

General Manager
Burwood Council
PO Box 240
BURWOOD NSW 1805

29th November 2021

Dear Burwood Council,

RE: Draft Sustainable Burwood Strategy

Thank you for the opportunity to comment on the draft Sustainable Burwood 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. Our mission is to make cycling better for everyone in NSW, and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes that incorporate dedicated paths within both green corridors and the road environment, to provide connections to jobs, schools and services for daily transport and recreation trips. Cycling provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.

Bicycle NSW has provided feedback to Burwood twice this year – during the first consultation for the Sustainable Burwood Strategyⁱ and for the review of the Community Strategic Planⁱⁱ. Our submissions advocated for a greater focus on walking and cycling in Burwood's strategic planning. The following recommendations were made:

- Deliver a connected active transport network that aligns with the Principal Bike Network and the Green Grid opportunities, and facilitates access to the Cooks River, the Parramatta River foreshore, train stations and schools.
- Prioritise road space for active transport, in line with the Transport for NSW Road User Space Allocation Policy CP21000ⁱⁱⁱ
- Separate people cycling from both vehicles and pedestrians along key routes, making use of 'pop-up' construction techniques deliver segregated bicycle paths quickly and economically.
- Set ambitious numerical targets to increase the mode share of walking, cycling and public transport.
- Create an active transport advisory group to assist Burwood Council with planning cycling and pedestrian facilities.
- Reduce speed limits to 30km/h on residential streets to allow every street to be a cycle street and make a significant step towards Vision Zero^{iv}.

Please refer to the submissions for more details, maps and link to important policies and strategies.

Unfortunately, **cycling receives little attention in the draft Sustainable Burwood Strategy**. Under the Theme 3: Being Connected and Resilient, there are targets and goals to 'encourage sustainable transport'. The intention to create high-quality, walkable streets and new cycle paths to promote walking and cycling and connect with regional cycle corridors is laudable but the strategy contains no numerical mode share targets or timelines to fuel sustained progress.

A commitment to new cycling infrastructure should be front and centre of the Sustainable Burwood Strategy. Active transport would help deliver the vision and several of the Big Moves and Themes set out in the strategy:

Big Moves	Reduce our carbon footprint	Transport currently contributes 17% of the carbon emissions in Sydney and this is growing ^v . Walking and cycling will make a significant contribution to achieving Net Zero in Burwood.
	Green infrastructure	New green corridors of linked open spaces must incorporate active transport infrastructure to maximise access and benefits for future sustainability. By ensuring everyone has access to a low- and zero-carbon transport choices, Burwood can better adapt to climate change challenges.
	Community-led participation	Travelling actively is a simple action that individuals can take to reduce their environmental impact if the right infrastructure is in place. It has been shown over and over again that 'if you build, they will come'. The cycle paths installed in the City of Sydney in 2020 have led to cycling participation soaring by 40% ^{vi} .
Themes	Natural environment	Bikes require far less space in use and in storage than cars. By prioritising active travel, valuable public space can be freed up for soft landscaping and tree planting, improving urban amenity and reducing urban heat.
	Built future	Including cycle storage and end-of-trip facilities within buildings will help the community reduce emission by facilitation active travel.
	Connected and resilient	An inclusive and resilient community must have a range of transport options that support equitable access to employment and services and reduce car dependence. High-quality open spaces need generous shared paths that can be used by cyclists as well as wheelchair users and parents with prams. Mode share targets and timelines should be included to ensure that the good intentions for walking, cycling and public transport are realised.
	Leading Burwood	Providing world-leading facilities for active travel requires innovative political leadership and close partnerships with residents and businesses. Cycling infrastructure has a low cost per km, offering better value than road projects and supporting Council's financial sustainability. Over 100km of bike path can be delivered for the cost of 1km of new road ^{vii} . Bikes must be a key element of Council's vehicle fleet so staff can modelled sustainable transport and help reduce local congestion.

By 2036 the population of the Burwood local government area is anticipated to nearly double to 73,500. This means over 32,000 more people will require housing, transport, schools, healthcare, services, leisure opportunities and green and open spaces. It is essential to plan for a substantial shift to walking and cycling to ensure that the future Burwood is liveable and sustainable and with equitable access to the opportunities offered by Greater Sydney for residents of all ages and backgrounds.

Safe cycling provision gives people travel choices that decongest roads, public transport and parking. People who ride bikes can easily stop at local shops en-route, benefiting local businesses^{viii}. Any small increase in inconvenience to car drivers created by reducing road space for driving and parking private vehicles will incentivise active modes, benefitting local residents with quieter streets, and less pollution, noise and through-traffic.

Bicycle NSW has drawn together the relevant standards, policies and resources on our [website](#) and we are happy to support Council's efforts to test and implement cycleways and new treatments.

We look forward to working with Council to create a more sustainable Burwood.

Yours faithfully,

Sarah Bickford

Bike Planner
Bicycle NSW

ⁱ Bicycle NSW. 2021, 2nd June. Sustainable Burwood Strategy submission. <https://bicyclensw.org.au/wp-content/uploads/2021/06/BNSW-2021-Submission.pdf>

ⁱⁱ Bicycle NSW. 2021, 29th August. Burwood CSP review submission. <https://bicyclensw.org.au/wp-content/uploads/2021/09/210829-Bicycle-NSW-Burwood-CSP-review-submission.pdf>

ⁱⁱⁱ 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

^{iv} Vision Zero Network. (2015, April 13). European Cities Lead the Way Toward Vision Zero. <https://visionzeronetwork.org/european-cities-lead-the-way-toward-vision-zero/>

^v Climate Council. 2017, September. Transport Emissions - driving down car pollution in cities. <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

^{vi} City of Sydney. 2021, March 18. Pitt Street leads the way with plans for a permanent cycleway <https://news.cityofsydney.nsw.gov.au/articles/pitt-street-leads-the-way-with-plans-for-a-permanent-cycleway>

^{vii} PIA. 2013, Sept 3. <https://www.planning.org.au/documents/item/5578>

^{viii} Jerome N Rachele. Do the sums: bicycle-friendly changes are good for business, The Conversation [Online as at 24/2/2021] [Do the sums: bicycle-friendly changes are good business \(theconversation.com\)](https://theconversation.com)