

# Sydney Green Ring discussion brief

Thursday, 2 November 2017

## Bullet Points

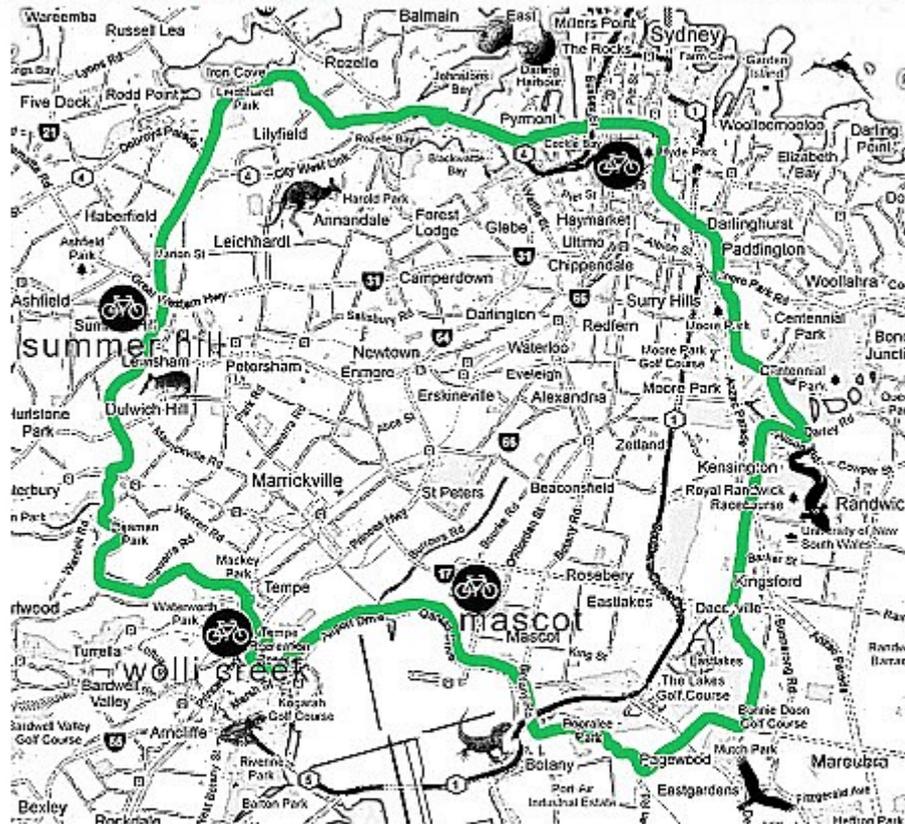
- There are daily calls in popular press and trade journals to introduce measures that would ease congestion on Sydney streets and improve mobility choices, especially that encourage active transport.
- The government only seeks to involve landscape architects, placemakers, and artists at the end of the planning engineering and design process, to add decoration or beautifying touches.
- As artists we are also agents in the public domain. Our views on livability and amenity matter, and not only because we deal with emotions and innovative thinking.
- The battle was fought and won by Jane Jacobs, mega freeways contribute nothing to public amenity and the public good, compounding car-centric planning to drive profit and service debt.
- The debt cycle fuels wasted investment in capital tunnelling and road projects funded as PPP that in Sydney never live up to their projections, bringing bankruptcy and leaving the public to pick up the risk of failed management. The Baird government chose not to abolish the Station Access Fee on the Airport Line.
- There are myriad reports on the physical and social benefits of active transport and the net positive cost benefit ratio of realising the many corridors through the metropolitan region. Claims there is no money is belied by the cost blowouts associated with WestConnex and the Tibby Cotter Bridge.
- The Management of Sydney Airport snapped to attention when their call for public feedback was flooded by Bicycle Users. The T3 Renovations had 130 submissions and 80% were from, or about, cyclists and access. A special forum was called by Airport management to deal with cycling issues. It has not produced viable action on the ground as yet.
- Large infrastructure criteria does not address the needs of human active transport and habitat. There needs to be a moral clause, a set of binding targets to facilitate 'quality of life' including non-human forms.

## PROPOSITION

1. All major infrastructure projects – rail, road, construction – must, without exception, commit to increase walking and cycling options (human powered transport), wildlife and habitat diversity. include the examination of human and wildlife permeability.
  2. The proof is overwhelming and the research robust that positive policies that promote active transport over private transport are required if: proactive, to increase quality of life through preventative measures; and, reactive, to ameliorate and remedy poor lifestyle choices. The built environment and consumer marketing of convenience foods and products externalise risk and place unacceptable burdens on citizens and health and welfare.
  3. Active transport corridors must be sited away from vehicle traffic, with access to living greenspace, birdsong, shade, rest and recreation areas. Ideally these spaces can and must be linked together with a safe, secure, cohesive and coherent network of paths and lanes using worlds best practise – the CROW manual for Cycling Infrastructure for instance.
  4. Targets must be set and reviews established that ensure parity in the allocation of financial and human resources to human and wildlife mobility in and through infrastructure developments.
  5. The Sydney Green Grid must be implemented as a national priority project. It must be amended to reflect the interests of people who cycle, with input from artists, and other stakeholder, including those at the local level.
  6. The Sydney Green Ring must be implemented as part of the Sydney Green Grid, protecting areas of national significance in the pre-colonial and post-colonial discourse of Sydney, and providing access to the historic, educational, and ecological benefits embedded in the land.
- Signed by: 50+ leading artists** and sent out as a news/press release, with the intention of raising awareness of the multiple entry points and interrelationships between art-education-mobility-ecology.

# SYDNEY GREEN RING 2008

## SYDNEY GREEN RING



Open air school room

Fine Art Trail

Open air library

Recreational Trail

Open air history book

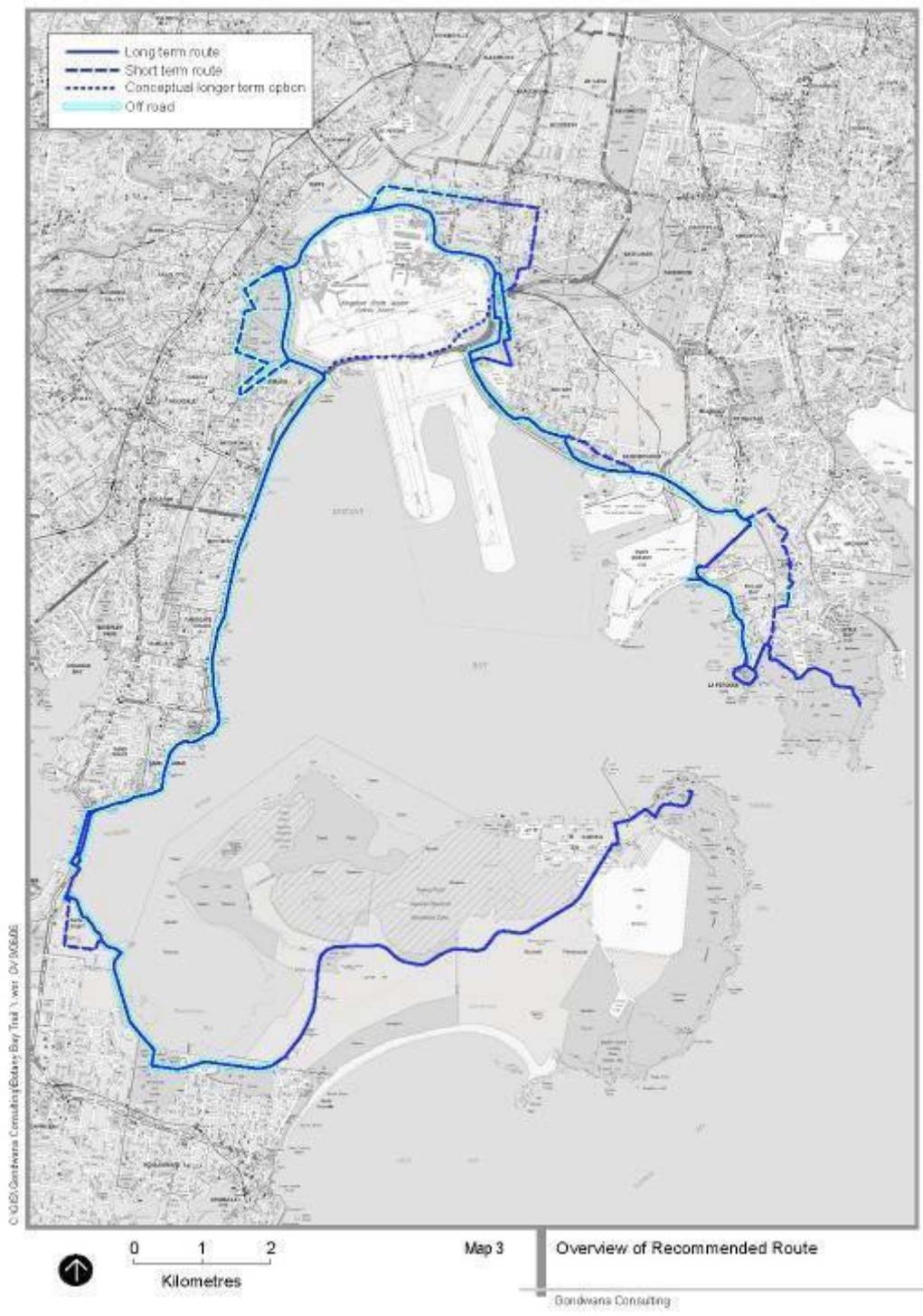
Freshwater Wetlands

Open air gymnasium

Post carbon horizon

Sydney Green Ring at <http://www.sydneygreening.org>

# Botany Bay Trail preferred options 2008 SSROC



## City of Sydney, Cycle Strategy and Action Plan 2007-2017

"...Specific targets include:

- Increase the number of bicycle trips made in the City of Sydney, as a percentage of total trips, from less than 2% in 2006 to 5% by 2011, and to 10% by 2016;
- Increase the number of bicycle trips between 2 and 20 km made in the City of Sydney, as a percentage of total trips to 20% by 2016;
- Achieve a minimum 80% good level of confidence and comfort for cyclists that ride in the City of Sydney by 2016; and
- Measure and monitor the number of collisions and injuries involving bicycles and achieve a reduction in the number of incidents.

### **Initiatives**

The Strategy defines infrastructure and social initiatives that will be undertaken by the City over the period 2007-2017.

#### *1 Infrastructure and facilities*

The Strategy defines a coordinated trunk network of cycling routes to interconnect the City's villages. The aim of the network is to provide major routes at the spacing required to achieve the City's goals for sustainable transport.

In addition to these routes, the City will ensure that local bicycle access is achieved to encourage residents and visitors onto bicycles as a sustainable transport option.

The City will develop separated bicycle roads within the existing road kerbs to provide safe cycling facilities for all cyclists. These facilities will have little or no effect on resident parking; and a positive effect on pedestrian amenity and public transport operations.

#### *2 Social*

The Strategy defines a series of social initiatives required to encourage the behavioural change required to ensure that cycling becomes a regular and normal mode choice. The social initiatives aim to promote wider community awareness of the individual and community benefits of cycling, and to support increased community participation in

cycling." - City of Sydney

AECOM, *Inner Sydney Regional Bicycle Network : Demand Assessment and Economic Appraisal*, 2010.

"The full implementation of the Inner Sydney Regional Bicycle Network is predicted to have the potential to generate significant economic benefits in excess of the economic costs and deliver high returns on investment. Relative to doing nothing, the development of the Inner Sydney Regional Bicycle Network is estimated to generate net economic benefits of \$507 million in today's prices at a benefit cost ratio of 3.88.

If the demand levels required under the Policy Target scenario were achieved, economic benefits could be as high as \$1.8 billion, at a benefit cost ratio of 11.08." - City of Sydney, AECOM, *Inner Sydney Regional Bicycle Network : Demand Assessment and Economic Appraisal*, \\AUSYD1FP002\Projects\60143266\_CofS\_Cycle\8. Issued docs\8.1 Reports\100415 ISSBN Final Report Rev C.docm, Revision C - 15 April 2010, p vi.