

7th December, 2020

To Whom It May Concern,

RE: City of Canada Bay Bike Plan, East-west bike route

Thank you for the opportunity to comment on the proposed City of Canada Bay Bike Plan, East-west bike route. Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty-four years, and has over 30 affiliated local Bicycle User Groups.

We agree with the ptc report and resident feedback that the current route via Gibbs Street and Queens Road is manifestly inadequate. Stenciling bicycles on the roadway, or on the road shoulder where cars park, will do nothing to prevent crashes or convince concerned riders to cycle.

It is regrettable that Starve data was used in place of cyclist surveys. Strava is an app used by confident/fearless riders whose focus is racing and competition. This app literally encourages riders to map the fastest travel times on particular routes, as a form of urban fitness challenge. This is not the audience Canada Bay Council is trying to encourage to ride bikes, and it is a shame that the report failed to canvas riders on the Bay Run who use the cycleway and shared user path, parents and school children.

Some of the Bicycle NSW team travel through Canada bay to reach our office in Olympic Park and have direct experience of the many dangerous pinch-points along the Gibbs Street and Queens Road route, as well as better alternatives on quieter streets. We are also acutely aware of the heavy vehicles obstructing road shoulder bike lanes, and of the challenges children face trying to ride to school when crossings between footpaths are unsafe.

We appreciate efforts within the proposed design to provide separated cycleways and shared paths. However, the crash map provides evidence of the risk to riders, on even the quieter streets in Canada Bay, when they are forced to share the roads with motor vehicles.

Reducing traffic on Parramatta Rod provides a once-in-a generation opportunity to reshape travel to and through Canada Bay. The grant of \$7 million from NSW Government as part of the Parramatta Rd Revitalisation program needs to maximise community benefit through providing cross-regional bicycle travel, toward Lilyfield Rd and destinations to the east, especially the City.

Traffic, noise, congestion and pollution could be reduced for residents through increasing the cycling share of travel. We recommend revising the plans to ensure as much of the route as possible is protected from motor vehicles. Cycleways offer the greatest mode-shift potential when riders are able to connect their whole journey safely. The City of Parramatta and City of Sydney have demonstrated that building safe, well-connected cycleways works to induce mode-shift to active transport.

The ptc report identifies parking loss as a concern, but many of the identified areas are in front of residences with free-standing homes and ample space on the property footprint to park vehicles. The route proposed by ptc offers the opportunity to connect local schools, parks, shopping centres and the proposed Metro West station at Five Dock. However, if objections reduce this from a safe, separated cycleway to painted lines on the road, children and families will not feel safe to use it, meaning the health, noise and congestion reduction benefits will not be delivered.

We have learned that Canada Bay Council intends removing the originally proposed bi-directional cycleway on Stanley St between Broughton St and Burwood Rd to force riders to mix with general traffic. This would be a grave mistake in a street with a primary school, and would miss the opportunity to reduce the need for car travel to take children to and from school.

We also recommend that Canada Bay Council works with TfNSW/Roads to improve the crossings of Broughton St, Concord and Harris Rd, in Five Dock. These locations are near schools. Giving bike riders and pedestrians priority at these locations would act to calm traffic at the time it is most needed

to protect people. This could also act as a disincentive to driving children to school and encourage more families to use safe active transport, which benefits the whole community.

It is also unfortunate that this plan has not been accompanied by a strategic communication strategy. Whilst local communication is important, the greatest benefit to local residents would be the reduction in motor vehicle traffic when people travelling through or to this area are able to travel by bike. Ensuring that engagement reaches these people, and their needs are met, offers the best opportunity to keep roads safer and quieter for locals, whilst also ensuring people can travel to work, education, shops and local services.

Yours faithfully,

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Bicycle NSW