

Mr Emilio Andari
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20/5/2021

Dear Emilio,

RE: Woollahra Draft Integrated Transport Strategy

Thank you for the opportunity to comment on the proposed Draft Integrated Transport Strategy. Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty-five years, and has over 30 affiliated local Bicycle User Groups. This includes BIKEast, who have made an excellent submission. We intend for this to be read as an accompaniment to their work.

Opportunities

Bicycle NSW applauds Council's goal of reducing congestion and the heavy dependence on private motor vehicles, in favor of providing a safe, coherent active transport network. We agree that prioritizing pedestrian and cyclist safety and amenity offers the best opportunity to improve the live-ability, amenity, safety and environment for residents and visitors to the LGA. We enthusiastically support efforts to increase the share of journeys taken by bike or on foot, and the provision of infrastructure and lower speeds to make this safer. This supports the State Government's priorities including:

- Future Transport 2056 Planⁱ
- Disability Inclusion Planⁱⁱ
- Older Persons Transport and Mobility Plan 2018-2022ⁱⁱⁱ
- Road User Space Allocation Policy CP21000^{iv}

Increasing mode shift to active transport offers a great opportunity to decongest roads and public transport, to reduce noise and pollution, provide healthy exercise and accommodate growing populations.

Issues

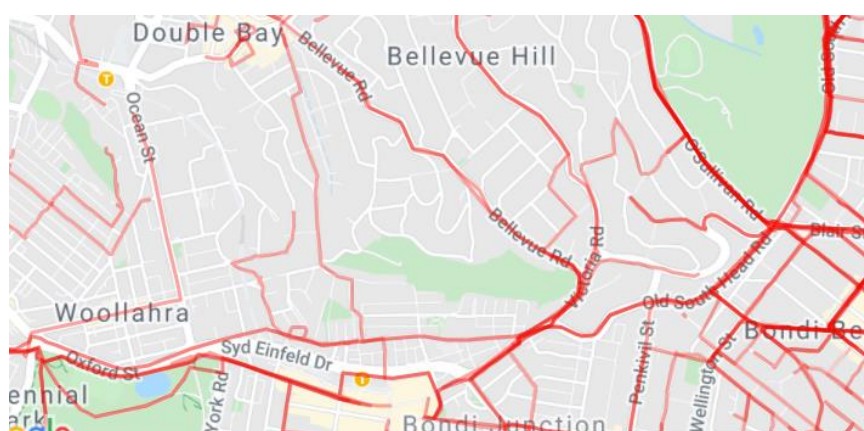
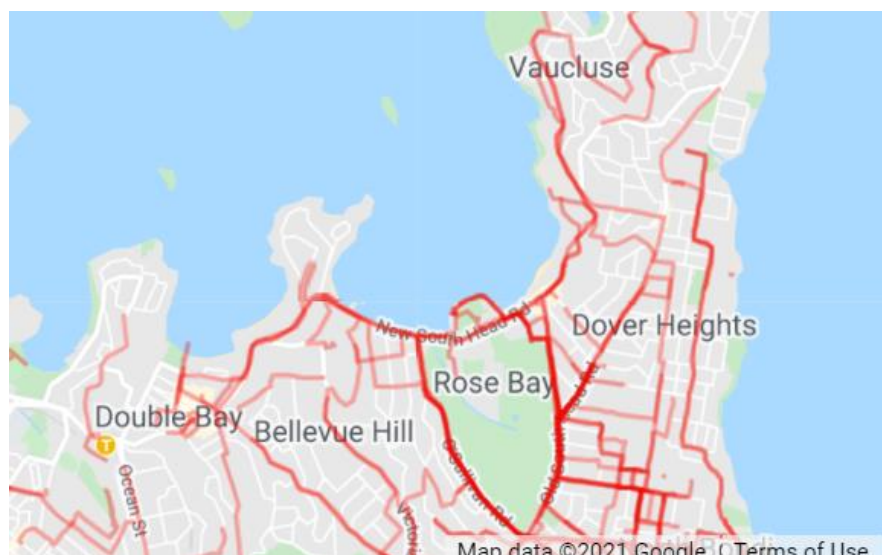
The problem for Woollahra, as captured on page 18 of the plan, is that most people need to travel from east to west during morning peak to reach work or education, and there are only two movement corridors, crowded with cars, busses and heavy vehicles, that do not provide safe cycling infrastructure. Ferries and the train could help alleviate road congestion, but there is currently no safe cycling access- to enable people to get there.

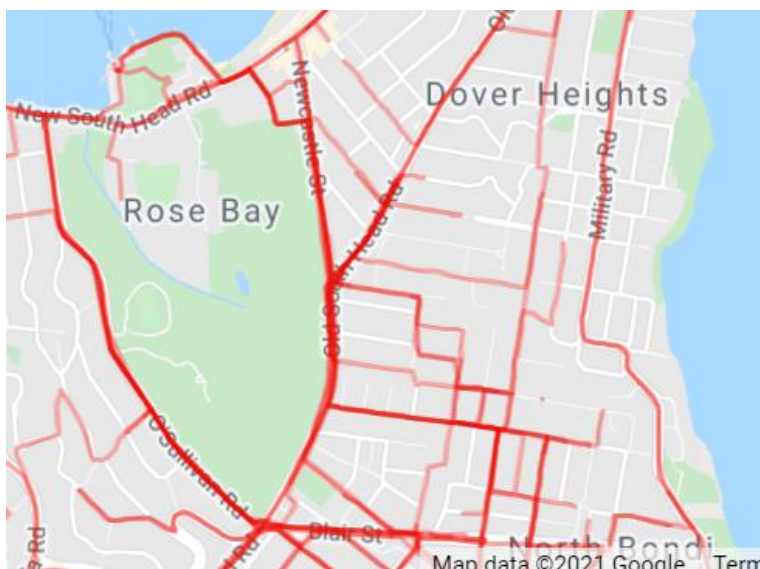


A safe cycleway has been approved between Double Bay and Rose Bay, and we look forward to its construction. However, until there is a safe, rideable connection to Edgecliff Station, it will not be realistic to expect most people

to switch mode to bike riding. These key movement corridors are the only east-west connections but are very steep in places, which reduces the accessibility and amenity for pedestrians with bags, injuries, prams or who use mobility assistance devices.

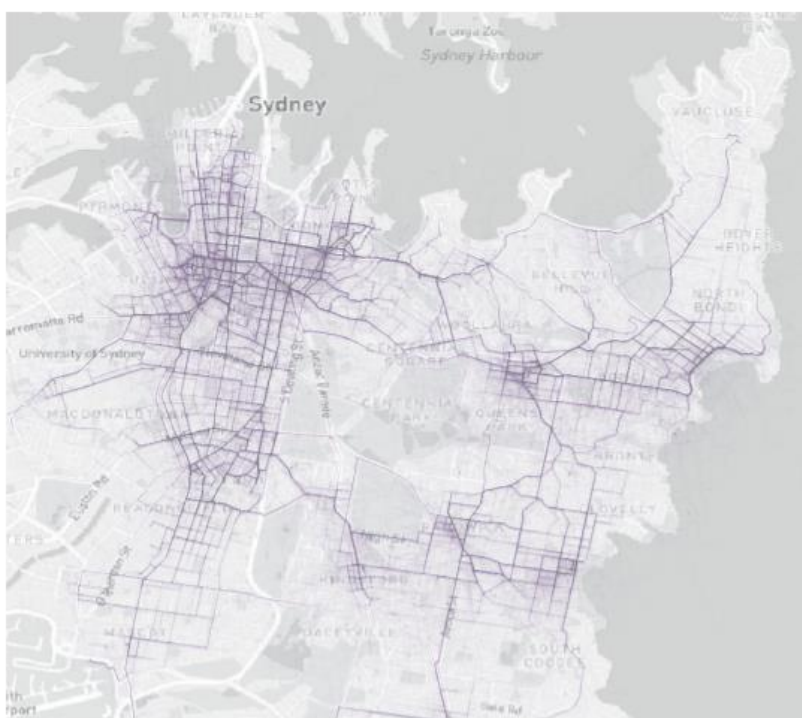
E-bikes can help more people ride up steep hills and we have included heat maps (with permission) showing where Lime Bike users travelled in May.





Unlike users of Strava, who are confident riders seeking challenging rides to improve their fitness, share e-bike users such as Lime customers select routes to get to where they want to go as efficiently as possible – because the longer the ride the more it costs to rent the bike. These maps show where people are travelling and reflect actual behavior and travel desire.

Similar heat maps of the routes ridden by food delivery riders also reflect journeys planned for maximum efficiency, as these workers need to make their deliveries as efficiently as possible to maximize their income. Bike based workers have become increasingly important during the COVID-19 pandemic, enabling people to buy food and restaurants and businesses to continue operating in spite of lockdowns or the need to isolate following COVID tests. Each journey taken by bike reduces the pressure on road-space, but also doesn't add to the parking congestion in business or residential areas.



Food delivery workers are reliant on a road network overwhelmingly without dedicated cycle infrastructure to make deliveries across Sydney

The purple lines on the map highlight which roads in Sydney are used by Uber Eats delivery people on bicycles to complete food deliveries. The darker the purple the more popular the link is among Uber Eats delivery people.

Making Sydney a Cycling City^v

Uber Eats launched in Australia in 2016, and since then has signed up 30,000 restaurants. According to the [report](#)^{vi} Uber Eats commissioned Accenture to undertake, Australians are spending 210% more on food delivery today vs before COVID-19 even though people can now eat in-venue. Around 6.9 million deliveries were made in Sydney between August and December 2020, involving 9,389 delivery people working on the Uber Eats app. Sydney also offers delivery by bicycle from Hungry Panda, Dominos, Deliveroo, Doordash, Menulog and the sector continues to grow.

Sadly, the injuries and deaths of workers in the growing food delivery sector, are a stark reminder of the consequences of the failure to invest in safe cycleways. Currently bike riders in Woollahra travelling east-west are forced to choose between injury or worse on the road, and breaking the law by riding on the footpath. If Woollahra Council is to succeed in achieving mode shift to bike riding, painted door zone lanes or bike stencils on the roadway will not be enough to keep them safe. This fails to meet the 8-80 safety standard^{vii} that is essential to help people currently concerned about their safety on a bike, to feel confident to ride.

Lengthy detours that don't connect to workplaces, schools, services and businesses also won't be enough. As the share-bike and food delivery trips increase in Woollahra, this helps provide a mandate for Council to deliver infrastructure to support the change that is already happening.

Recommendations

It has never been a better time to build for bike riding and active transport, as evidenced in the new Transport for NSW policies that require road space and State projects to provide for and prioritize active transport:

- Providing for Walking and Cycling in Transport Projects Policy CP21001^{viii}
- Road User Space Allocation Policy CP21000^{ix}

We enthusiastically support Woollahra Council's commitments to deliver quality walking & cycling infrastructure, and to reducing the mode share of private vehicle trips by 10% by 2026. In order to ensure this happens, we recommend:

- 1) Ensuring the measurement system is accurate enough to detect small changes
- 2) Aiming for a 2% reduction each year, measuring and reporting on progress at least annually
- 3) Applying for additional funds to support achieving this goal, based on reduction targets and measurements taken
- 4) Working with share bike and delivery company data-sets to identify routes and intersections where urgent improvement is needed – and applying funds to rectifying these areas as a priority
- 5) Taking the opportunity to test treatments and measures from the Cycleway Design Toolbox^x to establish what works best
- 6) Communicating proposed changes to residents in terms of the road safety, traffic calming, noise reduction, business improvement, environmental amenity improvements – not just highlighting what bike riders or pedestrians gain, or the number of car parking spaces lost

Bicycle NSW applauds Council's efforts to improve active transport usage, infrastructure, amenity and safety in Woollahra. As always we offer our ongoing support for your efforts to make this part of NSW better for all bicycle riders.

Yours faithfully,

Bastien Wallace BA LLB
General Manager of Public Affairs
Bicycle NSW

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- ⁱ NSW Government, Future Transport 2056 [Online 1/4/2020] <https://future.transport.nsw.gov.au/plans/future-transport-strategy/future-transport-greater-sydney>, Points 3-5
- ⁱⁱ NSW Government, Disability Inclusion Plan (2015) [Online 1/4/2020] <https://www.facs.nsw.gov.au/download?file=313495>
- ⁱⁱⁱ NSW Government, Older Persons Transport and Mobility Plan 2018-2022 (2018) [Online 1/4/2020] https://future.transport.nsw.gov.au/sites/default/files/media/documents/2018/Older%20Persons%20Transport%20and%20Mobility%20Plan_0.pdf
- ^{iv} NSW Government, Road User Space Allocation Policy CP21000, [Online as at 19/2/2021] www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf
- ^v Committee for Sydney, Making Sydney a Cycling City, p.18 [online as at 20/5/2021] https://sydney.org.au/wp-content/uploads/2021/04/CfS_Making-Sydney-a-Cycling-City-Web.pdf
- ^{vi} Accenture Strategy, Making Delivery Work for Everyone, March 2021, [online as at 20/5/2021] <https://ubernewsroomapi.10upcdn.com/wp-content/uploads/2021/04/Accenture-Making-delivery-work-for-everyone-1-1.pdf>
- ^{vii} Bicycle NSW, Our Policy, [online as at 21/5/2021] <https://bicyclensw.org.au/our-policy/>
- ^{viii} NSW Government, Providing for Walking and Cycling in Transport Projects Policy CP21001, [Online as at 19/2/2021] www.transport.nsw.gov.au/system/files/media/documents/2021/providing-for-walking-and-cycling-in-transport-projects-policy.pdf
- ^{ix} NSW Government, Road User Space Allocation Policy CP21000, [Online as at 19/2/2021] www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf
- ^x NSW Government, Cycleway Design Toolbox, [online as at 21/5/2021] <https://bicyclensw.org.au/wp-content/uploads/2021/03/Cycleway-Design-Toolbox-Web-1.pdf>