be better stored on buses, coaches and trains.

Actions: Enable 15-minute neighbourhoods	Timing
1. Integrate safe and separate, first and last mile walking and cycling connections and trip facilities into plans and projects to promote active transport for all travel purposes for people of all ages and abilities.	● ○
2. Partner with councils, Local Aboriginal Land Councils and other NSW Government agencies to support 15-minute neighbourhoods.	● ○
3. Ensure 15-minute walking, cycling and micromobility networks are planned or under development within the catchment prior to new train stations, major bus stops and interchanges and ferry wharves opening.	● ○
4. Investigate options to support council-led walking, cycling and place making initiatives, to make it easier to activate local streets and centres.	● ○
5. Establish Neighbourhood Deals to invest in making our streets and public places safer, greener and more liveable.	● ○
6. Partner with the Department of Education and key stakeholders to improve safe walking, cycling and public transport access to schools.	● ○
7. Improve priority for walking trips in centres, towns and villages, such as reallocating road space to widen footpaths and providing more frequent and longer duration pedestrian crossing phases at traffic signals.	● ○
8. Engage with Department of Planning and Environment to ensure active transport infrastructure planning is included as part of precincts.	○ ●
9. Prepare a guidance framework for increasing public transport patronage and access equity by helping improve public transport interchange layouts.	○ ●

● Immediate actions (completed or initiated within 5 years)
● Progress planning

Improving connections to public transport stops, stations and wharfs expands the effective reach of the public transport network.





5.2. Deliver connected and continuous cycling networks

Well-connected cycling networks enable more people to safely ride their bikes as part of their everyday travel. The Strategic Cycleway Corridors program, in each of the six cities, will deliver safe, connected, and continuous cycling networks linked to local cycle networks. These networks will allow sustainable freight via active transport. In the future, the cycle network may support emerging mobility modes.



Ambition

Deliver more than 1,000 kilometres of new cycleways and supporting infrastructure for continuous and connected cycling networks across key cities in NSW to increase the number of trips made by bike.



Priority Moves

1. Partner with councils to deliver more than 100 kilometres of new strategic cycleways that contribute towards a connected cycleway network by 2028.
2. Investigate reusing non-operational assets to support the visitor economy, through initiatives such as rail trails.

The Strategic Cycleway Corridors Program, in each of the six cities, will deliver safe, connected, and continuous cycling networks linked to local cycle networks.



Walking and cycling along the Central River City.

Strategic Cycleway Corridor program

The Strategic Cycleway Corridor program will establish safe and convenient cross-city connections that better links centres, precincts, and places. It will help councils to progressively expand local bike networks.

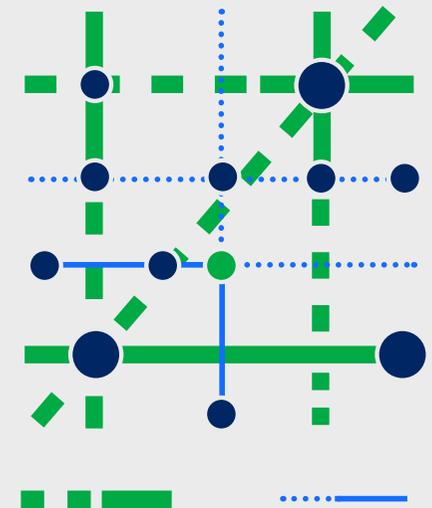
The development of our Strategic Cycleway Corridor program will lay the foundation for a connected cycleway network servicing the six cities. Our vision will be outlined the same way in which we plan for the strategic road or rail network. We will establish long term plans to safeguard connections from competing land uses.

Transport has developed the first network for the Eastern Harbour City, by identifying individual connections to make up the connected corridor. Strategic Cycleway Corridors will also be developed for the Lower Hunter and Greater Newcastle, Central Coast, Illawarra-Shoalhaven, the Western Parkland City and Central River City.

In regional NSW, Transport will continue to actively partner with local governments to plan and develop their cycling networks. With over 100 centres across regional NSW, Transport is working with several councils and communities to guide future investment and decisions. Understanding these areas will provide guidance for how

councils, in partnership with Transport, can develop and deliver their connected cycleway networks.

Transport has recently developed a case study for Wagga Wagga by identifying key desire lines, the most effective alignment, required facilities, and evaluating the costs, benefits and priorities for successful delivery. This process will be repeated in other key regional centres.



Strategic corridors

Local bike networks

A connected network

A fully connected network will be achieved by progressively expanding strategic corridors that go beyond local government boundaries, and by the delivery of local bike networks.

Some connections between centres, precincts and places are already established. Filling gaps to connect cycling networks is the priority. This will help fast-track the development of our connected network and make riding an attractive option for everyday trips.

Delivering for walking and cycling in Transport Projects

Transport's [Providing for Walking and Cycling in Transport Projects Policy](#) requires that every transport project funded by Transport must include provision for walking and cycling within the core scope of the project. This is particularly relevant to infrastructure projects, where early consideration and delivery of safe, integrated, reliable, accessible and connected walking and cycling infrastructure will enhance the local environment, help drive behavioural change and achieve a sustained uptake in mode share of walking and cycling.

As part of this, Transport will focus on getting more out of existing investments by reallocating road space to more sustainable and efficient modes.

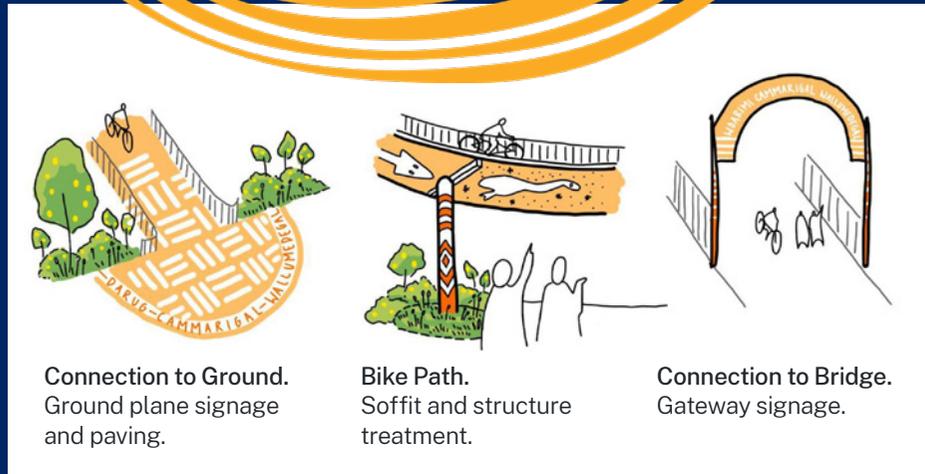
Connected networks enabling sustainable deliveries

The online shopping boom has increased light parcel deliveries. Cycleways are becoming key economic corridors efficiently transporting people and freight through our cities.

In urban areas 'last mile' deliveries, from smaller distribution hubs to customers, can be made by walking and courier bikes. It is estimated 25 per cent of all urban goods could be delivered by bicycle.

Last mile delivery by cycling takes up less road space, reduces local congestion, and reduces the demand for parking. Last-mile delivery businesses are already being established along cycleway routes, particularly in the Eastern Harbour City.

With electric cargo bikes capable of carrying loads up to 350 kilograms, bicycle courier delivery is increasingly an option for inner city deliveries. Suitable infrastructure with access for cargo bikes, e-cargo bikes and other forms of emerging micromobility will ensure efficient, safe deliveries in urban areas. The use of cycleways for active freight should be considered when new corridors for cycling are being designed. The integration of last mile freight in to 15-minute neighbourhoods is currently being explored by Transport. Transport will support emerging technologies that enable people to ride further and more often and undertake tasks usually done by car. E-bikes and personal mobility devices are growing in popularity and Transport will continue to review legislation to support their uptake. This includes assessing power output for devices that can support larger loads being carried which further supports last mile freight and on-demand deliveries.



Connection to Ground.
Ground plane signage and paving.

Bike Path.
Soffit and structure treatment.

Connection to Bridge.
Gateway signage.

Case study

Connecting with Country: Sydney Harbour Bridge Cycleway Northern Access

A design excellence process has been used to shape the proposed cycleway ramp that will connect Milsons Point with the Sydney Harbour Bridge Cycleway. Aboriginal Designer Michael Hromek of WSP and Cammeraygal knowledge holders came together to yarn about local stories, connections and symbols that could shape the design of the project. A design jam with the Aboriginal knowledge holders, architects, urban designers and transport specialists explored these narratives and developed opportunities to embed these stories within the new cycleway structure: Decorative tiles on the ramp deck will include expression of Country with site specific totems, celebrating Aboriginal stories and culture; And Country design narratives will be incorporated into the ramp landing, with a constellation of circular paving inlays that reflect the night sky.

Delivering supporting facilities

Bike parking is integral to any successful cycle network and its availability at the beginning and end of journeys has a significant influence on bike use.

Different bike parking facilities offer different levels of security and convenience. The design of bicycle parking facilities should ensure that the parking is accessible, convenient, secure, integrated, and maintained. Bike parking must take into account what type of facilities are needed in each location, such as public transport interchanges, town centres, high streets, community destinations, parks and residential streets.

Cycling for recreation and as a tourism offering

Bike riding is one of the top activities for visitors to NSW as it allows them to explore the place they are visiting.

Pippita Rail Trail

The Pippita Rail Trail project will convert a disused freight line into a two kilometre shared riding and walking link between Lidcombe Station and Sydney Olympic Park. It will join surrounding green spaces and pathways including the popular Cooks River pathway that starts at Botany Bay and ends in Homebush. Accessible from Lidcombe station, the proposed rail trail will provide a quieter off-road path through the historic Rookwood Cemetery. It is funded through Transport's Get Active NSW grant program.

NSW has 3,100 kilometres of disused rail lines that could be converted into rail trails.

Rail trails create jobs in local communities, attract visitors and visitor spend on accommodation, meals and attractions.

In regional NSW, rail trails can unlock scenic public land and provide a safe way to walk, ride, jog, or even horse ride.

Networks that can support emerging mobility

Micromobility and emerging personal e-mobility technology is evolving. Our policies, regulations, legislation and design standards must keep pace with technology to ensure everyone travels safely on the network. Evidence from current NSW micromobility trials is being collected to develop policy in this space to deliver safe outcomes.



The potential of micromobility

Micromobility refers to devices similar to conventional bicycles in size, human-powered motion (with or without electric motor assistance) and in travel speed. Riders are vulnerable roads users when sharing roads with cars and consideration needs to be given to sharing space with pedestrians. Micromobility devices can include e-bikes, skateboards, scooters, and e-scooters.

Micromobility can increase distance covered making it a less expensive option to replace car trips, especially for those with lower fitness levels, in hilly areas, or to connect first and last mile trips with public transport. Micromobility is more sustainable, quieter and less polluting. It has the potential to be well suited to share safe and connected cycling networks.



Actions: Deliver continuous and connected cycling networks	Timing
10. Improve cycle access to centres, stations, key precincts, and major parks and gardens –including the provision of suitable bike parking facilities.	○ ●
11. Provide safe and connected cycleways for people of all ages and abilities that can be used by all current and future forms of micromobility devices.	● ○
12. Develop and commence delivery of Strategic Cycleway Corridors for each of the six cities.	● ○
13. Ensure micromobility devices are embedded safely within networks.	○ ●
14. Facilitate freight industry adoption of e-bikes and other clean technologies.	● ○
15. Work with local Aboriginal communities and Local Aboriginal Land Councils to develop appropriate visual acknowledgements of Country along walking and cycling routes.	○ ●
16. Develop a Regional and Outer Metropolitan Cycling and Micromobility Plan.	● ○
17. Work with the Department of Regional NSW, Destination NSW, and councils to identify, deliver and promote safe cycling connections between regional towns along non-operational rail corridors.	● ○
18. Improve car-free access to national parks and other natural assets.	● ○

● Immediate actions (completed or initiated within 5 years) ● Progress planning

Couple outside Finns Store cafe and emporium in Canowindra, Central NSW.
Photo: Destination NSW.

5.3. Provide safer and better precincts and main streets

Everyone should be able to travel safely. Our perceptions of safety also influence where, when, and how we travel, and can impact the amount of time a journey will take and our enjoyment of place.

Improving the design of our roads, streets and precincts will encourage walking and bike riding by people of all abilities. Road space will be allocated fairly and safely to create safe streets and intersections and to prioritise walking and bike riding.



Ambition

Help **halve fatalities and reduce serious injuries by 30% for pedestrians and cyclists** through safer speeds and networks while increasing people walking and riding¹.

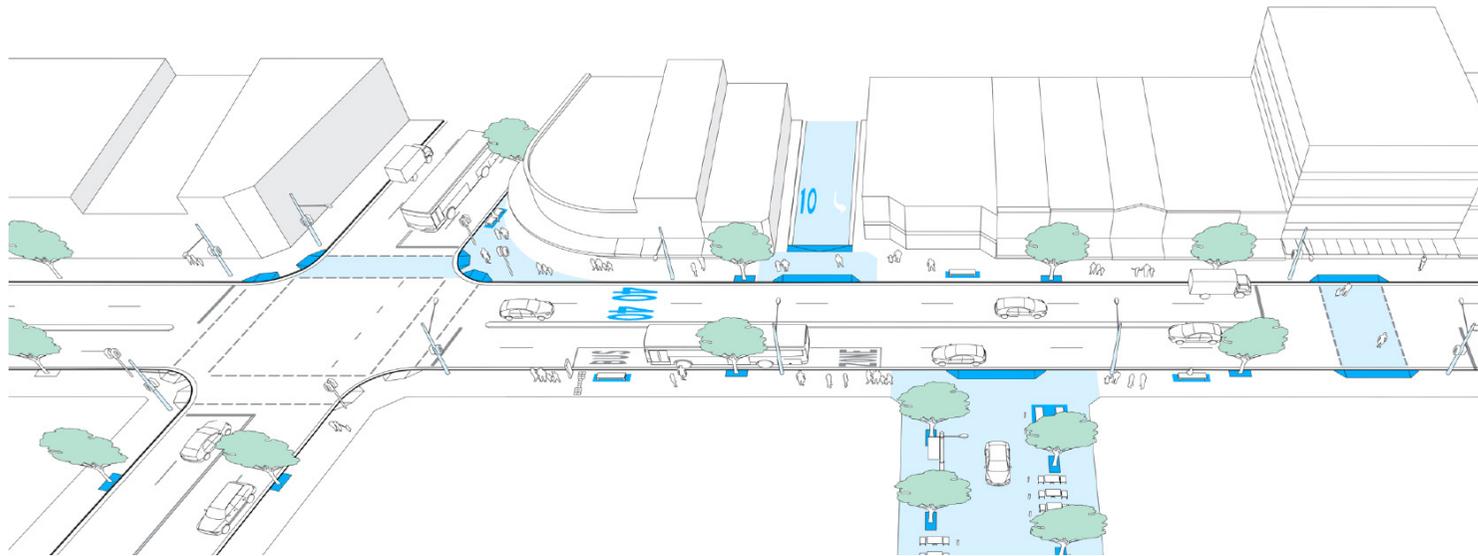


Priority Move

1. Prioritise a program that delivers 50 kilometres of successful place outcomes in and around main street sections of State Roads in urban, regional and rural settings by 2028.

2. Pilot Safer Cities Program across NSW to improve perceptions of safety when walking and riding to, through and within public spaces for women and girls by 2024.

¹ Based on 2026 Road Safety Action Plan



Lower speed limits, more pedestrian crossing points and the removal of pedestrian fencing can improve places on State Roads.

Kensington Street, Chippendale.
Photo: Destination NSW



Providing access for people of all abilities

To ensure everyone can access transport we need inclusivity to be at the forefront of our planning, delivery, and operations.

People with disability can be disadvantaged in how they can use walking and bike paths. Accessibility barriers include uneven footpaths, narrow or blocked footpaths and non-compliant kerb ramps. Fit-for-purpose infrastructure is important as it can help to ensure that people of all abilities have access to walking and riding.

Transport is currently developing the next 5 year [Disability Inclusion Action Plan 2023/27](#). Consistent with the Future Transport Strategy, the new Disability Inclusion Action Plan sets the vision for a transport system and successful places that provide equal access for everyone regardless of their age, where they live, ability, socio-economic or personal circumstances. Services, systems and

places designed universally to meet the needs of people with disability will ensure everyone in NSW has the opportunity to participate fully in their community. As such, the Disability Inclusion Action Plan 2023/27 will interface with actions in the [NSW Ageing Well Strategy](#) as well as the next [Transport Older Persons Transport and Mobility Action Plan](#).

To guide the design and development of walking spaces on streets, Transport has prepared the [Walking Space Guide](#). Delivering appropriate walking space enables comfortable walking flow, supports healthier lifestyles, promotes social interaction, provides a sense of safety, improves accessibility for people with limited mobility and enhances the liveability of our places.

Road user space allocation

Improved design of State Roads can encourage active transport participation by sharing the road safely and equitably to prioritise

walking and cycling. Transport's [Road User Space Allocation Policy](#) and [Procedure](#) provides guidance on the process, roles and responsibilities to allocate road space.

Providing safe environments

To ensure the safety of people walking and riding bikes, we must design and deliver safe, fit-for-purpose infrastructure. Improving the actual and perceived safety for people walking and riding can also increase the uptake of active transport.

The Safe System Approach, as outlined in Transport's [Road Safety Action Plan 2026](#), works towards achieving zero deaths and serious injuries on NSW roads by 2050. The [Safe Systems Assessment for Movement and Place Practitioners](#) looks at what we can do to improve both safety and place outcomes on our main streets and civic spaces.

To ensure the safety of people walking and riding bikes, we must design, deliver and manage safe, fit-for-purpose infrastructure.



Friends walking through Little India in Harris Park.
Photo: Destination NSW.

Case study

[Safer Cities Program](#)

The Safer Cities Program is investing \$30 million over two years to improve safety in our cities and towns, particularly for women and girls.

Transport will partner with other state agencies and councils to understand place-based approaches to improving women's safety when walking to, through and within public spaces including our streets. Some of the Program's trial initiatives will include lighting, smart technology, and place making to create a sense of welcome in public spaces.



Photo: Brad Chilby

Case study

Creating safer and better streets:

Lower Crown Street, Wollongong, Streets as Shared Spaces program

To support a safer environment for local residents to walk and ride Transport is working with local councils to transform our streets. With the support of NSW Government, Wollongong City Council has introduced lower speed zones to support the community and improve safety.

The speed limit on Crown Street in Wollongong's city centre has been reduced from 50km/hr to 30km/hr as part of a trial to create a safer and more walkable environment featuring parklets and wider footpaths. This has created more space for planters, public benches and opportunities for businesses to introduce outdoor dining.

The right design and speed settings can create better and safer places to walk and ride.

Safe street design

The right design and speed settings can create better and safer places to walk and ride.

Most pedestrian and bike rider casualties occur in urban streets. Busy local centres and neighbourhoods can be made safer with traffic calming measures to reduce speed. Measures could include: new pedestrian crossings, pedestrian refuges, raised footpaths and improved intersections.

Design and speed setting measures will complement government investment in walking and bike riding infrastructure to provide safe and connected walking and cycling networks across NSW.

Smart Places supporting active transport

Smart Places technology can encourage active transport and guide project planning. Smart Places can support active transport by enhancing the digital connectivity of a place and provide real-time information so that active travel journeys can be more easily planned for.

Smart Places also enable the collection and analysis of data from different sources for more informed decision-making for active transport planning and projects. For example, data from pedestrian and bike rider sensors combined with origin and destination data, can provide insights about the effectiveness of an intervention and inform strategic planning for walking, riding and micromobility. [The Smart Places Strategy](#) and [Smart Public Space Guide](#) offer guidance on embedding smart places principles.



Coastal Walk, Freshwater Beach. Photo: Destination NSW.

Actions: Provide safer and better precincts and main streets	Timing
19. Apply the Providing for Walking and Cycling in Transport Projects Policy in the delivery of plans, service changes and new infrastructure projects to help enable continued improvements in walking, cycling and place outcomes.	● ○
20. Prioritise street space to walking, cycling and public transport where new projects provide alternative connections or bypasses for through traffic.	● ○
21. Apply road user space allocation principles in partnership with relevant stakeholders.	● ○
22. Deliver reduced speeds and speed limits in urban places and local streets.	● ○
23. Deliver infrastructure safety treatments, including through the Towards Zero Safer Roads Program.	● ○
24. Continue investing in pedestrian crossings, refuge islands and traffic-calming measures.	● ○
25. Support local communities and councils who wish to implement lower speed limits in their local areas.	● ○
26. Develop and adopt principles for the management of State Roads that have a significant place function.	● ○
27. Devise main street place indicators for State Roads in urban centres, ensuring consistency with the NSW Movement and Place Framework.	● ○
28. Prioritise a program that delivers successful place outcomes in and around main street sections of State Roads in urban, regional and rural settings.	○ ●

● Immediate actions (completed or initiated within 5 years) ● Progress planning

Actions: Provide safer and better precincts and main streets	Timing
29. Work with other state government organisations for asset renewals including the use of disused rail trails and utilise opportunities along pipelines and enabling routes along canals.	○ ●
30. Use real-time smart traffic systems to enhance the amenity of State Roads, such as speed limit reductions and increased priority for pedestrians.	○ ●
31. Integrate existing and future smart systems to enable more efficient and resilient networks.	● ○
32. Support high quality digital connectivity and smart city technologies on major transport infrastructure and services.	○ ●
33. Implement signalised intersection upgrades to include missing crossings for pedestrians and bike riders.	○ ●
34. Deliver place-based initiatives with 10 selected councils that respond to local needs and draw on the experiences of women and girls throughout the different stages of the Safer Cities Program to ensure their insights are incorporated.	● ○
35. Deliver walking improvements across the transport network, including lighting and smart technology to improve safety and visibility.	● ○
36. Develop a public education campaign focused on safety and reducing harassment to complement the infrastructure improvements to help educate and change behaviour.	● ○
37. Work with the Federal Government on a code for the sensible installation of telecommunication infrastructure on footpaths.	● ○

● Immediate actions (completed or initiated within 5 years) ● Progress planning

5.4. Promote walking and riding and encourage behaviour change

How people feel about walking and riding plays an important role in whether they decide to walk or ride. Changing people's perceptions of active transport will encourage more sustainable travel.

Transport will encourage more people to walk and ride and promote safer road sharing through public education and road safety campaigns.



Ambition

Double the number of children walking or riding to school in all six cities and major centres across NSW, through behaviour change interventions.



Priority Move

1. Trial Active Travel to School Program with Health and Education in more than 50 schools by 2028.
2. Trial behaviour change interventions including campaigns that encourage sustainable mode shift by 2028.

Children walking to school. Source: City of Parramatta.
Photo: Salty Dingo 2019



NSW Government will align its education campaigns with infrastructure delivery to make walking and riding the first choice for short trips.

Behaviour Change

Millions of people walk or bike ride safely and reliably across pathways and cycleways daily. Building on this momentum, the NSW Government will align its education campaigns with infrastructure delivery to make walking and riding the first choice for short trips. We will expand the 'Transport Yourself' travel behaviour program to promote awareness of walking and riding routes.

Major Events

Securing and supporting major events is another way the NSW Government can promote walking and riding in NSW. The recent UCI Road World Championship in Wollongong showcased NSW and the Illawarra as one of the world's great cycling destinations. Events like these are also a major drawcard for tourists across Australia and around the world.

We will continue to work with venue managers and event organisers to encourage the use of public transport and active transport to major events.

Green Travel Plans

A Green Travel Plan is a strategy that aims to deliver active travel behavioural change and support sustainable travel patterns across organisations or precincts. Understanding how and why people make their transport decisions is incorporated into the plan to influence behaviours that lead to better health and wellbeing outcomes through active transport use, while reducing adverse transport impacts such as traffic congestion.

Green travel plans lead to real benefits for organisations, employees and broader communities by developing sustainable and commonly agreed solutions. Green Travel Plans explore practical ways to implement sustainable commuting solutions into workplaces by using behavioural insights, workplace initiatives, incentives and interventions.

Transport for NSW has developed a [Travel Plan Toolkit](#) to help organisations develop and implement a Green Travel Plan.

Enabling independent mobility for children

To encourage more children to walk and ride, Transport will partner with local governments, the Department of Education and NSW Health to drive change.

In new neighbourhoods, a network of safe walking and cycling routes and low-speed zones, should reach across each school's catchment from its day of opening.

In existing areas, child-friendly street initiatives can be retrofitted where safe and low speed routes can be identified. Initiatives could be based on a range of factors including feedback from adults and children on problem hot spots, provided to Transport and councils through 'snap and share' smart device apps.



Case study

2022 UCI Road World Championship – Wollongong: Community Day

The UCI Road World Championships route included 79 kilometres of road from Helensburgh to Cringila - taking in Wollongong and Mt Keira. Kicking off nine days of world-class racing and festivities, the Wollongong 2022 Community Day gave local children, families, bike riders and visitors the chance to ride a segment of the World Championship city course, an exclusive first taste of the Fan Zone in Lang Park and a program of activities for all ages. This allowed riders to test themselves along an elite course, through the glorious Illawarra coastline and its incredible escarpment.

Outside their home, the school is the place where children spend most of their time. For children, walking or riding a bike to school along a familiar and frequent route provides independence within and beyond their neighbourhood, improves health and self-confidence, and sets life-long sustainable travel habits patterns. Reaching children and families by engaging with and through the major institutional influence in their lives – the education system – is an important avenue to provide targeted support for children’s independent mobility.

Transport will work with NSW Health and Department of Education to develop an Active and Healthy Travel to Schools Program. The purpose of the Program will be to offer schools a range of free resources, tools and incentives to enable students, parents, carers, staff and visitors to leave the car at home and actively travel to school. The Program will encourage healthier, more active lifestyles for students and families, increase road safety awareness, provide safer streets and help to tackle traffic congestion.

Case study

Safe and Active Routes to School

Safe and Active Routes to School is a pilot project in the Figtree area involving kids, parents, schools, Parents and Citizens Associations and other partners to create community change. Key outcomes of the Slow Down Day include:

- Reduction in peak school traffic by 3.04%
- Reduction of daily vehicle volume by 9.84%
- 80%* of participating streets observed a decrease in average speeds
- Car travel to school reduced from 64% to 55%
- Active travel increased from 35.6% to 44.6%

*Healthy Streets Illawarra <https://healthycities.org.au/programs/safe-and-active-routes-to-school-saarts/>

Actions: Promote walking and cycling and encourage behaviour change	Timing
38. Work with councils to pilot infrastructure and traffic management initiatives, including temporary restricted vehicle access on roads adjacent to schools.	● ○
39. Partner with the Department of Education to ensure safe walking and cycle training is available in schools on an ongoing basis.	● ○
40. Work with Department of Education to provide active transport end-of-trip facilities in schools and educational institutions.	○ ●
41. Support disadvantaged communities by co-designing and providing transport services to increase inclusion, participation, health and social wellbeing.	● ○
42. Work with NSW Police to optimise enforcement activities and operations to deter unsafe behaviours across the road and waterway networks, including driver awareness of walking and cycling road rules.	● ○
43. Deliver five-year customer behaviour strategies across targeted precincts, including a focus on converting short car trips to active transport trips.	● ○
44. Support research in travel behaviour to broaden our evidence-base and inform our approach to network management, including a focus on barriers preventing people walking and cycling.	● ○
45. Investigate opportunities for workplace initiatives, incentives, and interventions such as e-bike rebates or end-of-trip facilities, to promote active travel to work.	○ ●
46. Continue to work with other state agencies and stakeholders to attract and facilitate events that promote walking and cycling.	● ○
47. Partner with councils to improve consistent wayfinding information for walking and cycling across NSW.	○ ●

● Immediate actions (completed or initiated within 5 years) ● Progress planning

5.5. Support our partners and accelerate change

We can accelerate the growth of active transport by working with partners to provide funding, collaborate and codesign, providing guidance and resources, updating legislation and sharing information and data.



Ambition

Accelerate delivery of active transport projects by cutting red tape, providing resources and measuring success.



Priority moves

1. Coordinate funding across government by 2028 to ensure safe walking and riding outcomes are achieved in a holistic way for government funded projects.
2. Update legislation, guidelines and processes along with skill development to enable efficient delivery by 2028.
3. Use open data advanced technology to capture walking and riding data and movement patterns by 2028.

Accelerate delivery of active transport projects by cutting red tape, providing resources and measuring success.



Funding programs, initiatives and infrastructure

There are different approaches to funding the programs, initiatives and infrastructure needed to achieve the vision for active transport in NSW.

Transport, through the Get NSW Active grant program, funds grants to local and state governments for walking and cycling infrastructure as well as the development of strategies that support walking and cycling in local communities. To fund the development and delivery of the 15-minute neighbourhoods, the Get NSW Active grant program will be in part repurposed for the delivery of links and networks that support 15-minute neighbourhoods, including the local links and networks that integrate with strategic cycleways.

The Liveable and Safe Urban Communities Initiative will deliver targeted, area-based actions and treatments to improve safety. In busy urban places, the Safer Roads Program will deliver traffic calming, pedestrian facilities, and the expansion of safer speed settings.

The Streets as Shared Spaces program provides grants for NSW Councils to deliver temporary and demonstration projects that test and pilot innovative ideas for streets as safe, shared public spaces. The program tests possible permanent changes that can strengthen the amenity, accessibility and economic vitality of a high street and surrounding areas.

Our long-term goal is to find ways to:

- Significantly accelerate small scale infrastructure change through funding contributions towards local projects, such as widening footpaths and planting trees during Council asset renewal programs.
- Coordinate different funding streams to ensure a holistic approach across government to provide projects that maximise shared outcomes for safety, walking, cycling and placemaking in an efficient manner.

Collaboration with the Commonwealth

The NSW Government has put forward a submission asking the Australian Government that Strategic Cycleway Corridors be recognised

in Infrastructure Australia's national Infrastructure Priority List. We think that walking and cycling infrastructure is a national priority that has significant social, economic and health benefits, and all three levels of government should be working together to co-invest and build these important assets for our communities.

Codesign, collaboration, legislation and processes

Councils provide important leadership in delivering walkable neighbourhoods and centres. Councils also contribute to the overall cycleway network by providing local cycleway networks that connect to planned strategic corridors.

Walking and cycling projects therefore need to be developed and implemented through partnering models between all levels of government, the community and other stakeholders. This can include codesigning with councils and communities to use their feedback to refine designs and ensure any adverse impacts are appropriately managed. The NSW Government will also investigate new administrative processes such as updating Local Traffic Committee procedures, delegations and guidelines, to streamline approvals and cut red-tape.

Ways to make delivery of walking and cycling infrastructure faster, simpler and more efficient will be a focus for the NSW Government under this Strategy.

WestInvest community projects

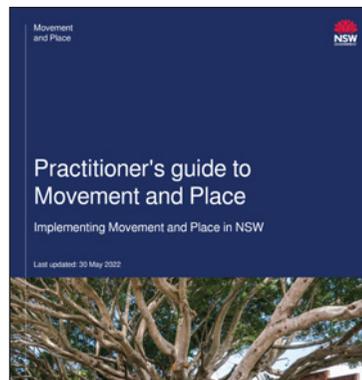
The WestInvest program will fund transformational infrastructure projects across Western Sydney to improve the liveability of communities and support economic recovery.

A number of the projects announced will deliver pedestrian and bike riding infrastructure. This includes the co-funding of \$4 million towards the \$5 million Local Traffic Program project for Canterbury-Bankstown Council which will deliver 6.2 kilometres of priority pedestrian infrastructure and 10 traffic management devices across 45 locations to increase pedestrian safety and support accessibility in the community.

Resources and guidance

Transport will continue to develop guidance and resources to support councils and industry professionals.

Our [Movement and Place Framework](#) identifies the need for safe local streets designed for all users, including those who are walking and riding. The Framework provides a range of guides on processes and priorities in road and street design.



[Movement and Place Practitioner's Guide](#)

Explains how built environment practitioners can apply a Movement and Place approach to projects and plans.



[Network Planning in Precincts Guide](#)

Provides best practice principles, tools, examples, and case studies of a transport network that facilitates the efficient movement of people and goods while supporting 15-minute neighbourhoods.



[Walking space guide](#)

Provides a set of standards and tools to ensure that sufficient space is provided on streets to achieve comfortable environments which encourage people to walk.



[NSW Public Spaces Charter](#)

The NSW Public Spaces Charter has been developed to support the planning, design, management and activation of public spaces in NSW. It identifies 10 principles for quality public space, developed through evidence-based research and discussions with public space experts and community members.



[Cycleways Design Toolbox](#)

Provides guidance on desired outcomes for cycling and micromobility. It establishes design principles for cycleways in specific contexts, including temporary initiatives, and public bicycle parking facilities.



[NSW Guide to Walkable public space](#)

Outlines why walkable public spaces are needed. It includes ideas and opportunities for how they can be created, and methods for trialling and evaluating improvements.

Designing roads and streets

Active transport participation will be facilitated by the design and planning of our roads, streets and places.

Transport has developed guidance on the design of roads and streets which aims to match form to function to create self-explaining roads and streets that reinforce desired outcomes.

In areas of high pedestrian activity in cities and town centres across the State, there is opportunity for crossing enhancements to improve pedestrian flow and safety. The NSW [Design of Roads and Streets Guide](#) requires continuous footpaths on both sides of the street for most street types.

Increasing pedestrian priority and providing crossing opportunities at the right locations and along desire lines, reduces the risk of pedestrian injury at intersections by encouraging safer behaviours. Transport is currently rolling out measures at intersections to improve pedestrian priority in areas of high pedestrian activity. These measures may include automation of pedestrian crossings, reduced pedestrian wait times, provision of pedestrian crossings on missing legs and kerb ramps, where applicable.

Transport will investigate opportunities to review traffic signals for pedestrian crossings on a case-by-case basis considering the local context. Transport's [Pedestrian Crossing Guidelines](#) provides guidance for local

government to develop their own pedestrian crossing policy for local roads. Whilst not mandatory for use on non-arterial roads operated by local government, the guideline acts as an interim measure while Transport develops other related documents, including movement and place guidance.

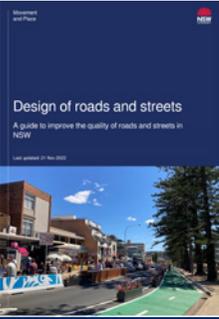
Real-time information on pedestrian movements will allow for a more adaptive approach for prioritising pedestrians and other active transport users when there is particularly high demand. Liverpool City Council's [Smart Pedestrian Project](#) is an example of work in this space.

To guide the design and development of walking spaces on streets, Transport has prepared the [Walking Space Guide](#). Delivering appropriate walking space enables comfortable walking flow, supports healthier lifestyles, promotes

social interaction, provides a sense of safety, improves accessibility for people with limited mobility and enhances the liveability of our places.

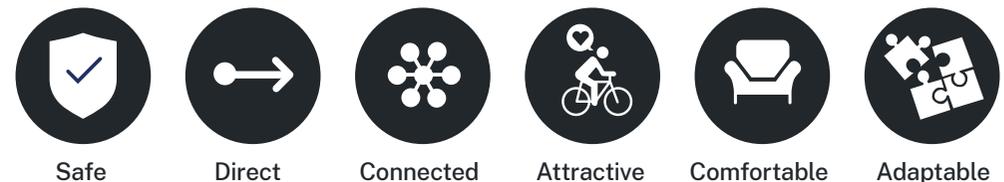
One of the biggest barriers to encouraging more people to bike ride is concerns about safety. The design of cycleways can alleviate these concerns and make bike riding safe for all road users. Transport has developed a [Cycleway Design Toolbox](#) to provide guidance on designing for cycling in the NSW context.

Where needed, cycleways will be created by reallocating road space by reducing traffic lanes and parking to ensure that footpaths and quality public open space is maintained for pedestrians.



NSW Design of Roads and Streets Guide

The Design of Roads and Streets Guide will help local and state government, private consultants, developers, and service providers design quality roads and streets by understanding people and place. It is a tool to bridge the gap between aspirations, and standards. It helps apply the Transport standards management framework.



Principles for designing cycling networks. Source: Cycleway Design Toolbox

Knowledge sharing and information exchange

Transport will facilitate forums for knowledge sharing and information exchange to help make local streets walkable and rideable. Transport will also explore ways to help our partners access experts to develop local capability and deliver active transport projects and initiatives.

Data and analytics

The role of data and real-time information has the potential to transform how we support active transport. The Transport [Open Data Hub](#) hosts public maps of pedestrian,

bike riding and vehicle volumes and speeds. It provides near to real-time information on the level of demand for walking and cycling across Greater Sydney.

Access to new forms of data allows Transport, councils, and other stakeholders to target new infrastructure and better operate existing infrastructure.

This can include using demand information on bike riders and pedestrians to adjust the timing of traffic signals to ensure riders and pedestrians are prioritised and don't have to wait too long during periods of greatest demand.

Active Transport Community of Practice

Transport has established an Active Transport Community of Practice to enable knowledge sharing between state and local government. This forum started with six councils to enable rapid active transport response to COVID in 2020, and now has a monthly attendance of over 150 from across NSW.

Wiradjuri Trail, Wagga Wagga.
Photo: Chloe Smith Photography; Visit Wagga Wagga.





Actions: Support our partners and accelerate change	Timing
48. Embed the principles of the NSW Public Spaces Charter in the planning, design, management and activation of public spaces.	● ○
49. Update and coordinate grant programs for local government to enable effective and holistic investment in safe active transport infrastructure.	○ ●
50. Review government processes that identify opportunities for to optimise existing walking and cycling assets or the need for new assets.	○ ●
51. Increase the reach and effectiveness of the Active Transport Community of Practice and other forums that enable Local and State Government to share knowledge, resolve issues and develop best practice walking and cycling initiatives.	● ○
52. Support stakeholders in developing skills to deliver active transport infrastructure through training and/or the provision of active transport subject matter expertise.	● ○
53. Simplify rules for Local Traffic Committees to reduce administration for approval of minor projects for walking and cycling connections, including delegations and guidelines.	● ○
54. Delegate more decisions to councils and Local Aboriginal Land Councils to allow for local decisions in local street environments.	○ ●
55. Deliver an update to the Guide to Traffic Generating Developments including updated guidance on parking provision and management for new developments, considering public and active transport accessibility, not just parking demand of vehicles.	● ○

● Immediate actions (completed or initiated within 5 years) ● Progress planning

Actions: Support our partners and accelerate change	Timing
56. Explore reforms to planning policies and developer contribution regimes to ensure connected walking, cycling and bus networks in new release areas.	● ○
57. Initiate and contribute to a review of the Australian Road Rules to ensure NSW regulation supports safe and connected active transport.	● ○
58. Identify, review and amend regulations that disincentivise walking, cycling and micromobility.	● ○
59. Establish a micromobility advisory group and develop best practice guides and toolboxes to support the integration of new and emerging micromobility technologies.	● ○
60. Monitor walking and cycling metrics year by year in each Local Government Area.	○ ●
61. Continue to develop our data and analytics capacity to support Transport, councils, and other stakeholders to be more targeted in delivering new infrastructure, and more adaptive in operating existing infrastructure.	● ○
62. Utilise technology and data to improve customer information and journey planning to accelerate change.	● ○
63. Partner with Greater Cities Commission and Department of Planning and Environment and stakeholders on Six Cities Region Plan and Future Transport Plans to identify best measure to increase walking and cycling.	● ○
64. Investigate alternative funding, financing and delivery models	● ○

● Immediate actions (completed or initiated within 5 years) ● Progress planning

6. Measuring our progress

Our progress in delivering this Strategy will be evaluated and tracked against the outcomes below. Transport is reviewing active transport data sets and will undertake constant review and evaluation of the Strategy and our progress. Where needed, Transport will update the Strategy, our actions and outcomes accordingly.

Desired outcomes

Increases in:

- Percentage of short trips made by people walking²
- People riding their bike³
- People walking⁴
- Percentage of school children walking and riding their bike to and from school⁵
- Perception of cycling safety, connectivity and effectiveness⁶

Decreases in:

- Percentage of short trips made by people using a vehicle²
- Rate of bike rider fatalities and seriously injured⁷
- Rate of pedestrian fatalities and seriously injured⁸

² Weekday trips less than 2 kilometres in length with numbers obtained using mobility data

³ Based on the modelled trend in the annual number of trips and kilometres travelled by bike and micromobility device per 100,000 people

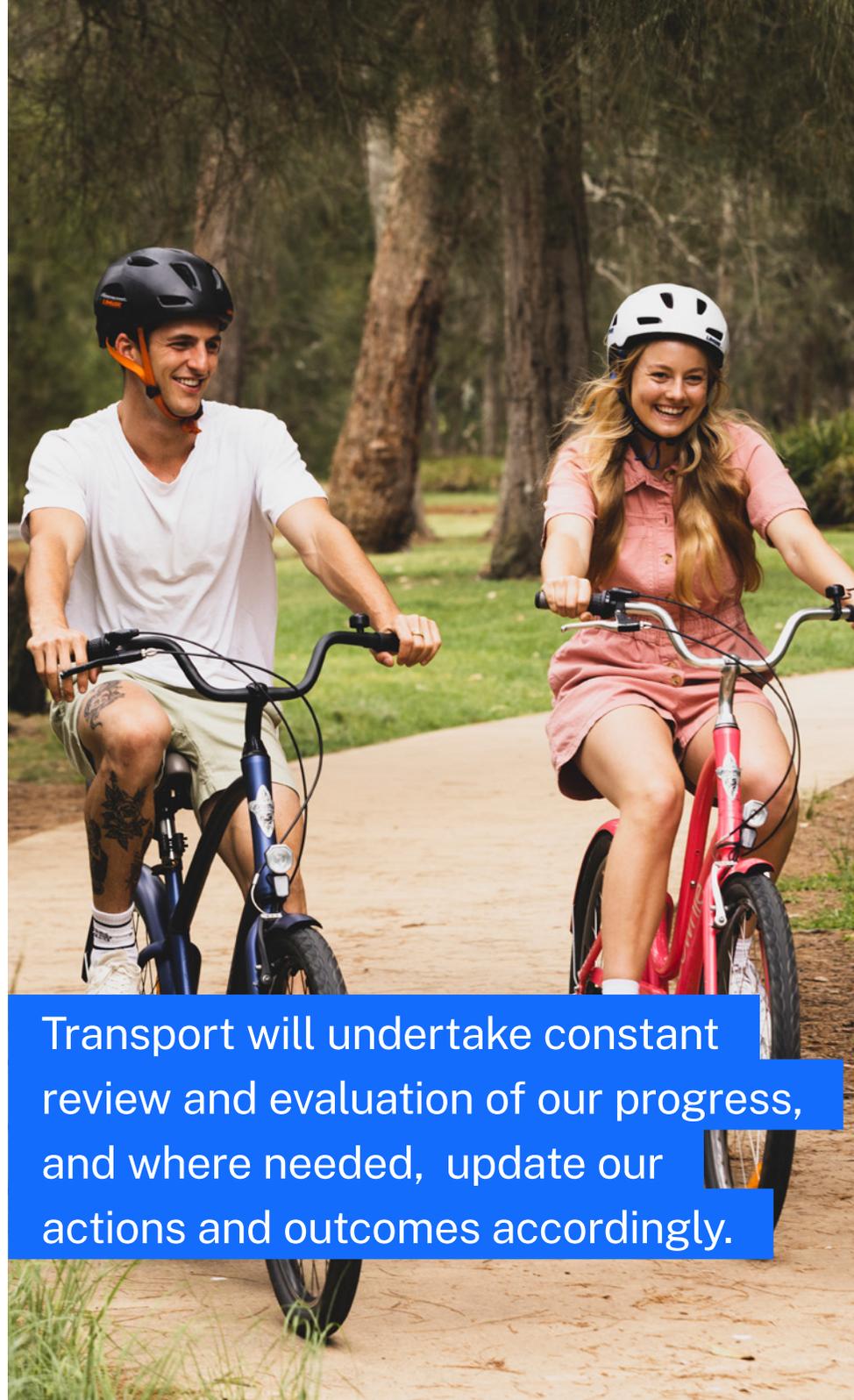
⁴ Based on the modelled trend in the annual number of trips and kilometres travelled on foot per 100,000 people

⁵ Obtained from the Household Travel Survey

⁶ Derived from TfNSW customer surveys plus the National Walking and Cycling Participation Surveys

⁷ Based on the annual average number of bike rider fatalities and seriously injured per modelled cycled kilometres travelled by bike and micromobility device

⁸ Based on the annual average number of pedestrian fatalities and seriously injured per modelled kilometres travelled on foot



Transport will undertake constant review and evaluation of our progress, and where needed, update our actions and outcomes accordingly.

Active Transport Strategy

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