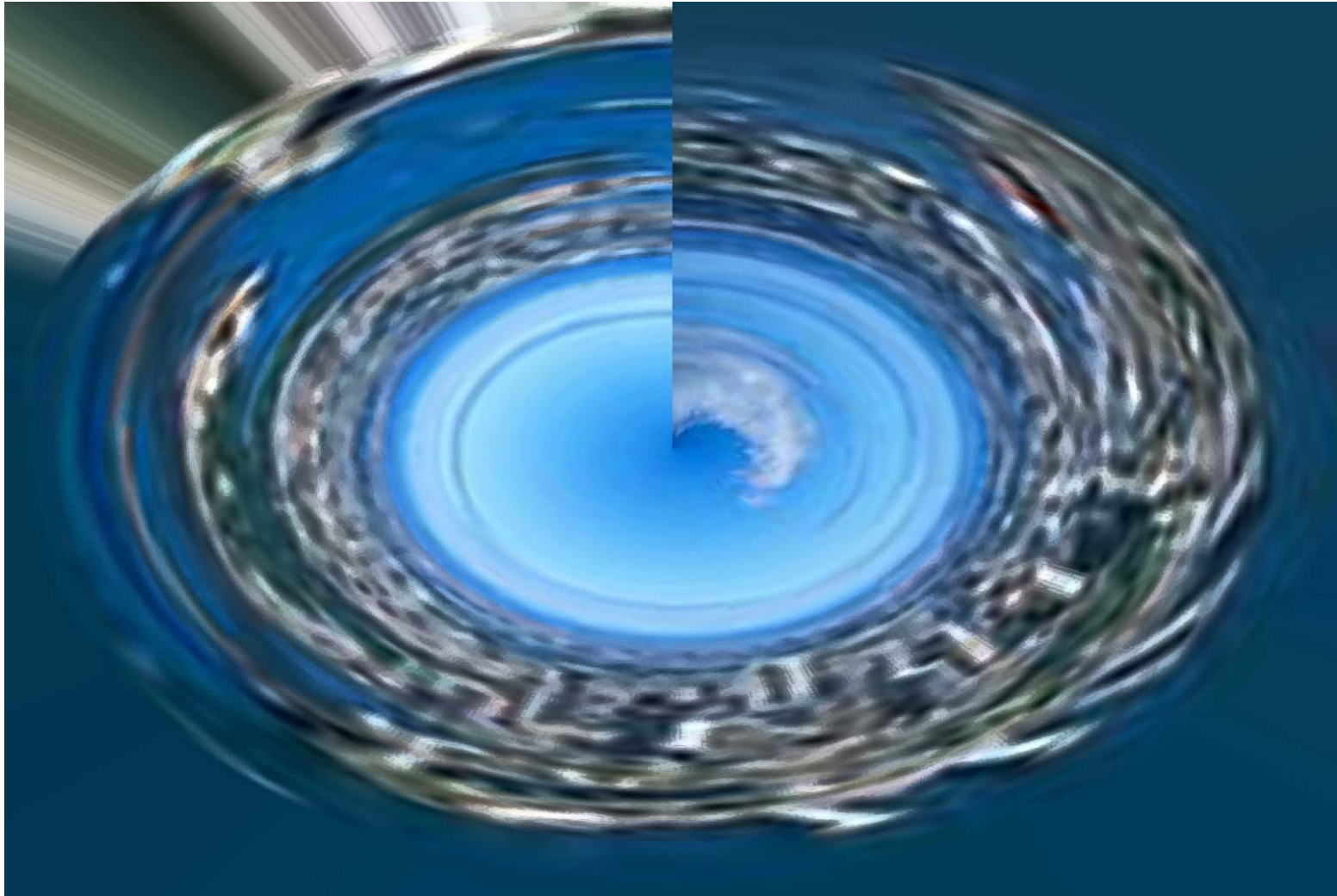


# ***Sydney Green Ring***



# *The Opportunity*

Sydney is a tourist destination attracting visitors from subregions, intrastate, interstate and around the globe.

The 2000 Olympics are fading from peoples memory but the legacy remains in public artwork and infrastructure.

Bicycling is universally recognised as a premium health and transportation choice.

# *The Vision*

The vision is to identify a network of trails and active transport corridors that capitalise on existing and planned infrastructure and amenity. These trails will focus on culture and recreation and may or may not form part of existing transport/commuter planning.

The inclusion of cultural and artistic components in the form of interpretive signs, brochures, maps, a website with international languages, pre and post colonial histories, schools, retail outlets, etc., is integral to the proposal.

Many of these pathways exist or are in the planning stage but as yet are not identified in a coherent form as a network. The network would be identified through specific signage and iconic route markers.

# The Policy

The Planning Guidelines for Walking and Cycling released by the Department of Planning and the RTA in January 2005 include information, concepts, case studies and illustrations to help meet the challenge of improving planning for walking and cycling.

The Guidelines will be implemented throughout the metropolitan region including in new development in the North West and South West growth centres and other new release areas, in renewal corridors such as the Parramatta-City and CBD-Airport corridors, and in existing urban areas.

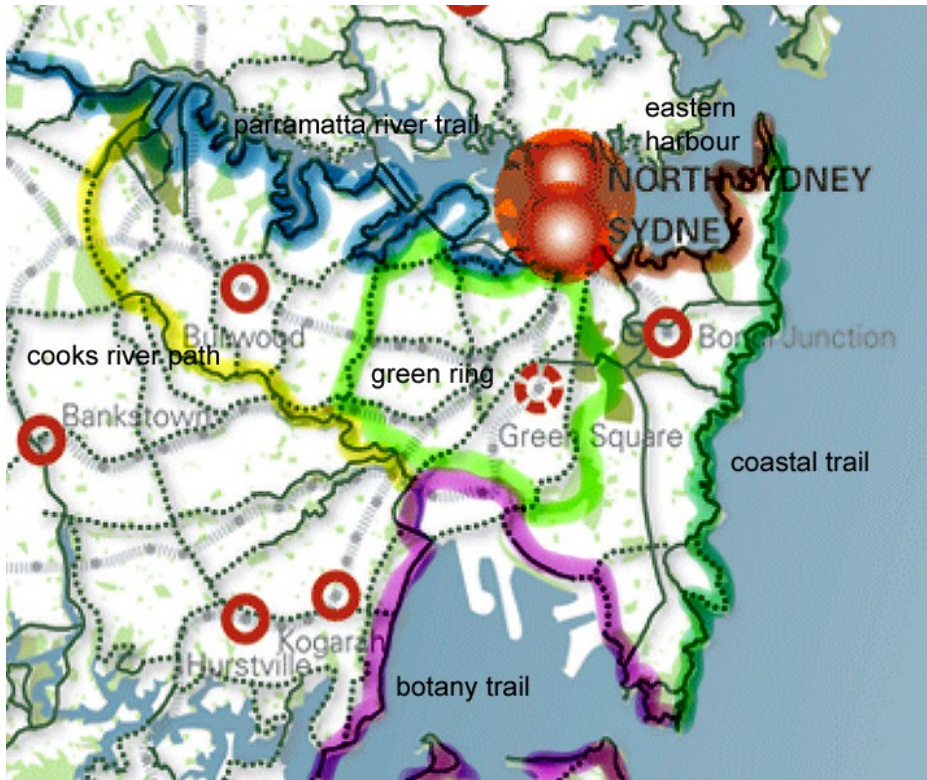
Support will be provided to local government to upgrade walking and cycling facilities in small-scale projects across many locations to improve everyday access within neighbourhoods. Projects include completing missing links, resurfacing existing facilities, widening facilities, improving physical accessibility (through gradients, kerb ramps and crossings), and improving lighting and signage.

Subregional access will be improved by connecting up local networks, by overcoming major barriers of road, rail and waterways through overpasses and underpasses and by developing new routes such as 'rail trails' along selected rail corridors and along rivers and foreshores through open space (see Parks and Public Spaces Strategy). These larger-scale projects will be funded through existing programs and in conjunction with new development.

The existing Cycleways program provides cycleways for regional trips, often in conjunction with major infrastructure such as the M7 Motorway. However, there is also a need to improve local facilities by supporting local government in the provision of high quality, safe local facilities for trips to schools, shops and local activities.

<http://www.metrostrategy.nsw.gov.au/dev/uploads/paper/transport/index.html>

# Sydney Strategy – existing or planned cycle paths



- Parramatta River Foreshore Path
- Coastal Trail
- Botany Bay Trail
- Cooks River Path
- The Greenway
- CBD to Airport Path
- Centennial to Botany Trail

# The Global Arc



- The Sydney Green Ring is the centre most ring of the network. As with the other trails it is hoped to make as much of the trail separate from motor vehicles on purpose built and maintained bi-directional paths. And where possible travel in greenspace and adjacent to waterways and wetlands.
- At least half of the Sydney Green Ring passes through the Global Arc. It is reported that the uptake of cycling is higher than average in for workers in the educated, affluent, knowledge and technology sector.

# Sydney Airport



- At present there is poorly developed paths around the perimeter of the Airport. Land owned by Sydney Airport Corp.
- The development of Coward Street Regional Route was a compromise. The option proposed in the original RTA plan was to continue the divided off-road path along Qantas Drive, Joyce Drive and General Holmes Drive. This would fulfil a need identified in the Botany Bay Trail and proposed SSROC Bike Plan.
- The CEO of SAC has acknowledged the history and significance of the locality. He outlined the planned growth in travel to the airport in terms of car parking and inbound/outbound flights. What has not been accounted for is the potential to increase cycle tourism and the use of bicycles by employees and those accessing the retail outlets in the refurbished terminals.
- <http://www.sallygray.com.au/projects/airport.html>  
<http://www.barnaclebikers.com/Aust03.html>

# links

## **Russell Balding AO CEO Sydney Airport - Botany Bay Business Enterprise Centre Breakfast Meeting**

<http://www.sydneyairport.com.au/NR/rdonlyres/D06C97C5-1FFA-4E26B138-5E6B5E631087/0/BotanyBayBusinessEnterpriseCentreFebruary2008.pdf>

## **Sydney Metro State Government Boundaries**

[http://www.elections.nsw.gov.au/\\_\\_data/assets/image/0008/2132/sydmetro.gif](http://www.elections.nsw.gov.au/__data/assets/image/0008/2132/sydmetro.gif)

## **The Daily Telegraph – Sydney’s Best Bicycle Tracks**

<http://www.news.com.au/dailytelegraph/story/0,22049,21631219-5013413,00.html>

## **Sustrans – Art and the Travelling Landscape: Andy Goldsworthy** [http://www.sustrans.org.uk/default.asp?](http://www.sustrans.org.uk/default.asp?sID=1092919975305&slmgRef=1005.jpg&sTitle=Jolly%20Drovers%20Maze&page_number=1)

[sID=1092919975305&slmgRef=1005.jpg&sTitle=Jolly%20Drovers%20Maze&page\\_number=1](http://www.sustrans.org.uk/default.asp?sID=1092919975305&slmgRef=1005.jpg&sTitle=Jolly%20Drovers%20Maze&page_number=1)

## **Sydney Metropolitan Strategy – Regional Trails**

[http://www.metrostrategy.nsw.gov.au/dev/uploads/paper/parks/attachments/Figure\\_15\\_Regional\\_Rec\\_Trails.pdf](http://www.metrostrategy.nsw.gov.au/dev/uploads/paper/parks/attachments/Figure_15_Regional_Rec_Trails.pdf)

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