

Canada Bay City Council  
1A Marlborough Street  
Drummoyne NSW 1470

### **Draft Revised Rhodes Precinct Plan**

Thank you for the opportunity to comment on the Draft Revised Rhodes Precinct Plan. Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty years, and has over thirty affiliated local Bicycle User Groups.

In evaluating this plan it is worthwhile considering some facts from RMS and TfNSW publications:

- About 70% of people in NSW either ride regularly or would like to ride more, and say they would if bike riding was made safer for them.
- Bicycle sales exceeded 1.4 million in 2012-13 and have outstripped car sales for over a decade. This trend continues.
- The NSW Government has an aim of reducing cycling fatalities and injuries by at least 30% by 2021.
- Cycling infrastructure is a proven method of reducing cycling fatalities and injuries.
- The NSW Government also had an objective of doubling the mode share of active transport to 5%. A primary method of achieving this aim is to consider cycling safety in every infrastructure project.
- This strategy is included in the RMS's own Bicycle Guidelines policy (p5):

*"To improve the bike network by making comprehensive provision for bicycles on all new major road infrastructure projects with a strong preference for off-road cycling."*

Part of our [policy platform](#) "Build it for Everyone" specifically calls on government to build infrastructure that is suitable for everyone 'from 8 to 80' to ride on independently. We know that if infrastructure is built to suit young children and older people it will be of a quality that encourages everyone to ride a bike. We also know that facilities that create opportunities for bike riding also improve accessibility for people with disabilities.

We are concerned that this plan for two pedestrian bridges crossing the railway line misses an excellent opportunity to improve accessibility for people who ride bikes and use mobility assistance devices as they are shown only having steps. Transport for London [figures](#) have shown that 78% of disabled people are able to cycle, and 15% sometimes use a bike to get around. This is a substantial investment and would be a missed opportunity if no step-free crossing was provided.

It also directly contradicts the Draft Older Person's Transport Mobility Plan and the government's priorities expressed in the NSW Ageing Strategy 2016-2020 and Future Transport 2056 as they apply specifically to the needs of older people. The Baby Boomer generation is retiring now and it is critical that infrastructure accommodate their active aging.

Bicycle NSW shares the government's commitment to enabling 'Active Aging' through promoting bike riding and active transport for the aging population of NSW. Step-only access excludes people with disabilities who require mobility assistance, as well as anyone who may otherwise be able to complete short journeys to shops if there was access for wheeled trolleys to transport heavy shopping.

We call on Canada Bay Council to:

- Include ramps at the two new crossings of the railway line
- Provide safe separated cycleways and shared paths to make it convenient and safe for Rhodes residents to cycle from their home to their destinations locally as well as connecting to key work and education precincts in the City of Sydney and City of Parramatta
- Reduce speed limits to 30km/h on suburban streets

- Invest in and in the smaller streets 15km/h, have convenient ways of getting across the railway line, and at least at some intersections have priority over vehicles.
- Require developers to provide safe, lockable bike storage in all residential developments
- Ensure secure cycle parking at train stations and transport hubs accommodates at least 5% of customers arriving by bike

We appreciate the challenges local government faces developing high quality infrastructure, and offer to advise where relevant to ensure that investment is inclusive and great value for communities.

Yours Sincerely



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