**Item 15 Inner West Cycling Update**

We thank the council officers for providing a clear summary of work to date on providing a cycle network in the Inner West municipality. It gives an indication of the complexity of the task involved and the anticipated costs.

Most of the projects discussed have taken many years to evolve. Eg The Greenway. Council officers have also recently responded swiftly to the opportunity presented by the Sydney Metro project requiring a complementary parallel cycleway from Dulwich Hill to Sydenham.

If you look closely at the Update items, you will see that they are largely in the future. Very little has been built, particularly in this term of Council. For various reasons cycling projects slip over into future years budgets. This is why our Coalition has described Council’s progress on these projects as glacial.

Our observation is that quite a lot has been achieved, given the limited staff resources that have been devoted to this work.

However, we are not convinced that Council is as committed to Active Transport as its policy documents suggest. The Integrated Transport Strategy, the Cycling Strategy and Action Plan and the Community Strategic Plan all are aiming at favouring active transport over private car usage, yet little progress is being achieved.

CSP Strategic Direction 2 – Liveable, connected neighbourhoods and transport

Outcome 2.6 – People are walking, cycling and moving around with ease

Strategy 2.6.1 Deliver safe, connected and well-maintained networks of transport infrastructure

Deliver the Pedestrian Access and Mobility Plan

Deliver new bicycle facilities and infrastructure

Personal mobility is currently impaired by excessive car use.

Given the glacial progress on cycleways it is no surprise that the IWC modal share of cycling remains very low @ around 1.5%.

These metrics will remain low if inadequate staff resources are devoted to building active transport infrastructure.

Consider this scenario: City of Sydney has 14 full time employees devoted to cycleway provision and promotion. IWC, with ½ the population, has an equivalent of 2 full time employees. The difference with Sydney is not entirely due to rates bases.

IWBC are seeking leadership from current and future Councillors to advance active transport in our community.

We are asking you to change the direction of this council towards a more sustainable, healthier, safer, connected community by enhancing active transport in all its villages.

The first step is devoting adequate human resources to the task of really discovering how active transport can transform personal movement in the Inner West.

The second step is designing a cycling and walking network that will attract people away from clogging our streets with even more cars.

The third step is funding and building the network.

The fourth step is promoting its use, to show how it can make our community’s lives safer, healthier, better connected and less stressed.

We are more than happy to accompany you on that journey.

Thank you