

General Manager
Randwick Council
30 Frances Street
Randwick NSW 2031

23rd June 2021

Dear Randwick Council,

RE: Integrated Transport Strategy

Thank you for the opportunity to comment on the Randwick's new Integrated Transport Strategy (ITS)ⁱ. 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.

Our mission is to NSW better for all bicycle riders, and we support improvements to facilities for cycling that enable everyone to ride. We advocate for new cycling routes that incorporate dedicated paths within the road environment and urban green corridors, to provide connections to jobs, schools and services for daily transport and recreation trips.

The introduction to the new Integrated Transport Strategy (ITS)ⁱⁱ outlines the need to reduce reliance on private cars, ensure that active and public transport are viable alternatives to car use and improve safety on Randwick's streets.

The following strategic approaches are highlighted on the Council's website:

- Providing an additional 30km of safe cycling routes
- Developing a green grid and network of walking paths
- Improving safety for people riding bikes
- Aim for zero fatalities and serious injuries
- Providing 200 new bicycle parking spaces at beaches, local centres and key destinations
- Working with Transport for NSW to improve public transport service frequency and capacity by 2027
- Providing a public transport stop within 400m of all residential dwellings by 2029
- Increasing the number of car share spaces

These are **excellent strategies** which Bicycle NSW supports.

Concerns:

A closer look at the ITS, which has 33 strategic approaches (SA) grouped into 3 outcomes, reveals some **unambitious targets** and a heavy focus on car parking and EV ownership.

Outcome 1: A transport network where sustainable transport options are the preferred choice for people has 18 strategic approaches which are generally sound. We support BIKEast's advocacy to increase the commitment to deliver new safe cycling routes to 30km by 2031 and thank Randwick Council for including this in SA 1.2 of the ITS.

However, the objectives require further comment:

- Increase the active transport mode share to 35% by 2031, from a 26% baseline, while reducing the proportion of private vehicle trips from 58% to 45%.

The population of Randwick is predicted to grow by 23% from 146,000 today to 180,000 in 2036ⁱⁱⁱ. Congestion is already a problem. 74% of households own at least 1 car and 47% of residents travel to work by car^{iv}. Assuming 2 trips per day per resident, 58% of trips by private car equates to 169,000 trips per day. A 45% mode share by 2031 will result in a similar number of vehicle movements, allowing for increased population.

The focus of any transport strategy in a dense and lively city should be to reduce the numbers of cars on the roads as fast as possible and free up space for walking, cycling and public transport. It would be very disappointing for Randwick to make no reductions in the overall level of congestion before 2031.

Other councils have set lower targets for private vehicle trips. For example, Woollahra's Draft Integrated Transport Strategy 2021^v aims to reduce the private car mode share to 40% by 2026.

- Achieve an ownership rate of 5000 EV or hybrid vehicles by 2031

Supporting cleaner vehicles with charging stations (SA 1.17 and 1.18) is an important aspect of improving air quality and reducing reliance on fossil fuels. However, EVs are fast growing in popularity and the NSW Government has now announced incentives to increase EV uptake to 50% of sales by 2030^{vi}. In line with all built up and growing parts of Sydney, Randwick's overriding goal must be to reduce the number of vehicles in the LGA. Replacing journeys taken with another type of private vehicle will not reduce congestion. It is unnecessary to include objectives around EV ownership in a transport strategy.

However, if the target was shifted to reducing private vehicle ownership, mode shift to active transport, public transport and shared vehicles, and allocating road space and priority to these modes there would be congestion reduction benefits. A strategy to support electrified public transport and shared transport offers the greatest carbon and congestion reductions.

Outcome 2: A safe, efficient and sustainable road network that balances the needs of movement and place to ensure roads are used for their intended purpose has an objective to:

- Reduce casualties on the roads by 50% from a 2018 baseline of 269 incidents by 2031

We urge Randwick to adopt a more ambitious target for reducing casualties. SA 2.5 refers to achieving zero fatalities by 2056 using TfNSW Safe System approach but this is not soon enough.

Vision Zero an approach to road safety that was launched in Sweden in 1994 with the simple premise that no loss of life is acceptable. The Vision Zero approach has been highly successful and has spread to many other countries. The key policies include prioritizing low urban speed limits, pedestrian zones, physical separation between bicycle and car traffic, data-based traffic enforcement and behaviour-change education^{vii}

Changes to the design of streets to encourage safer driving and more active travel are very important. SA 2.1, 2.2 and 2.3 refer to the development of a set of Principles for Road Space Allocation by 2027 with full implementation by 2031. This timeframe is too long. We agree with BIKEast that Randwick must aim to develop and implement these Principles as soon as possible to ensure that safer streets with increased space for active and public transport are prioritised.

Lower speed limits are another important building block for Vision Zero. We are disappointed that the strategy makes no mention of implementing 30km/h zones. 30km/h has been shown as an optimal speed limit to allow people driving and cycling to share the road safely^{viii} and is becoming a standard speed limit in many parts of the world. All single lane roads in Spain have been under a 30km/h limit since May 2021 and 30% of UK residents live in 20mph areas.^{ix}

Outcome 3: A parking system that caters to the needs of residents, freight delivery, visitors and workers should not focus on increasing parking supply in town centres and coastal areas. Scarce and appropriately-priced parking is a mechanism for discouraging the use of private cars. Vehicular parking in key destinations should be reduced in parallel with the development of sustainable transport and access options. Parking for bicycles, scooters and car share vehicles must be prioritised over parking for private vehicles. We support the rapid implementation of SA 3.3, 3.5 and 3.6.

Opportunities:

The Draft Integrated Transport Strategy ITS should be developed with regard to other relevant plans for Randwick to ensure it maximises opportunities to improve the active transport network. These plans include:

Transport for NSW Future Transport 2056 Plan, which commits to provide a regional cycle network in Greater Sydney

Greater Sydney Region Plan, A Metropolis of Three Cities (2018) which locates Randwick in the Eastern Harbour City.

Eastern City District Plan (2018) aims to improve the 30-minute access to jobs within the Eastern City by enhancing east/west connectivity via public transport and a number of walking and cycling infrastructure commitments. Randwick is a significant health and education precinct and Maroubra Junction/Eastgardens is identified as a strategic centre.

Sydney Green Grid, developed by the NSW Government Architect in 2017 and reflected in the district and region plans, proposes an interconnecting network of open spaces that support walking and cycling.

Randwick City Plan 2018 Community Strategic Plan^x which sets out 5 directions under *Outcome 9: Integrated and accessible transport* to provide range of transport choices that enable effective movement to, from and around Randwick.

Vision 2040 Randwick Local Strategic Planning Statement^{xi} which outline plans to provide greater access and opportunities for walking and cycling (planning priority 7), reduce reliance on private cars (planning priority 21) and prepare the Integrated Transport Strategy to support the delivery of cycling facilities, with reference to the Principal Bicycle Network.

There 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 State projects to prioritize road space for people walking and cycling over those in private vehicles:

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

Order of Road User Space Considerations



Figure 1: Diagram expressing Transport for NSW's road user priority. (Source: Transport for NSW)

In addition, the NSW Government has committed to provide a regional cycle network in Greater Sydney, as outlined in the Future Transport 2056 Plan^{xiv}. The Principle Bike Network (PBN) is being finalised by Transport for NSW.

The expansion of cycling facilities must be a focus of Randwick's short-term transport planning. Safe cycling provision gives people travel choices that decongest roads, public transport and parking, that don't contribute to urban heat and environmental pollution, and people who ride bikes can easily stop at local shops en-route, benefiting local businesses^{xv}.

Bicycle NSW supports cycling infrastructure that is completely separated from vehicles and caters for riders of all ages and abilities. According to the best practice 'cycling segmentation' model, developed in Portland USA to identify the type and needs of existing and potential bike riders^{xvi}, such cycle paths will allow 70% of local residents to consider journeys by bike (Figure 2). The area has some steep inclines but the increasing use of e-bikes and other micromobility devices will ensure that active transport options are accessible to all residents. At present, only 14.8% of residents cycle in a typical week^{xvii}

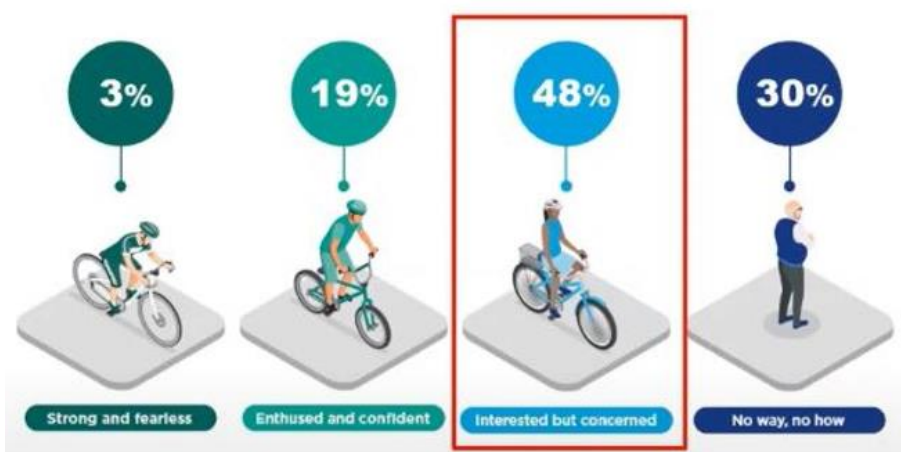


Figure 3: Four general categories of comfort levels for cycling as transportation. Source: North Sydney Council

The Bicycle NSW *Build it for Everyone* policy pillar^{xviii} sets a standard that cycling infrastructure should be fit for eight year old children or elders to ride on. Door zone bike lanes, bike stencils on the road and dangerous intersections will continue to deter the 48%^{xix} of people who are 'interested but concerned', from making the switch to cycling, and parents will still feel driving their children to school and activities is the only

way to keep them safe from being hit by cars. Any small increase in inconvenience to car drivers created by reducing road space for driving and parking private vehicles will incentivise the mode-shift that Transport for NSW and Randwick Council seek, benefitting local residents with quieter streets, less pollution, noise and through-traffic.

In 2016 BIKEast prepared the case for *Safe-street Neighbourhoods*^{xx}. This strategic document has since been endorsed by Bicycle NSW and outlines ideas to slow traffic, provide a convenient network of cycling routes and complement cycling networks to neighbouring areas. It is an urban design-based approach to tame the behaviour of motorists and make local streets safe for everyone to use and enjoy. Specific design initiatives include:

- Make all vulnerable users safe by introducing 30km/h speed zoning for local residential streets and local high streets
- Implement numerous other initiatives that slow traffic - through infrastructure adaptations such as street narrowing or closing off some streets (while retaining filtered permeability for people walking or riding bikes)
- Primarily serve residential needs while maintaining essential vehicular access
- Further improve amenity through adaptations that serve people's use and enjoyment
- Make 'Every street a cycle street' for a connected neighbourhood and city
- Re-planning and re-landscaping land currently covered in bitumen - making more liveable neighbourhoods.

We support the integration of the Safe-Street Neighbourhoods into the Randwick's ITS.

Conclusion:

Bicycle NSW is pleased that Randwick is progressing the development of sustainable transport options. Safe infrastructure to support walking and cycling will benefit everyone in the community, reducing congestion and pollution while improving public health and providing more equitable access to employment, services and public transport.

Two important considerations should underline the development of more detailed plans for the local bicycle network:

- Integration of the route with light rail stations and bus stops is essential to ensure easy access by bike and foot. All public transport journeys start and finish with a walk or cycle. By providing high-quality, safe conditions for walking to the station, residents will be encouraged to use mass transit. If safe cycling is facilitated, the catchment for the train station increases, breaking down the first/last mile barrier which can inhibit take-up of public transport.
- Connections with education facilities along the routes must be maximised. Cycling infrastructure needs to be safe and continuous to increase the mode share of cycling and reduce congestion associated with school journeys.

Cycle paths 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.

We understand that an updated Bicycle Route Construction Priority Plan will be released later in 2021 and a new Active Transport Plan for the Randwick will be published by 2023. We look forward to working with Council to develop these plans, providing advice and support wherever possible.

Yours faithfully,

Sarah Bickford

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Bicycle NSW

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- ⁱⁱ Integrated Transport Strategy
<https://www.yoursay.randwick.nsw.gov.au/54487/widgets/340215/documents/204928>
- ⁱⁱⁱ Vision 2040 Randwick LSPS. https://www.randwick.nsw.gov.au/__data/assets/pdf_file/0007/284947/Local-strategic-planning-statement.pdf
- ^{iv} Vision 2040 Randwick LSPS. https://www.randwick.nsw.gov.au/__data/assets/pdf_file/0007/284947/Local-strategic-planning-statement.pdf
- ^v Draft Integrated Transport Strategy. Woollahra Council, 2021.
<https://yoursay.woollahra.nsw.gov.au/49010/widgets/259007/documents/199125>
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<https://visionzeronetwork.org/european-cities-lead-the-way-toward-vision-zero/>
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<https://www.bloomberg.com/news/articles/2020-11-18/speed-limits-are-dropping-in-europe-and-the-u-k>
- ^x Randwick City Plan https://www.randwick.nsw.gov.au/__data/assets/pdf_file/0020/240149/Randwick-City-Plan.pdf
- ^{xi} Vision 2040 Randwick LSPS. https://www.randwick.nsw.gov.au/__data/assets/pdf_file/0007/284947/Local-strategic-planning-statement.pdf
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- ^{xiii} 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
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- ^{xvi} Roger Geller. (2009). Four types of cyclists. Portland Bureau of Transportation.
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https://www.randwick.nsw.gov.au/__data/assets/pdf_file/0007/284947/Local-strategic-planning-statement.pdf
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