



BIKE | SYDNEY 

Annual Report 2010

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About BIKESydney

Who we are

BIKESydney is an incorporated not-for-profit community organisation established in 2000. We advocate on behalf of our members and people who ride bicycles who live and work in the City of Sydney local government area. We are affiliated with Bicycle NSW.

We want to live in a city ...

Where riding a bicycle is part of everyday life

That is vibrant, healthy, productive, creative and robust

That values community, mobility, health, wellbeing social equity and sustainability

Where people of all ages can make easy choices to ride a bicycle, walk and take public transport

What we do

- provide people who ride a bicycle with a strong collective and public voice
- encourage the development of safe, direct cycling routes in a network that connects the villages within the City area, public transport and the CBD
- participate in the City of Sydney's Cycling Advisory Committee and the Sydney Traffic Committee
- participate in government and industry consultative forums to voice the interests of bicycle users
- organise and lead regular social rides and other fun events
- provide a bicycle valet parking service for events
- bring bicycle users together to develop a connected and supportive community
- provide information to bicycle users and the public about services and events
- inform bicycle users of their rights and obligations
- promote the economic, social, health, environmental and fun value of cycling
- raise the profile of cycling as an everyday means of transport
- campaign and lobby on issues that affect bicycle users
- collaborate with neighbouring bicycle advocacy groups and other organisations with a passion for community health, mobility and sustainability
- serve as a contact for the media about cycling issues in Sydney

2010 Position Holders

President: Elaena Gardner

Vice President: David Borella

Treasurer: Chris Virtue

Secretary: Gilbert Grace (Jan-Jul), Nick Bonich (Jul-Dec)

Ordinary Members: Andrew Dodds, Michael Telshoff and Lester Ranby

www.bikesydney.org



President's Report

We've had a productive year that has been filled with challenges. Some of those challenges we've surmounted and others are yet to be. But we're continuing with passion and commitment to make Sydney a better place to ride your bike and ultimately a better city to live in.

Bicycle Valet Parking

In June 2010 BIKESydney won a major national award for its work to promote cycling and specifically our Bicycle Valet Parking Service. The Cycling Promotion Fund sponsored awards were presented in Old Parliament House in Canberra on June 16 with BIKESydney receiving the Special Achievement Award by a Bicycle Organisation. The award was in recognition of BIKESydney's Bike Valet Program which makes it easier for festivals (and other major events) to encourage people to ride their bikes, rather than drive, to these events.

BIKESydney could not deliver Bike Valet Parking without our team of volunteers and supporters, and our Marshall Julian Somosi. A huge thank you everyone who has been involved over the last couple of years.

We provided bicycle valet services to events run by the City of Sydney, Randwick Council, Canterbury Council, and Sydney Festival during the year. Over the year we were challenged by the number of events we were asked to service. While we've always managed to find volunteers to help us run the service it has at times felt overwhelming for the volunteer manager of the service. In the future we need to look at a different model for administering the service to ensure it remains sustainable.



Andrew Dodds (left) collected the Special Achievement Award by a Bicycle Organisation 2009 on behalf of BIKESydney. Andrew is pictured with Damian MacLennan who was recognised for his work creating online communities including Sydney Cyclist.

BrainsTrust

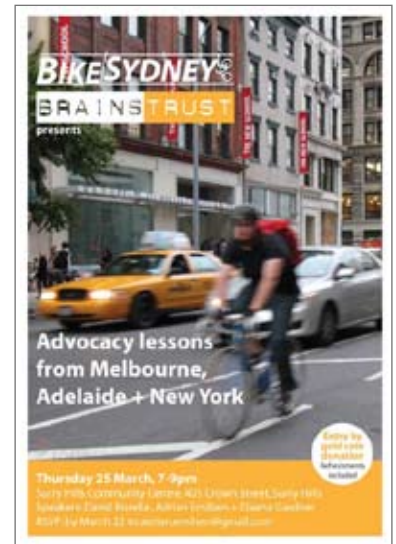
We were proud to present four BrainsTrust events during 2010. The events aim to inform and educate bicycle riders while providing an opportunity to socialise and network.

In March about 70 people attended our first event which presented a variety of research from cycling conferences attended by BikeSydney members.

In July we hosted an event to coincide with the NSW Parliament's Inquiry into Vulnerable Road Users; Bicycle safety: what are the causes of vulnerability? About 50 people gathered at the Sydney Mechanics Schools of Arts for a robust discussion about what causes vulnerability on our roads for cyclists. In August Camwest and Parramatta City Council co-hosted a BrainsTrust in Parramatta which looked at cycle planning locally and overseas.

And finally in November we partnered with the Bicycle Film Festival and delivered a series of talks which looked at whether we should actively foster a Sydney Bike culture.

A big thank you to Adrian Emilsen and David Borella for their assistance organising and presenting at the events. And also to Michelle French for designing the BrainsTrust logo.



Inaugural Brainstrust poster

Vulnerable Roads Users

In 2010 the NSW Parliament's Staysafe committee announced they would investigate Vulnerable Road Users including bicycle riders and motor cyclists.

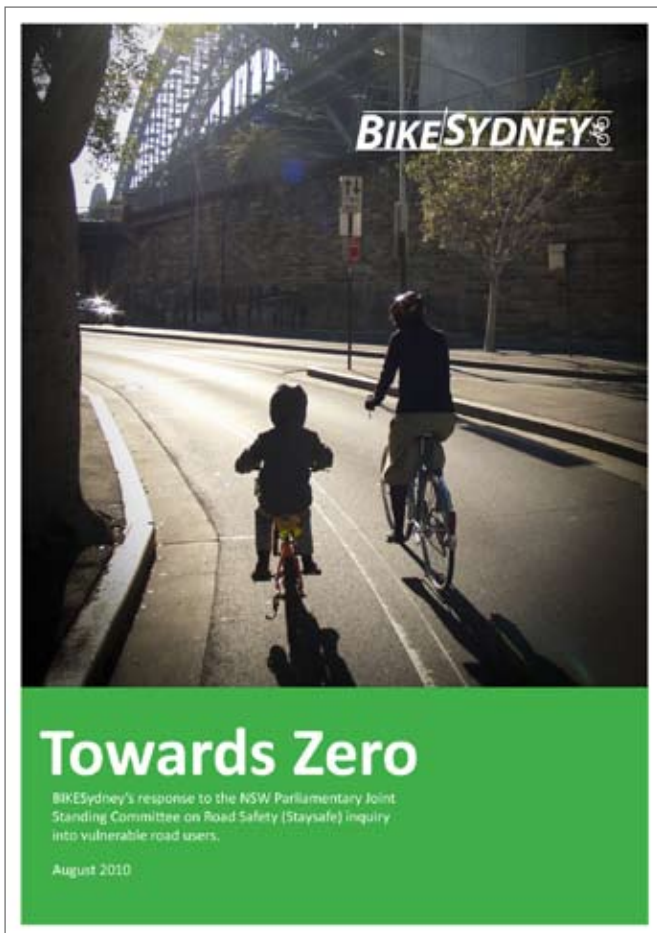
We designed a three part strategy to help us prepare our submission.

In July we launched an online safety survey. We asked riders how safe they felt on their bikes and looked accidents and incidents. The results of the survey ensured the voices of people who ride bikes were heard in the inquiry. We had planned to carry out this survey every year to track trends in bike use and safety. But the University of NSW is carrying out an extensive survey of 2000 bicycle riders over a 12 month period and so we believe this will provide more

robust and in-depth results than our online survey. Hilary Woodfine helped us to write the questions and design the survey and we were particularly grateful for her assistance.

In July we also held the Vulnerable Road Users BrainsTrust. During the BrainsTrust we ran a short workshop to collect people's stories about cycling in Sydney. Brenda Bailey designed and ran the workshop and as a result we gathered compelling case studies which augmented the final report – we were again very grateful for her assistance.

Our final report was extensive and very well received. We were invited to appear before the committee and David Borella and myself attended to give evidence to the Committee.



Vulnerable Road Users submission cover

NSW Bike Plan

In June 2010 we provided extensive feedback on the NSW Bike Plan.

We are supportive of the BikePlan and commend the government for developing it and look forward to the implementation. We noted that this is the third in a series of bike plans. The previous two have been withdrawn with virtually nothing implemented and then replaced with a new plan, supposedly because the older one is no longer suitable.

While we are generally supportive of the plan, we raised a number concerns that we asked to be addressed including:

- **No timeframe.** There is no implementation timeframe. BikeSydney believes that the implementation of this plan should be subject to a project plan and it is impossible to measure the success of a project unless there are milestones.
- **No funding detail.** There are no specific funding breakdowns. We fail to see how a plan can be managed without this.
- **Inequitable share of total budget.** While we welcome \$158 million investment, we note it is only 0.316% of the \$50 billion to be spent on transport programs. We suggest that if the state target (5% of trips to be made by bicycle) is to be reached, and given the legacy of underspending in the past, then 5% of the total transport budget should be allocated to cycling programs in order to achieve the Bike Plan's stated goal.
- **Audit processes required.** We welcome the target of 4,000 km of new bike lanes, however we believe that there needs to be a proper audit process so that existing facilities are not counted. Any new bike lanes must be proper dedicated facilities for bicycles and not road shoulders and parking lanes. BikeSydney has never understood the purpose of painting bike symbols under parked cars.
- **Police issues not addressed.** The plan makes no mention of specific training for police in regard to laws concerning cycling, nor is there any mention of programs to improve the relationship between the police and the cycling community.

City of Sydney Bike Plan

During the year we continued to work with the City of Sydney as they roll out their Cycling Strategy 2010-17. We provided regular feedback on route choices and infrastructure designs and successfully lobbied for better connections in Annandale and Glebe.

David Borella represented the interests of bicycle riders on the Sydney Traffic Committee and both he and I attended the Cycling Advisory Committee Meetings on behalf of BIKESydney members.

We are supportive of the City's new priority to connect and fill the gaps in nine regional routes:

- North Sydney to Edgecliff
- City Centre to Mascot
- Anzac Bridge to Anzac Parade
- Sydney Park to Centennial Park
- Johnstons Canal to City South
- Bourke Street
- Southern City Boundary
- Newtown to Bondi Junction

In May I worked on an advisory committee that developed the City of Sydney's Streetshare Strategy. This behavioural change strategy aims to make Sydney's roads a better place for all users.

In August more than 300 people turned out to show their support for the City of Sydney's cycleways at a rally we helped to organise. A big win for everyone who wants to live in a city that's easy to get around, has clean air and values healthy, happy people. Thanks to everyone who came and made a fantastic evening.



Cycleway supporters at the Town Hall Rally

Other submissions

In November we provided comment on the state government's proposal to locate a Cruise Passenger Terminal at the White Bay wharves and the Environmental Impact Statement for the Sydney Light Rail Inner West Extension.

We oppose the principle of siting a Cruise Passenger Terminal at the White Bay wharves because:

- of the absence of a Masterplan for the Bays Precinct.
- the scale of the infrastructure is inappropriate for the surrounding residential area;
- by virtue of displacing international passengers from their preferred destination (CBD), it will generate easily-avoidable impacts (eg, traffic, noise, loss of amenity);
- there are clearly more appropriate sites for a passenger terminal. White Bay is not even the preferred location for passenger terminal for the cruise industry itself;
- (as stated in the EA) "...growth in the number of cruise ships visiting ...White Bay is likely to be restricted in the long term by the height limitation of the Sydney Harbour Bridge".

Further, BIKESydney opposed the proposed scheme specifically because:

- the Environmental Assessment failed to address key elements of the Director General's Requirements;
- it was proposed in the absence of genuine analysis of possible alternatives (which is common practice for Environmental Assessments of large infrastructure projects);
- it failed to provide cycle paths and facilities, as required by current State Government initiatives, meaningful public access to the foreshore and much needed green space in the area.

BIKESydney is in general, strongly supportive of the Greenway shared path scheme. The scheme will provide an excellent off-road, low-gradient and largely, grade-separated route for established and new cyclists. BIKESydney endorses the proposed alignment of the Greenway from Dulwich Hill to the Taverners Hill Stop, but recommends an alternative alignment for that section of the Greenway north of the Taverners Hill Stop.

This submission proposes enhancements to the scheme with a view to further increasing the utility and financial return of the Greenway. The two primary improvements BIKESydney is advocating for are:

- A grade-separated crossing over Marion St, and
- That the Greenway provide for an off-road connection to the City's CBD via the existing Lilyfield Tunnel.

We also provided recommendations for: wayfinding; bicycle parking; light rail to convey bikes; minimising conflict between cyclists and off-leash dogs; and provision of budget for auxiliary infrastructure.

Watershed Partnership

In September the Watershed's Cargo Bike Library was launched. The Library contains a fleet of specialist cargo bikes and trailers to allow cyclists to carry things that might otherwise require a car – from shopping, to kids, household items and more. You can test ride them all.

BIKESydney supported the development of the library by providing two bikes and promoting the library at our outreach events.

We thoroughly enjoyed working with the staff at the Watershed on this very worthwhile and successful project. In its first 150 days of operation the library's 77 members had taken out the bikes 131 times and ridden nearly 2000km – that's the equivalent of riding from Sydney to Coober Pedy in central South Australia or Sydney to Townsville in northern Queensland. On average, the library had two bikes out on loan on any given day.



Launch of the Watershed Bike Library

Media Presence

BIKESydney and our work made waves in the media throughout 2010. The Town Hall Rally received coverage in the metropolitan newspapers, radio and online.

As the City of Sydney's cycling strategy gained prominence we were called on to provide comments on the strategy and the separated cycleways by television, radio, metropolitan and local press. We also provided comment on compulsory helmet legislation, the tragic death of a young man riding his bicycle on Gardeners Road and the Cargo Bike Library.

Events and Rides

Chris Virtue continued to run BIKESydney's popular monthly Tuesday Twilight rides. He also lead our ever popular Ride Like a Pirate ride.

Throughout the year we attended the Sydney Sustainability Markets once a month to provide bicycle information and maps. We also trialed a pants patching service at the markets.



BIKESydney at the Sydney Sustainability Markets

September's Green Ups celebrated cycling – and marked the unofficial opening of the Union Street cycleway in Pyrmont (an important part of the City's bike network). David Borella, BIKESydney Vice President, spoke at the gathering of 200+ people about the challenges, desire for and joy of bike infrastructure. Great talk – David!



David Borella presents at GreenUps

Communication

In June our new website went live. The site has been easy to update and we receive good feedback from users. A big thank you to Andrew Dodds who built the site for us and continues to host it for free. We're very grateful for Andrew's continued support despite moving to Yass.

We launched a new Facebook page in late 2010. The page is gathering momentum with more than 160 fans.

We also started using an online service to develop and deliver our enews. The system has been good to use and allows us to track how often the newsletter is opened and which links people click through to. Thank you to Kevin Akermanis for setting us up with the new system for free.



The new BIKESydney website went live in June.

Management Committee

2010 was certainly a very busy year for the BIKESydney Management Committee. I hope everyone has found it as rewarding as I have over the past year. I've greatly appreciated the continued support and enthusiasm of the current elected representatives. Thank you David Borella, Nick Bonich, Chris Virtue, Andrew Dodds, Michael Telshoff, and Lester Ranby. It's been a privilege to work with you all.

I am sad about resigning my role as President but I am excited about my new role with the Australian Bicycle Council and about the future of BIKESydney and cycling in Sydney. I wish the new elected committee all the best in their new roles and look forward to great things in 2011.

Elana Gardner
President

Financial Report

Bike Sydney Advocacy Incorporated

PO Box M59 Missendon Rd
Camperdown 2050

Profit & Loss Statement

01/01/2010 through 31/12/2010

26/04/2011

18:32:05

Income	
BVP	\$13,150.00
Donations	\$1,412.50
Events	\$250.00
Grants and funding	\$7,500.00
Interest Received	\$64.44
Memberships	\$55.00
Other income	\$150.00
Total Income	<u>\$22,581.94</u>
Expenses	
Bank fees	\$3.18
Bicycle Film Festival	\$0.00
Bicycle Valet Parking	\$6,101.50
Conferences	\$626.95
Filing fees	\$155.00
Food and Drink	\$775.00
Insurance	\$745.00
Meeting Expenses	\$602.71
Miscellaneous	\$15,325.99
Motor Vehicle	\$0.00
Postage	\$72.27
Printing	\$375.55
Stalls and Festivals	\$15.00
Taxi fares	\$0.00
Wages & Salaries	\$0.00
Employment Expenses	\$0.00
Total Expenses	<u>\$24,798.15</u>
Net Profit/(Loss)	<u>-\$2,216.21</u>

Bike Sydney Advocacy Incorporated

PO Box M59 Missendon Rd
Camperdown 2050

Balance Sheet

As of December 2010

26/04/2011
18:43:06

Assets		
General Cheque Account		\$15,632.52
Total Assets		<u>\$15,632.52</u>
Liabilities		
Trade Creditors		\$0.00
GST Liabilities		
GST Paid	-\$2,420.86	
Total GST Liabilities		<u>-\$2,420.86</u>
Total Liabilities		<u>-\$2,420.86</u>
Net Assets		<u>\$18,053.38</u>
Equity		
Retained Earnings		\$16,275.94
Current Earnings		-\$2,216.21
Historical Balancing Account		<u>\$3,993.65</u>
Total Equity		<u>\$18,053.38</u>



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