

Inner West Declaration for Active Transport

Inner West Bicycle Coalition

A United Voice for Cycling in the Inner West



Realistic commitments

1. **We can move 15% of local trips to non-polluting, healthy modes.** 60% of trips in The Inner West are shorter than 5km and a quarter of those could be carried out by cargo bike or walking and public transport.
2. **We can save Inner West residents \$176 million from their cost of living and open up 48 km of streets for footpaths or bikeways.** If 10% of our 80,000 private vehicles are sold, and the owners take active or public transit, or use car share, that's 8,000 fewer cars. The cost of running a car is \$20,000 pa according to AAA. Since 1950 we have jammed 65,000 more cars onto our same streets.
3. **We can move 19,000 residents from obesity if we provide the infrastructure to get them active.** The obesity rate in our community is about 20%, but benchmark LGAs have rates as low as 15%.
4. **We can get 5,000 more kids walking and biking to school if we provide the safe streets their mums want.** The proportion of kids motoring to school is 70% - 20,000 trips, twice a day. Walking and biking is under 30% - that's less than 9,000, even though most kids live close to school.
5. **We can move 2,400 trips to bicycling per day, saving 588 kg of CO2 emissions.** The modal share of cycling in our community has decreased in the last decade to around 1.5%.
6. **We can lower speeds to reduce crash injuries and deaths and save more than \$7m.** Lowering speed limits from 50 km/h to 40 km/h will result in a 12% reduction in total crashes; 17% reduction in injuries; 26% reduction in fatal crashes and an annual cost saving to the community of over \$7,000,000. Reducing to 30 kph would more than double those reductions and savings.
7. **We can increase the number of crossings and the low build rate of separated cycleways to move pedestrians and cyclists out of harm's way.** Each year on average we seriously injure 44 people cycling and 60 people walking in crashes in the Inner West. Cycling and walking are suppressed because vehicle weight and top speed have more than doubled since 1960, while humans remain just as fragile. Our shared paths amount to 23km, while separated cycleways total 1.3km. There are 1,000km of roads in the Inner West, but only 160 zebra crossings. Meanwhile, since 2007, the City of Sydney has built a total of 25 kilometres of safe, separated cycleways.

A: Councillor Responsibilities

Policy development and decision-making; Community representation; Financial management; Ethical conduct; Strategic planning.

Extreme importance. High importance

1. **Meeting with the chief engineer** and community representatives (IWBC) to discuss how consultant projects are being organised so the community experts can provide support, on-the-ground expertise and community support.
2. Integrate active transport thinking and requirements into the new high density Transport Oriented Development areas (**TODs**)
3. Work with staff to make real progress on the **Ashfield North safer cycling study**. Release a summary of the traffic study and the Council staff response for refinement. Integrate thinking around Cardinal Freeman Village and other aged care facilities and schools.
4. Engage with Staff, TfNSW and Metro on promoting active transport along **EWPCCL**
5. **Integrate bicycle plans into the Inner West @ 40 kph rollout** and identify possible 30 kph precincts.
6. **Change the LATM process** to integrate LGA-wide thinking, modal filters, road calming without speed humps and build-outs, and innovative design principles
7. **Work on a cross-party five year active transport plan** so that we can work with the community to build support for reimagining parking, slow streets with modal filters, shared paths, and selected separated cycleways.
8. Coordinate realistically (or advocate for more quality and better links) with TfNSW's **strategic cycleway network**.
9. Create and publish year-by-year targets for **modal shift** and emissions reduction

B: Staff Responsibilities

Implementation of policies and decisions; Service delivery; Operational management; Professional conduct; Advice and recommendations.

Extreme importance. High importance

1. **Assign a reasonable level of staffing to active transport**. Upskill staff who don't have experience with active transport design. The Council needs four people: a planner, a design engineer to work out solutions with consultants, a project manager to implement projects with contractors, and an active transport communications staffer to help successfully communicate projects to the public
2. **Make real progress on Lilyfield Road** to join the critical centres of the Bay Run and the Bays precinct
 - a. Include IWBC and walkers in the process to build a real plan

- b. Build on the Complete Urban plan but ensure there will be appropriate crossings, separated or safe on-road active transport lanes and walkways for pedestrians and school kids.
- c. Have a realistic plan for the steep hill between James St. and Hawthorn Canal, (including alternative routes.)
- 3. **Implement (finalise, contract, deliver, oversee, launch) existing plans**
 - a. EWPCL
 - b. Addison Road
 - c. Sydney Steel Rd / Edinburgh Rd link
 - d. Sydenham Station to Mary St including crossing of Princes Highway.
 - e. The multitude of small improvements contained in the Works for Bikes database that was first presented for action in 2019
- 4. Establish or adopt robust, **modern standards for cycleway design** including major (e.g. inter-node routing) and minor (e.g. kerb lips) factors.
- 5. **Move the Iron Cove Creek Pathway plan to the implementation stage.** Widen the Frederick St footpath under the railway. Cross Parramatta Road and Ramsay.
- 6. **Rename the local traffic committee** to the local pedestrian, cycling and traffic calming committee
- 7. **Measure and improve waiting times for people walking** and people cycling at signalised crossings
- 8. Measure and publish timely **vehicle, motorcycle, cycling and walking crashes** across the LGA and create plans for steady reduction
- 9. **Adopt relevant goals for mode shift and pollution reduction** from best-practice councils across Australia. Publicly adopt and promote the TfNSW revised Road User Space Allocation (RUSA) protocols.

Our current shortfall in RESOURCES

Currently Inner West Council has less than two full time staff devoted to planning and building cycle facilities. No new cycle projects have commenced in the current term of council. Long-standing promised projects such as Lilyfield Rd, Marrickville Rd and even Addison Road and projects from the Leichhardt and Marrickville bike plans such as Johnston Street continue to stall and are pushed out into the future. Council failed to receive Get Active NSW grant funding in the current year. We built one cycle path and no popup cycleways when funds were available during Covid. Out of 20 small item requests under the Works for Bikes initiative that IWBC put to council in the last year only 5 have been completed to date.

The Greenway missing links is the only project being built at present and that has been years in the making, determined prior to the current term of council.

The IWC Cycling Strategy and Action Plan from 2023 envisages a cycling network to be built across the municipality to make bike riding a low-stress and convenient transport option.

This is obviously not being achieved under the current arrangements. No time frame is given and no targets are specified.

The missed opportunities we have clearly outlined above are only going to increase, unless council takes decisive action to combat them.

The effective roll-out of cycle facilities by the City of Sydney has been achieved by employing 14 full-time-equivalent bicycling staff. Inner West Council has half the population of CoS and 54% of the area. The budget of CoS is almost ten times larger (\$1.5b versus \$160m).

We consider it reasonable if IWC was resourced with 4 suitably bicycle-expertise qualified staff to undertake the following:

- Transport planning
- Grant application
- Engineering design and oversight
- Communications skills to promote the benefits of improved active transport to the public

Appendices

Estimate of Inner West Trips

The Inner West Council is part of the Sydney Greater Metropolitan Area (GMA). While we don't have specific data for the Inner West, we can use Sydney-wide statistics to make an estimate:

1. The total number of weekday trips in the Sydney GCCSA (Greater Capital City Statistical Area) was expected to increase from about 638,000 daily trips in 2016 to 819,000 daily trips in 2031.
2. This represents a 28% increase over 15 years, or about 1.86% per year on average.
3. The Inner West Council had a population of 192,030 in 2021.
4. Assuming the Inner West follows similar travel patterns to the broader Sydney area, we can estimate:
5. $819,000 \text{ trips} / \text{Sydney's 2031 projected population} * 192,030 = \text{approximate daily trips for Inner West}$
6. Sydney's 2031 projected population is not provided, but we know it's expected to grow by about 24% from 2016 to 2031.
7. Using this growth rate and Sydney's 2016 population (which is not given), we can roughly estimate the number of daily trips per person in 2031.
8. Then, applying this trips-per-person rate to the Inner West population gives us an estimate of daily trips for Inner West residents.

While an exact figure cannot be calculated without more specific data, it's reasonable to estimate that Inner West residents likely make between 500,000 to 700,000 daily trips outside the home, based on these calculations and assumptions. This estimate accounts for all types of trips, including commuting, shopping, leisure, and other purposes

Cost of Living Impact

We can remove 10% (an assumption) of our vehicles while their owners take active or public transit or use car share. The cost of running a car is \$20,000 pa according to AAA and we own more than 88,000 private vehicles in the Inner West. The number of cars in the Inner West has gone from 24,000 to 89,000 since 1950. There are now 65,000 extra vehicles jammed onto the exact same streets.

Estimate of Inner West Vehicles

The Inner West Council area has a high rate of car ownership among households:

1. 52.6% of households owned one car
2. 23.9% owned two cars
3. 5.0% owned three or more cars

Adding these percentages together, we can estimate that approximately 81.5% of households in the Inner West own at least one car.

The Inner West Council had a population of 192,030 in 2021. Assuming an average household size of 2.5 people (a common estimate for urban areas), we can estimate there are roughly 76,812 households in the Inner West.

Using these figures, we can estimate:

- 40,403 households own one car (52.6% of 76,812)
- 18,358 households own two cars (23.9% of 76,812)
- 3,841 households own three or more cars (5.0% of 76,812)

To calculate the total number of cars:

- $40,403 * 1 = 40,403$
- $18,358 * 2 = 36,716$
- $3,841 * 3 = 11,523$ (assuming a conservative estimate of 3 cars for the "three or more" category)

Total estimated private vehicles: $40,403 + 36,716 + 11,523 = 88,642$

Therefore, we can estimate that residents of the Inner West own approximately 88,000 to 90,000 private vehicles. This estimate accounts for the high rate of car ownership in the area while considering that some households own multiple vehicles.

If 10% of vehicles are removed and the trips for them transferred to car share, public transport or bicycles, that's 8,800 vehicles at a cost of \$176,000,000

Estimate of Obesity

Based on the search results provided, we don't have a specific obesity rate for the Inner West area of Sydney. However, we can make an educated estimate using the available data for Sydney and Australia overall:

1. In 2017-18, 67.0% of Australian adults were overweight or obese.
2. Sydney, being a major city, tends to have lower rates of overweight and obesity compared to regional and remote areas. In 2017-18, 65.0% of adults in major cities were overweight or obese, compared to 72.4% in inner regional areas.
3. Within Sydney, there are significant variations in obesity rates based on socioeconomic factors and specific suburbs. For example, wealthy areas like Mosman had much lower rates of overweight and obese children (17%) compared to areas like Homebush Bay and Silverwater (over 40%).
4. The Inner West is generally considered a more affluent area of Sydney, which typically correlates with lower obesity rates.

Considering these factors, we can estimate that the obesity rate in the Inner West is likely lower than the national average but possibly slightly higher than the most affluent coastal suburbs. A reasonable estimate for the adult obesity rate in the Inner West might be around 60-65%, with approximately 25-30% being obese (as opposed to overweight). 25% of 192,000 is 48,000. If this were reduced to 15%, then it would be 29,000, or 19,000 fewer.

For children in the Inner West, the obesity and overweight rate is likely lower than the national average of 24.9%, perhaps around 20-22%.

It's important to note that this is an estimate based on general trends and available data for similar areas. Actual rates may vary and would require specific local health surveys to determine accurately.

Kids walking to school

Based on the search results provided, we don't have specific data for the Inner West area regarding how many children walk to school versus being driven. However, we can make an educated estimate using the available information:

1. In New South Wales overall, only about 20% of children walk or cycle to and from school. This suggests that approximately 80% are using other modes of transportation, with driving likely being a significant portion.
2. The NSW government is investing \$10 million to improve conditions for walking and cycling to school, indicating that current rates of active transport are lower than desired.
3. There's a noted trend of parents being hesitant to let their children walk to school due to safety concerns, particularly about traffic.

4. The Inner West, being an urban area, may have slightly higher rates of walking compared to the state average due to potentially shorter distances to schools and better pedestrian infrastructure.

Considering these factors, we can estimate for the Inner West:

- Approximately 25-30% of children may walk or cycle to school
- Around 65-70% are likely driven to school
- The remaining 5-10% might use public transportation or a combination of methods

It's important to note that this is an estimate based on general trends and may not reflect the exact situation in the Inner West. Factors such as specific neighbourhood characteristics, individual school policies, and local initiatives could influence these numbers significantly.

The government's investment in improving walking and cycling conditions around schools suggests there's a push to increase the number of children using active transport in the future.

How many school kids in the Inner West

Based on the search results provided, there is no specific data given about the number of school-age children in the Inner West. However, we can make a rough estimate using some of the information available:

1. The Inner West Council had a total population of 192,030 in 2021.
2. Typically, school-age children (ages 5-18) make up about 15-20% of a population in developed urban areas.
3. Using this percentage range, we can estimate that there are approximately 28,800 to 38,400 school-age children in the Inner West.

This estimate assumes that the Inner West's demographic composition is similar to other urban areas. The actual number could vary depending on factors such as:

- The area's specific age distribution
- Family sizes in the Inner West
- Local birth rates
- Migration patterns of families with children

It's worth noting that the Inner West Council operates several Out of School Hours Care (OSHC) services, which indicates a significant population of school-age children in the area. However, for a more accurate count, specific demographic data from the Australian Bureau of Statistics or local government sources would be needed.

Mode shift target

Based on the information provided and considering global benchmarks, a feasible target for mode shift to active transport in the Inner West could be estimated as follows:

1. Current situation: While we don't have specific data for the Inner West, we know that in New South Wales overall, only about 20% of children walk or cycle to and from school.
2. Existing initiatives: The NSW government is investing in improving conditions for walking and cycling to school, indicating a commitment to increasing active transport.
3. Global benchmarks: Many European cities have achieved high rates of active transport. For example, in Amsterdam, about 40% of all trips are made by bicycle, while in Copenhagen, cycling accounts for about 30% of all trips.
4. Local factors: The Inner West, being an urban area with potentially shorter distances to destinations and better walking infrastructure, may have more potential for active transport compared to other parts of Sydney.
5. Proposed changes: The InnerWest@40 initiative, which aims to reduce speed limits to 40 km/h on local streets, has strong community support (84% of respondents supported speed limits of 40km/h or less). This change could significantly improve safety for people walking and cycling.
6. Behaviour change programs: The NSW Active Transport Strategy mentions plans to trial behaviour change interventions and campaigns to encourage sustainable mode shift by 2028.

Considering these factors, a feasible target for mode shift to active transport in the Inner West could be:

- Short-term goal (5 years): Increase active transport mode share to 30-35% of all trips.
- Medium-term goal (10 years): Reach 40-45% of all trips by active transport.

These targets are ambitious but achievable, considering:

1. The strong community support for initiatives that promote active transport.
2. The urban nature of the Inner West, which is conducive to walking and cycling.
3. Planned infrastructure improvements and behaviour change programs.
4. The potential for significant increases, given the relatively low current baseline (assuming it's similar to the NSW average).

To achieve these targets, the Inner West would need to implement a comprehensive strategy including infrastructure improvements, education programs, and policy changes. The success of cities like Amsterdam and Copenhagen shows that with consistent effort and investment, significant shifts to active transport are possible.

Cycling, walking and public transport mode share

- Walking: 5.4% of all trips (if 600,000/day then 324,000/day)
- Public Transport: 21.1% of all trips (127,000)
- Bicycling: 1.7% of all trips (10,200)
- Total 28.2%.
- The remainder is cars at 71.8%. 431,000 trips
- Bicycling accounts for 24% of the active transport trips, but 42% of the active transport reportable crashes because their infrastructure is inadequate.

These figures come from Figure 4.6 "Travel Mode Share of Inner West Residents" mentioned in the first search result. The data shows that:

1. Walking accounts for a relatively small portion of trips at 5.4%.
2. Public transport is a significant mode, making up over one-fifth of all trips at 21.1%.
3. Bicycling has a low mode share at just 1.7% of trips, falling from 2.6% in 2016.

It's worth noting that these percentages represent the overall travel mode share for all types of trips in the Inner West, not just commuting or school trips. The data suggests there is significant potential to increase active transport modes, particularly walking and cycling, given their current low percentages.

Crossings and roads in the Inner West

From QGIS, we have 160 zebra/wombat crossings in the Inner West. We have 1,659 named roads whose length is 1,000 km (979 to be exact). That's one crossing every 6 kilometres!

Grams of carbon per km

Based on the information provided in the search results, we can estimate the carbon emissions for Inner West vehicles as follows:

1. The average new light vehicle sold in Australia in 2019 produced 181 grams of CO₂ per kilometre (g/km).
2. However, the Inner West Council's Car Share Policy provides more specific emission targets for different vehicle categories:
 - Hatchbacks/sedans: 150 g/km
 - Sports Utility Vehicles (SUV): 180 g/km
 - Vans/people movers: 230 g/km
3. The policy also encourages operators to achieve lower emission targets within five years:
 - Hatchbacks/sedans: 128 g/km

- Sports Utility Vehicles (SUV): 162 g/km
- Vans/people movers: 219 g/km

Considering these figures, we can estimate that the average carbon emissions for Inner West vehicles likely fall in the range of 150-180 g/km, depending on the mix of vehicle types in the area.

It's important to note that these figures represent CO₂ emissions, not pure carbon. To convert CO₂ to carbon, you would multiply by the ratio of carbon's atomic weight to CO₂'s molecular weight (12/44 or about 0.27).

Therefore, the estimated carbon emissions for Inner West vehicles would be approximately 40-49 grams of carbon per kilometre travelled.

This estimate assumes that the Inner West vehicle fleet is relatively similar to the Australian average and that the car share policy targets are representative of the broader vehicle population in the area. Actual emissions may vary based on the specific composition of vehicles in the Inner West and their age.

Vehicle weight increases

Based on the search results provided, we don't have specific data for the average weight of private vehicles in the Inner West for the years 1960, 1980, 2000, and now. However, we can infer some information about vehicle weights in Australia over time:

1. Recent data (2018):
 - The average tare weight of passenger vehicles in New South Wales was 1453 kg.
 - The average tare weight of light commercial vehicles in New South Wales was 1782 kg.
2. Change over time:
 - Between 2013 and 2018, there was an increase in average tare weight:
 - Passenger vehicles increased by about 62 kg
 - Light commercial vehicles increased by about 108 kg

While we don't have exact figures for the earlier years requested, we can make some general observations:

1. Vehicles have generally become heavier over time due to increased safety features, comfort amenities, and larger sizes.
2. The trend of increasing vehicle weight is likely to have been consistent from 1960 to the present, with more significant increases in recent decades.

3. In 1960, vehicles were likely significantly lighter than they are today, possibly weighing 30-50% less than current models.
4. By 1980, vehicle weights would have increased somewhat, but were still likely considerably lighter than today's vehicles.
5. In 2000, weights would have been closer to current figures, but still lighter than today's averages.

It's important to note that these are general trends and not specific to the Inner West. The area's vehicle fleet may differ from the national or state averages depending on local preferences and demographics.

Car Ownership over time

For the car ownership rate for 1960, we can estimate that it was somewhere between the 1947-48 figure (1 per 7.8 persons) and the 1999 figure (1 per 1.6 persons), likely closer to about 1 vehicle per 3-4 persons, based on the trend of increasing ownership over time.

Even assuming no population growth in the Inner West, the number of cars would have increased from 192,000/7.8 or 24,000 to 89,000 (see section above). That's a 370% increase.

Crossings and Separated Cycleways in IWC

Cycling and walking in the Inner West are suppressed because vehicle weight has doubled since 1960 while humans remain just as fragile. On average each year we seriously injure 44 cyclists and 60 pedestrians in crashes on our Inner West streets.

The top speed of a 1964 Beetle was 116 kph. The top speed of a 2024 Golf is 249 kph. In 2.6 seconds it can accelerate from a stop to the speed at which it throws an average adult pedestrian the length of a cricket pitch (20m) on impact. Our shared paths amount to 23km, while separated cycleways total 1.6km. Meanwhile, since 2007, the City of Sydney has built a total of 25 kilometres of safe, separated cycleways, which includes various pop-up cycleways.

Pathway	Km	Separated	Decade
Livingstone Rd	2		2020
RR07	3		2020

Rozelle Parklands incl connections and Green Bridges (By RIC/Westconnex)	2		2020
Greenway on Hawthorne Canal	1.5		2010
Johnstons Ck (IWC PRUAIP)	.5		2010
Carrington Rd upgrade	1	1	2010
Wattle St/CWL SUP Haberfield (Westconnex)	2		2010
Campbell Road (Westconnex).	2		2010
Bay Run	3	.52	2000
Balmain Rd Leichhardt past Bus Depot	1		2010
Cooks River	5		1990
Moore St corner		.11	
Total	23	1.63	

Crashes and speed

The Inner West at 40 (IWC@40) project estimates that lowering speed limits from 50 km/h to 40 km/h will result in:

- 12% reduction in total crashes
- 17% reduction in injuries
- 26% reduction in fatal crashes
- Annual cost saving to the community of over \$7,000,000.

Reducing to 30 kph would more than double those reductions and savings because research shows 30 kph speed limits on local residential streets could reduce the Australian road death toll **by 13** per cent. The economic benefit would be about **\$3.5 billion** every year.

Road trauma is the number one cause of death in school-aged children. More than 1,100 Australians die on our roads each year and the chance of a pedestrian surviving when hit by a car skyrockets when the car's speed is reduced. The **chance of survival** jumps from just 10 per cent at 50kph to 55% at 40 kph and 90% at 30kph.

The top speed of a 1964 Beetle was 116 kph. The top speed of a 2024 Golf is 249 kph. In 2.6 seconds it can accelerate from a stop to the speed at which it throws an average adult pedestrian the length of a cricket pitch (20m) on impact.

Crash statistics for pedal and pedestrian in the Inner West (source: TfNSW)

	2017	2018	2019	2020	2021	Average
Pedal	55	28	55	49	32	43.8
Pedestrian	70	60	81	28	60	59.8

Roles and Responsibilities: Councillors and Staff

What you can hold your local councillors accountable for:

- **Policy development and decision-making:** Councillors are responsible for creating and implementing policies that benefit the community. You can hold them accountable for the quality, effectiveness, and impact of these policies.
- **Community representation:** Councillors are elected to represent the interests of their constituents. You can hold them accountable for listening to your concerns, advocating for your needs, and making decisions that reflect the community's desires.
- **Financial management:** Councillors are responsible for overseeing the council's budget and ensuring that public funds are used responsibly and transparently. You can hold them accountable for the council's financial performance and the value for money it delivers.
- **Ethical conduct:** Councillors are expected to adhere to high standards of ethical conduct, including avoiding conflicts of interest and acting in the best interests of the community. You can hold them accountable for their behaviour and integrity.
- **Strategic planning:** Councillors are responsible for developing a long-term vision for the community and setting strategic goals for the council. You can hold them accountable for the council's progress towards achieving these goals.

What councillors can hold council staff accountable for:

- **Implementation of policies and decisions:** Council staff are responsible for implementing the policies and decisions made by councillors. Councillors can hold them accountable for the effectiveness, efficiency, and timeliness of this implementation.
- **Service delivery:** Council staff are responsible for delivering a wide range of services to the community, such as waste management, parks maintenance, and development approvals. Councillors can hold them accountable for the quality and accessibility of these services.

- **Operational management:** Council staff are responsible for the day-to-day operations of the council, including financial management, human resources, and asset management. Councillors can hold them accountable for the efficiency and effectiveness of these operations.
- **Professional conduct:** Council staff are expected to adhere to high standards of professional conduct, including acting ethically, impartially, and in accordance with relevant legislation and policies. Councillors can hold them accountable for their behaviour and professionalism.
- **Advice and recommendations:** Council staff provide advice and recommendations to councillors on a range of matters. Councillors can hold them accountable for the quality, accuracy, and timeliness of this advice.

It's important to remember that councillors and council staff have distinct roles and responsibilities. While councillors set the overall direction and make key decisions, council staff are responsible for implementing these decisions and delivering services to the community. Both groups are accountable to the community, and it's important to hold them to account for their performance.