

Sarah Koufadis
Project Communication Officer
Canterbury Bankstown City

20th December 2022

Email: projects@cbc.city.nsw.gov.au

Re: Phillips Ave Shared Path

Dear Sarah,

Bicycle NSW wishes to thank the Canterbury Bankstown City for the opportunity to comment on the Phillips Avenue Shared Path.

Bicycle NSW is the peak body in NSW for recreational and transport bicycle use with a mission to create a better environment for all bicycle riders. Bicycle riding is the 5th highest physical activity in Australia and further growth is projected due to enhanced infrastructure and improved safety. Bicycle riding is healthy, social beneficial to the environment and can be taken up by almost every age group and demographic. Bicycle riding is also proven around the world to be an outstanding social equaliser which is even more important with growing cost of living pressures.

Bicycle NSW supports the plan for infrastructure between Phillips and Wairoa streets connecting and encouraging active travel to the Canterbury Leisure and Aquatic Centre.

The question remains why Canterbury Bankstown City has opted for a shared path rather than a cycleway or alternatives to separate cyclists from pedestrians. Issues of safety and pedestrian and cyclist conflict come into play rendering shared paths less than ideal. Also, the draft plans appear to indicate removal of 8 medium sized trees which may be avoidable if road space were allocated for cycling.

Shared paths along popular thoroughfares heighten the risk of collision between pedestrians and cyclists.

Whilst a shared path is better than no space for cyclists, this may be a problem during busy times at weekends or swimming carnivals. Shared paths should not be considered a preferred option for integrating new cycle infrastructure into the road environment. There are many issues with shared paths:

- Shared paths are not suitable for areas with high pedestrian and cycling activity. Conflict often occurs between different users and there is not an acceptable level of amenity and safety for either walkers or riders. In the current example, the Phillips Avenue would only be 2.5 M- not a lot of space for bicycle riders to pass pedestrians.
- Shared paths are not a future-proof solution to creating a bike network. The status quo of walking and cycling activity is likely to change rapidly brought on by increased population, cost of living and the popularity of the e-bike. It is essential to future proof the cycle network and allow for increased demand at the outset by creating wide bicycle paths that are separated from pedestrians where possible.

- Widening footpaths requires the loss of verges, vegetation and, in some instances, mature street trees. Where trees are protected, the shared path is often constricted, creating a hazard for pedestrians and cyclists. As set out in the TfNSW Future Transport Strategies 2061 and Active Transport Strategy, trees contribute to active travel by supporting the streetscape character, and amenity and help manage heatwaves, urban heat island (UHI) effect and UV radiation. Council should be striving at all times to increase the green cover and the tree canopy and not increase the asphalt on residential streets.
- Canterbury Bankstown City is noted in the RMIT Urban Places Greener Spaces 2020 report as having only 20.3% tree cover placing it among the LGAs most in need of urban reforestationⁱ. If any street trees can be preserved, they ought to be.
- No attempt is made to change the dial on car use when bicycles are squeezed into pedestrian spaces. By leaving the road between the kerbs as the unchallenged domain of private cars, with wide vehicle lanes and ample parking, car travel is encouraged, unsafe speeds are common and the modal shift needed to meet climate, health and liveability imperatives may not occur.



Google maps image of Phillips Avenue intersecting Wairoa Stⁱⁱ adjacent to the Canterbury Leisure and Aquatic Centre

Recommendations:

Bicycle NSW recommends that Canterbury Bankstown City explore options such as a separated bicycle path. Given Phillips Avenue is the standard 12.8 M wide, then there is ample space for a separated bi-directional cycleway protected from road traffic by parked cars. Whilst we support the

reduction of parking spaces due to the waste of public space and negative impacts upon active transport, in this case, it may not be needed. Advantages of utilising spare road space for separated cycleways include:

- Safety for pedestrians who no longer have to worry about conflict with bicycle riders.
- Improved access and safety for bike riders.
- A filtering and narrowing of the local road network necessitating slower traffic speeds. This further increases the safety of pedestrians and cyclists, many of whom would be children and families.

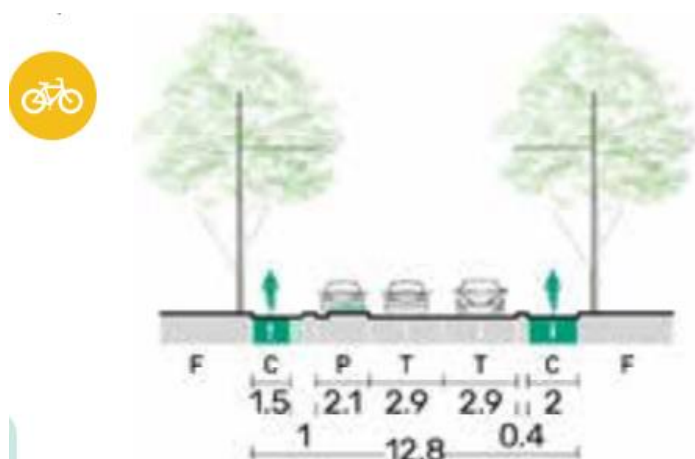


Figure 3.5 Typical cross section - constrained configuration (12.8m carriageway)

TfNSW Cycleway Design Toolbox showing 12.8 M street cross section with space for parking and protected cycleways.ⁱⁱⁱ

We recommend 30 km/h for local roads generally and this activity hub in particular.

The Vision Zero goal of lowering speed limits to 30 km/h on residential streets and around schools and town centres is considered international best practice^{iv} and is gaining momentum in Australian and New Zealand. The British Medical Journal found that the use of 20mph (32kph) over a twenty-year period from 1986–2006 significantly improved road safety for users of all transport modes and ages. The rate of children under 15 years old being killed and seriously injured dropped by 50% in areas where the speed limit is reduced to 20mph (32kph)^v. Most Australians already support lowering speed limits in neighbourhoods. Acceptance usually increases after implementation, as has been the case in countries like the UK and Germany. Several 30km/h trials run in Melbourne and New Zealand before 2020 have been successful. Popularity increased further after people experienced the benefits.

Even with a shared path and no separated cycleway, we still recommend setting 30km/h speed limits as that will maintain safety and enable most bicycle riders to be able to ride on the road and not risk conflict with pedestrians.

In conclusion, Bicycle NSW applauds the decision by Canterbury Bankstown City to install active transport infrastructure along Phillips Ave. In order to avoid conflict, preserve precious green space and improve the facility of the road network for all road users, we suggest that Planners preference

separation of cyclists from pedestrians by allocating roadspace for a cycleway and setting the speed limit to 30 km/h.

Yours sincerely,



Frances O'Neill

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Bicycle NSW



Peter McLean

Chief Executive Officer
Bicycle NSW

ⁱ Urban Spaces Better Places report, <https://www.greenerspacesbetterplaces.com.au/media/163315/where-will-all-the-trees-be-benchmarking-report-2020.pdf>

ⁱⁱ <https://www.google.com/maps/@-33.910197,151.112751,223m/data=!3m1!1e3>

ⁱⁱⁱ Cycleway Design Toolbox, https://www.transport.nsw.gov.au/system/files?file=media/documents/2022/Cycleway-Design-Toolbox-Web_0.pdf

^{iv} 30 KM/h works, <https://bicyclensw.org.au/30-kilometres-per-hour-works/>

^v Building Streets for life- it starts with 30 KMs, <https://www.unroadsafetyweek.org/en/streets-for-life>