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Dear Ms Barone,

RE: Glebe to Ultimo cycleway

Thank you for the opportunity to comment on the Glebe to Ultimo cycling and walking improvements.

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.

The Glebe to Ultimo walking and cycling improvements are integral to the City of Sydney's bike network and the exciting plans to deliver Tech Central. Bicycle NSW strongly supports the proposed upgrades.

The cycleway will start at the Glebe intersection of Kelly and Bay Streets, follow Kelly Street into Ultimo, turning right at Wattle then continuing along Mary Ann Street where it terminates at the ramp leading up to The Goods Line (Figure 1).

The project includes:

- Separated cycleways along Kelly and Mary Ann Streets to connect to The Goods Line and an upgrade to the existing cycleway on Wattle Street.
- A new pedestrian crossing on Mary Ann Street at Jones Street.
- 2 new trees at the south-west corner of the Mary Ann and Harris Streets intersection.
- The retention of 85 of the 117 existing on-street parking spaces along the route. 32 parking spaces will be removedⁱ.

This is a well-chosen active travel corridor which connects workers, students and visitors from the Inner West to Tech Central - a growing hub for learning and innovation that will bring \$3 billion in state investment to attract local and international talent.

A common ingredient that draws people to places is urban walkability and liveability. This is because an effective bike network has strategic economic benefits that reduce sprawl making cities safer and more attractive.

A great investment in Sydney's future

The Queensland Department of Transport estimated that due to health and decongestion, investment in bicycle infrastructure returns \$5 for every dollar spentⁱⁱ. According to a UK Government study, other economic benefits of cyclingⁱⁱⁱ include:

The local economy:

- Cyclists visit local shops more regularly, spending more than users of most other modes of transport
- Per square metre, cycle parking delivers 5 times higher retail spend than the same area of car parking
- Public realm improvements, including those that cater for cycling, have been shown to result in increased trade at local businesses; up to 49% in New York City

Personal benefits:

- Neighbourhoods with cycle-friendly characteristics – low traffic volumes, walkable, close to off-road cycle paths – are more desirable or have higher property values
- Residential property values rise 1% if motor vehicle traffic is reduced by 50%
- Children who walk or cycle to school tend to be more attentive and achieve better results
- Cycle friendly environments promote more physical activity in later years

Employment benefits:

- Facilitation of cycling to work leads to lower staff turnover
- Cycling facilities can overcome difficulties in accessing employment opportunities
- Cycling reduces absenteeism, boosting productivity: regular cyclists take one less sick day per year

Public infrastructure benefits:

- Cycling schemes can achieve more for less, with benefit-to-cost ratios in the in the range of 5:1 to 19:1 – some as high as 35.5:1

Transport and logistics benefits:

- Cycle freight offers a competitive advantage in city locations and is cheaper than motorised freight for small payloads over short distances. Cost savings range between 39% and 64% compared to a van-based service. An absence of dedicated cycling infrastructure will slow down buses and HGVs as mode share increases.
- Cycling has a lower capital cost than other forms of infrastructure
- Cycling can increase the reach of public transport

Cycle tourism:

- Cycle tourists on average spend more: around 9% per head per trip
- Cycle tourism is influenced by utility mode share: i.e. where cycling is attractive and thus more people cycle, there is a greater propensity for cycle-tourism.

Contributing to the network

The Glebe to Ultimo cycling and walking improvements will contribute to Sydney's bicycle network and significantly enhance walkability. The pop-ups installed in 2020, intended to help alleviate pressure on public transport during the COVID-19 pandemic, added 10km to the network and contributed to an increase of 40% in rider number from pre-pandemic levels. The most popular pop-up was on Pitt Street from Circular Quay to King Street which quickly attracted 6000 bike trips a week^{iv}. The City of Sydney's 2021 Active Transport Survey showed that the number of residents who ride regularly has increased from 7% in 2017 to 18% now.

The survey also shows significant improvements in riders' perceptions of safety. 86% felt confident riding on the streets, up from 75% in 2017.^v

We applaud City of Sydney Council for constructing separated bicycle paths within road corridors rather than the shared paths on footpaths found in many LGAs. Shared paths are not suitable for areas with high pedestrian and cycling activity and will not lead to an acceptable level of amenity and safety for either walkers or riders, with conflict occurring between different users.

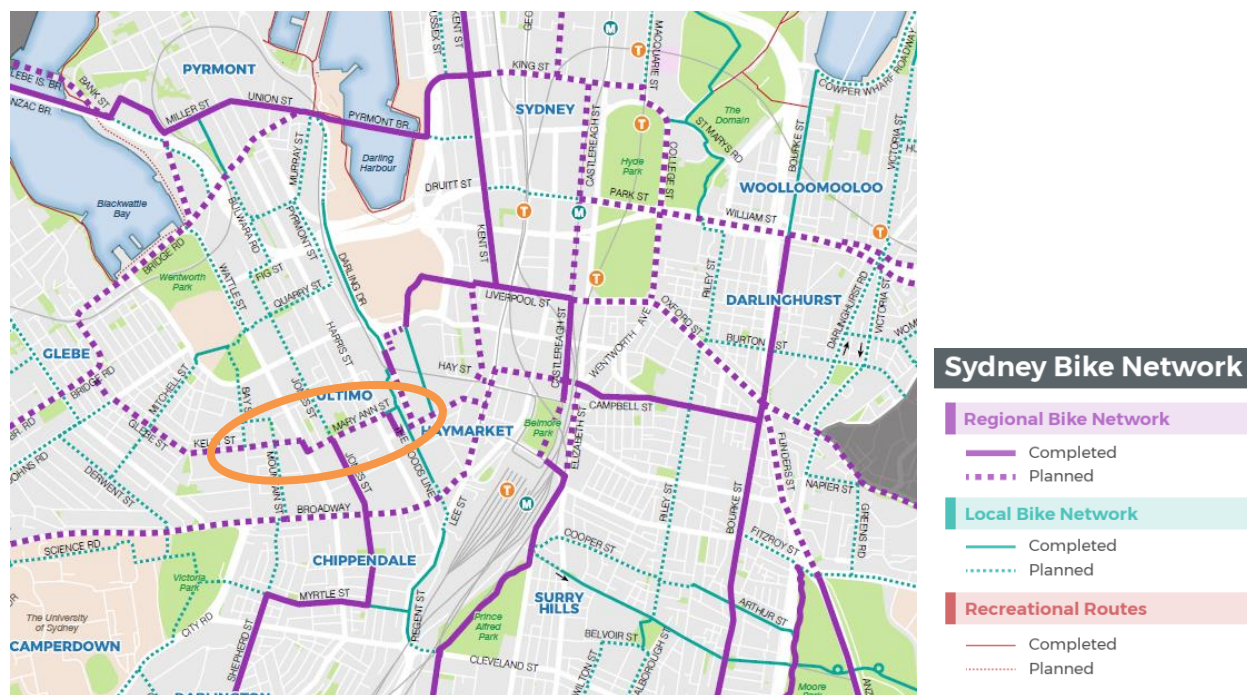


Figure 1: Extract from City of Sydney's future network map showing proposed and completed sections of the Regional Bike Network, updated April 2022. The cycleway on Mary Ann Street will link up to a future cycleway on Ultimo Road as well as providing safe access to the Goods Line.. (Source: City of Sydney Council)

The removal of 32 car parking spaces is supported

Reallocating road space to active modes begins to address the unsustainable and inequitable nature of the current transport system. The road between the kerbs is valuable to active travel and can no longer be the unchallenged domain of private vehicle storage. Wide vehicle lanes and ample parking encourage car travel and unsafe speeds. In order to meet the climate, health and liveability aims set out in **Sustainable Sydney 2030—2050 Continuing the Vision**^{vi}, projects such as Glebe to Ultimo will deliver quieter, calmer, leafier streets that benefit every resident and visitor in the city's heart.

There are inspiring plans for many more regeneration projects that will return street space to people in order to meet the ten strategic directions of Sustainable Sydney 2030-2050, including Direction 2: a leading environmental performer, Direction 3: Public spaces for all, Direction 4: Design excellence and sustainable development, Direction 5: A city of walking, cycling and public transport and Direction 6: An equitable and inclusive city^{vii}.

It is essential to provide very high quality walking and cycling environments to maintain global competitiveness and reputation. A target has been set for 90% of trips to work in central Sydney to be by walking, cycling or public transport. Sydney is at a tipping point: there has never been a better time to build infrastructure for bike riding and active transport. As the new Minister for Infrastructure, Cities and Active Transport, Rob Stokes MP, set out in a recent speech^{viii}, active travel projects that stitch the

suburbs together and enable people to get around without a car will be a major focus for the NSW Government. This mission is supported by **Transport for NSW's Road User Space Allocation Policy CP21000**^{ix}, which establishes a road user hierarchy that considers pedestrians first and private cars last. Multiple environmental and health benefits will flow from increased walking, cycling and public transport use. The streets will be more equitable for Sydney-siders of all ages, incomes and abilities.

Comments and recommendations

• The importance of stakeholder engagement

Bicycle NSW appreciates the time and effort undertaken by the City of Sydney Cycleways team to work with stakeholders along the route and resolve any issues.

• Focus on the delivery of safe intersections

One of the three guiding policy themes at Bicycle NSW is 'Build it for Everyone'^x and we advocate for infrastructure that is suitable for riders from 8 to 80 years of age to use independently. According to the best practice 'cycling segmentation' model, developed in Portland USA to identify the type and needs of existing and potential bike riders^{xi}, separated bicycle paths such as that proposed for Glebe to Ultimo encourage 70% of citizens to consider journeys by bike (Figure 2).



Figure 2:
Four general categories of comfort levels
for cycling as transportation.
(Source: North Sydney Council)

It is essential that City of Sydney continues work to develop best-practice intersections that are safe and comfortable for bike riders of all ages and abilities. Designs must be future-proofed and consider the predicted growth in ridership once a completed cycle network is in place, as well as the needs of micro-mobility devices such as cargo bikes and e-scooters.

• Prioritise the movement of pedestrians and cyclists

Traffic light phasing and sensors must favour active modes to encourage more people to walk and cycle. In line with the Road User Space Allocation Policy and other State and local strategies, small delays to vehicle traffic should never prevent the delivery of safer, more efficient and more attractive active transport infrastructure. Pedestrian and bicycle level of service could be optimised with the following features:

- Detection loops located well in advance of intersections so that lights can change for approaching cyclists, reducing the number of stops needed on a trip through the city.
- Instant green on demand for pedestrians and bicycles at mid-block crossings, with induction loop detectors.

- Longer crossing times so that pedestrians of all ages and abilities have time to cross safely and without stress.
- Automatic green for pedestrians/bicycles at all signalised intersections so there is no need to press a 'beg button'
- Raised crossings at unsignalised intersections to slow cars and improve safety.

- **Ensure that cycle infrastructure is inclusive**

All types of bikes should be accommodated by the cycling infrastructure, including cargo bikes and tricycles. Again, the width of the paths is critical and it is important to consider turning radii, dropped kerbs, ramps and the design of modal filters to ensure that non-standard bikes not excluded from the network. Cargo bikes will increasingly be used for inner-city deliveries and have huge potential to play a key role in a sustainable transport system. Non-standard bikes such as hand-cycles, recumbents and wheelchair bikes offer disabled people independent mobility but are a rare sight on city streets due to barriers caused by poor urban design. Any measures enabling cycling by disabled people will support a growth in cycling by novice cyclists, children and older people, and improve conditions for those using mobility scooters^{xii}.

- **Specific recommendations for this project**

Bicycle NSW would like to highlight and support the following feedback from the My Social Pinpoint Survey:

- The intersection of Kelly and Bay Streets need to be resolved as part of this project. Lots of cars enter this intersection at speed from Wentworth Park Rd and Broadway, and it's unclear how cyclists approaching from Glebe St will safely get around the roundabout and join the new cycleway on Kelly St.
- To reduce danger from motor vehicles, the posted speed limit and design speed should be no more than 30 km/h. It is not safe to have large, heavy vehicles travelling at 40 km/h outside a school. Lower traffic speeds also mean less traffic noise pollution
- Solid concrete separators along the cycle path are strongly recommended to prevent vehicle intrusion.
- Work with International Grammar School to encourage more active transport or public transport travel to school.
- Continuous footpath treatments at all street crossings throughout will improve pedestrian safety and priority, and create a more level surface for wheelchair users. It will also help to slow vehicles before they cross the bicycle path and prompt drivers to take more care.
- Please ensure there's clear signage / signalling at street corners and intersections indicating right of way to insure pedestrian and cyclist safety.
- Signage must indicate where there are shared path arrangements and to prioritise pedestrian right of way accordingly.
- At the intersection on Wattle St, cyclists will bank up during light cycles and require sufficient physical separation from high-speed traffic
- A sharper bend is suggested for intersection of Wattle St requiring cars to slow. Install a continuous curb or a raised zebra crossing for additional traffic calming.
- Double check that the line of desire for the pedestrian crossing treatment between Bulwarra Rd and McKee Lane is correct. There is conjecture that it will be better positioned on the corner of Jones St.
- Change street signage saying no left turn / entry (into Mary Ann street) with an exception for bicycles

Conclusion

The Glebe to Ultimo is a small but highly strategic section of Sydney's bike network. It is imperative that the highly popular walking and cycling needs for Tech Central are prioritised over a relatively small number of car parking spaces. This will in turn improve the city's safety, amenity and liveability.

Bicycle NSW applauds recent developments in the cycling infrastructure in the City of Sydney and commends Council's ambitions to provide sustainable, equitable transport options for residents and visitors of all ages and abilities. Safe cycling facilities help decongest roads, public transport and parking, don't contribute to environmental pollution and benefit local businesses.^{xiii}

We look forward to riding on the completed Glebe to Ultimo cycleway in the near future!

Yours faithfully,



Francis O'Neill

Head of Advocacy
Bicycle NSW



Peter McLean

Chief Executive Officer
Bicycle NSW

ⁱ <https://www.cityofsydney.nsw.gov.au/proposed-works-maintenance/your-feedback-on-a-glebe-to-ultimo-cycleway>

ⁱⁱ <https://www.tmr.qld.gov.au/Travel-and-transport/Cycling/Cycling-investment-in-Queensland>

ⁱⁱⁱ Rajé, F. and Saffrey, A. The Value of Cycling.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509587/value-of-cycling.pdf

^{iv} 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>

^v City of Sydney. 2021, August. Active Transport Survey 2021. <https://www.cityofsydney.nsw.gov.au/-/media/corporate/files/publications/surveys-case-studies-reports/city-of-sydney-active-transport-survey-2021-report.pdf?download=true>

^{vi} City of Sydney. 2022. Sustainable Sydney 2030—2050 Continuing the Vision. https://www.cityofsydney.nsw.gov.au/-/media/corporate/files/projects/vision-setting/your-say-our-plan-sustainable-sydney-2030-2050/ss2030-2050_vision_draft-1.pdf?download=true

^{vii} City of Sydney. 2022. Sustainable Sydney 2030—2050 Continuing the Vision. https://www.cityofsydney.nsw.gov.au/-/media/corporate/files/projects/vision-setting/your-say-our-plan-sustainable-sydney-2030-2050/ss2030-2050_vision_draft-1.pdf?download=true

^{viii} Stokes, Rob. 2022, Feb 10. Footpaths and cycleways are an act of democracy – ask Steph. Fifth Estate.

<https://thefifthestate.com.au/urbanism/planning/footpaths-and-cycleways-are-an-act-of-democracy-ask-steph/>

^{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 Bicycle NSW, Policy Framework. [Online as at 19/7/2021] <https://bicyclensw.org.au/our-policy/>

^{xixvi} Roger Geller. (2009). Four types of cyclists. Portland Bureau of Transportation.

<https://www.portlandoregon.gov/transportation/article/264746>

^{xii} Wheel for Wellbeing. 2020. A Guide to inclusive cycling. https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC_WfW-Inclusive-Guide_FINAL_V03.pdf

^{xiii} 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/do-the-sums-bicycle-friendly-changes-are-good-business)