

Department of Planning, Industry and Environment
Locked Bag 5022,
Parramatta NSW 2124

31st May 2022

Dear Sir or Madam,

Re: Bays West Stage 1 draft masterplan

Thank you for the opportunity to provide feedback on the draft masterplan for the White Bay Power Station and Roberts St sub-precincts at Bays West.

Bicycle NSW has been the peak bicycle advocacy group in NSW for over forty-five years, and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', 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. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.

We support the overall vision and objectives of the draft masterplan. It is fantastic to see that the provision of active transport links for both regional and local journeys has remained a focus of the planning process, as it was for the wider Bays West Place Strategy.

The locations for new cycling routes have been indicated and appear to fit into a logical local and regional network. Bicycle NSW looks forward to commenting further as plans are developed in more detail. It will be essential to keep the wider network in mind as each sub-precinct is masterplanned and rezoned.

Please note that the active transport proposals are now underlined by a very significant new strategy released by the NSW Government in April 2022 which commits to **30 strategic cycleway corridors** in the Eastern Harbour City in the short- and medium-term. The corridors will connect key centres and form the backbone of the Principal Bicycle Network.

The Bays West precinct sits at the junction of two corridors (Figure 1). Their delivery is a priority for the Government and should occur well before the White Bay Power Station and Roberts Street sub-precincts are complete:

The east-west route from Iron Cove to the centre of Sydney is critical and a long-overdue piece of bike infrastructure. The paths in the Rozelle Parklands will contribute to the route, as will the underpass under Victoria Road. However, heading east, the current shared user path on the Anzac Bridge is insufficient to handle future demand, and involves steep gradients and pinch points that reduce accessibility and amenity for bicycle riders, especially those carrying passengers and goods, riders with disabilities and adaptive or cargo bicycles.

The reinstatement or replacement of the Glebe Island Bridge for active transport use is a key move for the Bays West Place Strategy and we would like to see this project brought forward to begin as soon as possible. It cannot be left on a shelf until the Glebe Island sub-precincts go through the masterplanning process.

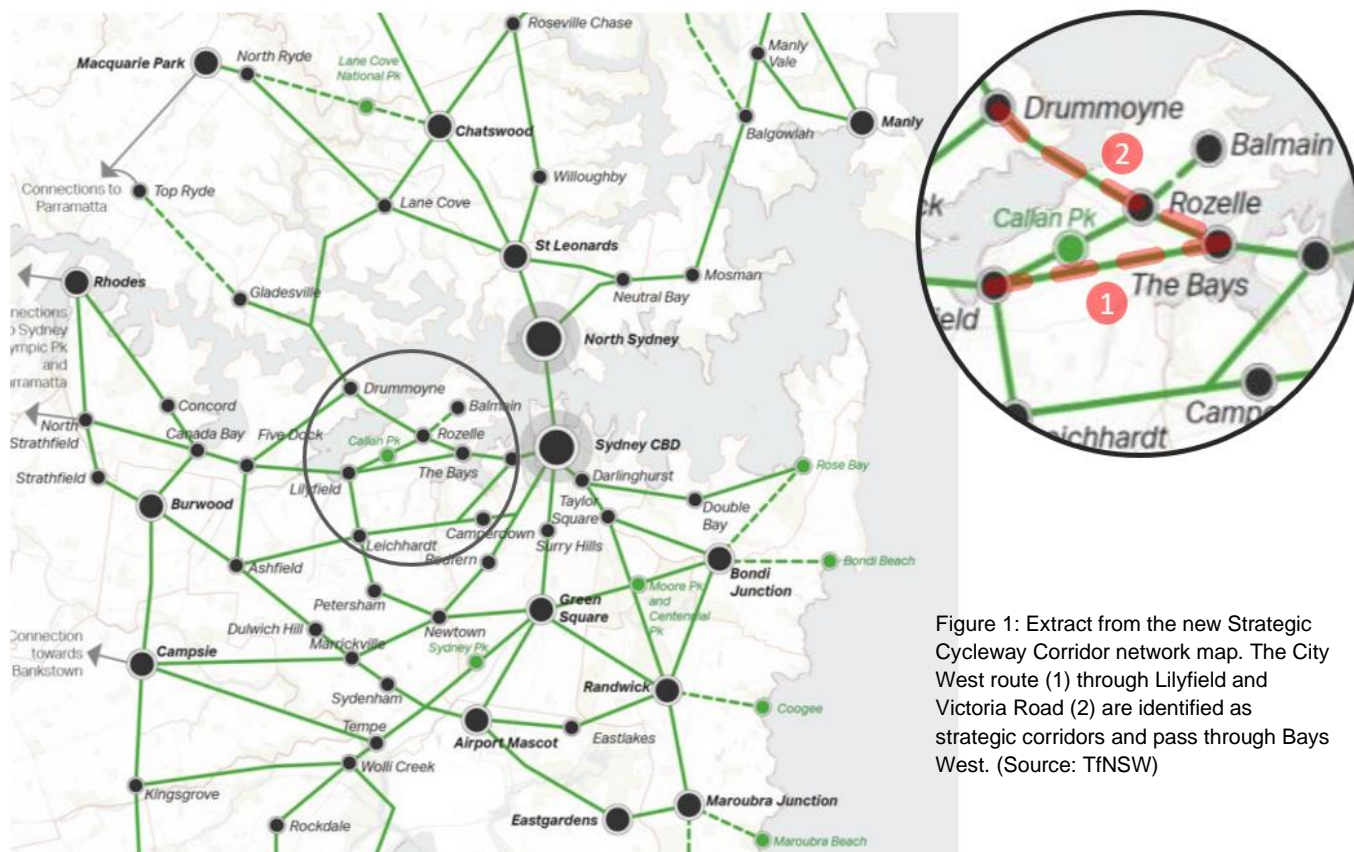


Figure 1: Extract from the new Strategic Cycleway Corridor network map. The City West route (1) through Lilyfield and Victoria Road (2) are identified as strategic corridors and pass through Bays West. (Source: TfNSW)

Another strategic cycleway corridor heads north-west from Bays West along Victoria Road. There are some topographical challenges to creating active travel link from Bays West Metro and the White Bay Power Station area up to Victoria Road but this is a priority cycleway and the NSW Government has a mandate to find a suitable solution.

Bicycle NSW also requests that options for moving south from the Bays West precinct towards Annandale and Glebe are considered at this stage to ensure the best possible connections. Although not identified as a strategic cycleway corridor, routes to link Johnson Street and the Crescent to Balmain and Bays West are critical for local and regional connectivity.

We are particularly keen for DPIE to explore the provision of an underpass of the Anzac Bridge approach as shown in structure plan for the Bays West Place Strategy. This would provide a flat link between the Bays West precinct and Metro station to James Craig Road, the waterfront and the future bridge mooted for crossing Rozelle Bay towards Glebe.

This underpass is missing from the active transport plan shown in Section 4.17.3 of the Urban Design Framework but should be investigated urgently as major construction work is underway to create the Rozelle Interchange and it may be easier to build an underpass now.

We don't have a particular preference for the location of the main road within the White Bay sub-precinct and recognise the pros and cons with each of the two options set out in the draft masterplan. Of course, it will be essential to limit through traffic and impose very low speed limits to reduce the impact of the road in either location.

Bicycle NSW looks forward to working with all stakeholders to progress the delivery of a high-quality and future-proof integrated cycle network for the Bays West precinct.

Please reach out with any questions or help needed. If requested, we would be delighted to assist with advocating for new bicycle infrastructure through our connections with politicians, Transport for NSW and local councils.

Yours faithfully,



Sarah Bickford

Active Transport Planner
Bicycle NSW



Peter McLean

Chief Executive Officer
Bicycle NSW

ⁱ Transport for NSW. 2022, April. Eastern Harbour City Strategic Cycleway Corridors.
<https://www.transport.nsw.gov.au/system/files/media/documents/2022/strategic-cycleway-corridor-eastern-harbour-city-program-update.pdf>