

13 July 2022

David Kelly  
Team Leader - Public Domain Services  
Sutherland Shire Council  
via email: [dkelly@ssc.nsw.gov.au](mailto:dkelly@ssc.nsw.gov.au)

Dear David,

**Re: Submission for 2022 Draft Active Transport Strategy**

We thank you for the opportunity to submit feedback and comment on the Sutherland Shire Council Active Transport Draft Strategy. It has been a pleasure reading this well-considered and integrated active transport plan. This submission shall provide comment and feedback on elements of the strategy including principles, frameworks, transport priorities, walking and cycling network commitments, along with BNSW recommendations.

**Well principled**

'Practical, safe; accessible, convenient; comfortable; easy; connected and direct' (p.4) are great values framing the SSC vision of 'liveability, economic productivity and environmental sustainability'. These concepts are further substantiated on p.5 with reference to the following updated TfNSW frameworks including: Future Transport 2056, NSW State Infrastructure Strategy, Greater Sydney Regional Plan, South District Plan, Sydney's Cycling Future and NSW Walking Strategy.

***Recommendation:***

- Change the photo on p.3 for another more inclusive and aligned with the intentions of the SSC Active Transport Strategic Plan. Active transport plans are for everybody to encourage a healthier mode shift away from car dependence. The 'bike-bus' is representative of an elite 10% who do not rely upon active transport plans. An image of people in ordinary clothes going about their day such as the mother and children on p.6 will better capture SSC intentions for active transport in The Shire. People relate positively to images of themselves.

**Integrated Transport Strategy**

"Prioritise connected transport networks to provide convenient transport options to schools, open space, centres and employment and reduce reliance on private car transport" (p.6) is a strong argument for the Integrated transport Strategy (ITS) grounded in the TfNSW Road User Space Allocation Policy which places pedestrians and cyclists first on the active transport hierarchy, and private vehicles last (p.8). This section of the document makes good reference to the Movement and Place Framework which values the Shire as a place with people in it, and not just a thoroughfare for cars.

***Recommendation:***

- Car parking should not be among the '4 key areas of transport' equal in status to active transport, roads, freight and public transport (p.6). This sends the opposite message to the values espoused above. For the strategy to maintain its integrity, parking needs to be considered a subordinate issue, and, where possible, reduced parking will nudge increased active transport mode shift.

## Consultation

The consultation process outlined on p. 9 has been thorough and the strategy has effectively communicated what is important to residents of The shire- Top priorities being: Upgrade footpaths to and from town centres, Improve pedestrian and cyclist safety, Improve signage and road marking, Connect shared pathways to key places, Incorporate cycleways in urban streets.

The SSC public consultation process also identifies the diverse and growing population (p.11) and the need for active transport to address: the prevention of non-communicable diseases due to inactivity (p. 12), active ageing, and the risks posed by the M6 and Kogarah to Miranda Metro developments in relation to 'diminishing network connectedness, directness and attractiveness'. (p.12). It is great that these strategic challenges have been acknowledged.

## Drivers of change

Climate change is a major impetus for active transport and the subject is well addressed in the draft strategy. The reference to The Green Grid, the need for Green Corridors- particularly trees (p.13, 22) supports a plan for connected, resilient and future-proofed communities. Increased population and approved housing developments are also accounted for in the draft. Another important driver of change for active and healthy lifestyles that needs to occur at early childhood is addressed by the proposed 'safe paths to school' plan(p. 18). This is further reinforced through commendable behaviour change strategies including, ride to work days, community accredited cycle to school and skills courses (p. 19- 22)- All excellent initiatives and BNSW is willing to offer support in their promotion, design and implementation.

## Recommendations:

- Smart technology (p. 13) will assist mapping and wayfinding as discussed in the draft. It also needs to be included through data capture in the monitoring and evaluation of active transport infrastructure including SCATL. Furthermore, smart technology and simple analogue equivalents (i.e., signage and leaflets) are important in the integration of Mobility as a Service (MaaS) which enables users to plan, book, and pay for a wide range of mobility services to meet their travel needs.
- E-bikes are a phenomenal game changer (p. 14) enabling many who have never considered riding to take it up. Also, 1 e-bike is 40 times more energy efficient than an EV. We recommend that SSC join our campaign for e-bike subsidies. The rapid uptake of bicycle riding eases cost of living pressures and is a [proven cultural catalyst](#) for improving road safety for cyclists (even without the infrastructure).
- In addition to 2 km safe pathways to schools, BNSW recommends 30 km limits on non-suburban streets. This is in line with international best practice and allows the effective

implementation of the Road User space Allocation Policy and the Movement and Place Framework.

### Existing and proposed cycling and footpath network

BNSW supports the document's emphasis given to the integration and expansion of these extensive networks into urban centres. As for SCATL Stage 2, BNSW supports SSC in prioritising hybrid active transport solutions which hug the existing railway corridors. These options are cheaper, simpler, safer and more direct. We also recommend that TfNSW collaborate with SSC on these and other options apace with population growth and active transport needs.

All references to footpath and cycleway design appear to be current and in line with the TfNSW Cycleway Design Toolbox and Austroads 6A: Designing for Walking and Cycling.

### Conclusion

The SSC draft Active Transport Strategy demonstrates a clear and principled commitment to address the 70-year imbalance of car-dominated urban design and the complexities required for a paradigm shift that values human health, social mobility, the environment and the economy. BNSW supports the foundations for this strategy particularly with regard to the promotion of active transport and safe paths to schools as this addresses the cultural shift towards healthier and sustainable behaviours. Other recommendations to strengthen this direction and accelerate mode shift include 30 km speed limits on non-arterial roads and e-bike subsidies. We also strongly support SSC's hybrid model for SCATL Stage 2 which utilises the rail corridor alignment for safety and directness. BNSW looks forward to continued consultation and collaboration with SSC on its Active Transport Strategy.

Yours sincerely,



Francis O'Neill

Head of Advocacy  
Bicycle NSW



Peter McLean

Chief Executive Officer  
Bicycle NSW