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3rd February 2023

Dear Robbie,

Re: Draft Transport Strategy, Bike Plan and Action Plan 2022

Thank you for the opportunity to comment on the draft version of the new Transport Strategy and Bike Plan, and the associated Action Plan 2022.

Bicycle NSW has been the peak bicycle advocacy group in NSW for forty-seven 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.

Bicycle NSW fully supports the draft Transport Strategy, Bike Plan and Action Plan. We recommend that Council adopts all three documents and proceeds to develop a connected network of safe active transport facilities.

The plan for delivering infrastructure is ambitious but very necessary. The time to start is now. Council must be very bold to turn around decades of inaction that have left Bayside with disjointed shared paths and few best-practice separated bicycle paths. The active transport mode share lags behind neighbouring LGAs despite Bayside's central location and flat topographyⁱ. Provision of a safe, separated, and legible cycling network with high-quality end of trip facilities will help to drive mode shift. Bayside is uniquely placed to connect the Inner West, Sydney Airport, City of Sydney, Randwick, Georges River and Sutherland, and facilitate access for the community to critical strategic centres and opportunities.

The draft Transport Strategy is grounded on outstanding analysis of trends and benefits of active transport in Bayside. It is clear that Council understands how safe streets are at the heart of happy communities. The plan stresses the importance of providing a range of mobility options to ensure equitable, sustainable and affordable transport for everyone.

We are delighted by Bayside Council's vision for *"a just, reliable and resilient transport system which supports active, healthy lifestyles and provides 30-minute access to economic, social, recreational and cultural opportunities for everyone."*

The Action Planⁱⁱ provides a user-friendly summary of two more complex documents and a clear timeframe for delivering key projects. **This submission will focus on the Action Plan.**

The Directions and Principles are excellent. As active transport advocates, we are delighted to see improved road safety, reduced speed limits, mode shift to sustainable travel, less need to own or use privately owned vehicles and encouraging active transport front and centre of the plan.

The importance of consistently designing streets to prioritise people over cars is highlighted. Bayside Council must ensure that Movement and Place principles are considered with every project and focus on creating uninterrupted protected space for walking and cycling. It is understood that safety, connectivity and comfort are essential to inspire more people to ride and walk.

There is a clear intention to make better use of parking to support equitable access to the kerb, sustainable transport choices and deliveries. There are strong actions to advocate for better public transport and recognition that emerging forms of micromobility must be accommodated in the transport system.

We are encouraged by the attention given to walking - every trip involves a walk! New pedestrian crossings, greater pedestrian priority at intersections, continuous raised footpaths across minor intersections, footpath upgrades with pram ramps, landscaping and seating, and new trees will help people of all ages and abilities navigate Bayside on foot.

According to the NSW School Safety Surveyⁱⁱⁱ, 36% of parents don't let their children walk or ride to school due to unsafe road crossings. 25% of Australian children aged 2-17 and 67% of adults are considered overweight or obese. Obesity linked to physical inactivity is a major contributor to type 2 diabetes with estimates showing that eliminating obesity from the population can potentially reduce the incidence of diabetes by over 40%^{iv}.

Safe paths to school were unanimously voted as the 'most achievable goal for active transport' at the 2022 Transport for NSW Mobility Summit. Safe paths to school can be rolled out rapidly and cheaply through relatively minor adjustments to existing infrastructure.

Bicycle NSW supports the emphasis on improving walking infrastructure within 800m of schools to enable active travel to school, and, as discussed later, we strongly advocate for the reduction of speed limits to 30 km/h in town centres and residential streets.

Bicycle NSW is delighted that Bayside will make amendments to planning controls to deliver bike parking, travel plans and future through site links, and ensure that developments contribute to a renewed public realm that improves walking and cycling facilities. A new DCP is being prepared for Bayside that must incorporate revised controls. We also welcome the establishment of a Bayside Council Active Travel Advisory Committee to collaborate on future funding, design and implementation of walking and cycling infrastructure. We ask that members of BIKEast and St George BUG are invited to join the committee.

The strong emphasis on behaviour change is very important. Travel plans will support new modal choices, and it is great to see Bayside Council starting with its own staff! Cycle training, cycling promotion, good maps and info, and cycling events all feature in the actions. It is important to fund this and provide adequate resources for Council staff or these soft programmes can lag behind delivery of infrastructure.

A fantastic future cycling network is proposed which a focus on completing the Green Grid, using space beside rail corridors, and connecting important employment and education destinations. It is so important to ensure that cycleways integrate with bus stops and train and metro stations, delivering a multi-modal transport network that unlocks car-free mobility across the entire city.

Advocacy to complete the missing links of the Sydney Airport 'Orbital', a walking and cycling trail that links the east and west sides of the airport is critical and Bicycle NSW thanks Bayside Council for making this a

key action for the short term. We strongly support the visionary off-road paths shown, particularly around the south and west of the airport.

Road space reallocation is only briefly mentioned on the Action Plan and is subject to detailed discussion later in this submission. However, the Action BP 3.23 to “trial on-road cycleways adjacent to underutilised kerbs” is a great proposal.

Bicycle NSW is not so keen on BP 3.20 “The shared path network can be developed along state roads in order to connect town centres.” This may be appropriate in port and industrial areas with very low pedestrian activity and dangerous roads saturated with heavy vehicles. However, we would not want to see shared paths used as a default treatment.

We appreciate the inclusion of maps highlighting serious crashes and fatalities in the LGA. Honest data will help to frame discussions with the community about the need to reallocate road space to create safe walking and cycling infrastructure, essential to meet targets of reducing serious injuries and eliminating deaths due to road trauma.

As reiterated below, we very strongly support **3 priority projects** that Bayside Council is developing with key stakeholders.

1. A separated cycleway on Coward Street, linking the Alexandra Canal with Kingsford.
2. An active transport link along the T8 rail corridor to link the eastern end of the M5 linear park with Wolli Creek.
3. A section of the Mill Pond and Botany Wetland path to connect the Domestic terminal with the Botany foreshore shared path

This submission sets out a series of recommendations for the design and delivery of Bayside’s active transport infrastructure.

We would like to thank BIKEast, an affiliated Bicycle User Group in the Eastern Suburbs, for its contribution to our work. BIKEast members have worked hard over many years to advocate for better conditions for active travel. We align with their detailed submission to the Draft Transport Strategy, Bike Plan and Action Plan 2022.

Opportunities:

It is exciting that Bayside Council can finally prioritise safe infrastructure for walking and cycling, emboldened by a raft of NSW Government policies and strategies that aim to achieve a much better balance of movement and place with vastly improved facilities for active transport. There is clear agreement from all sides of politics that walking and cycling are essential to enable a healthier, less car-dependent future as Sydney grows. NSW now has a Minister for Active Transport and new impetus to deliver projects for walking and cycling.

The Draft Transport Strategy, Bike Plan and Action Plan 2022 are supported by the Community Strategic Plan, Bayside 2032, and the Local Strategic Planning Statement, Future Bayside 2036. Both contain a clear commitment to people-first planning, sustainability, liveability and equity. These are significant planning documents that were developed in close consultation with the community and approved by elected councillors. **Bayside Council has been endorsed to deliver a transport network that supports a healthy, sustainable and connected community and makes walking or cycling the most convenient option for short, everyday trips.**

Bicycle NSW wishes to stress that this is **the best moment in recent years** for local and State governments to work together to create a truly transformational network for cycling, but there is no time to waste.

Bicycle infrastructure has a low cost per km, offers better value than road projects and support Council's financial sustainability. Over 100km of bike paths can be delivered for the cost of 1km of new road^v. Cycleways relieve the intractable deadweight of traffic congestion. In 2019 congestion cost \$19 billion nationwide, estimated to grow to a staggering \$38.9 billion by 2031^{vi}. Whilst it has been known since the 1960s that motorways add to congestion through induced demand^{vii}, bicycle infrastructure can reduce driving. As a benefit-to-cost ratio, bike infrastructure returns between 5:1 \$AUD (Queensland Government study^{viii}) and 13:1 £ (UK Government study^{ix}). Studies have shown that 70% of people in NSW either ride a bike now or would start to ride if they felt safer^x.

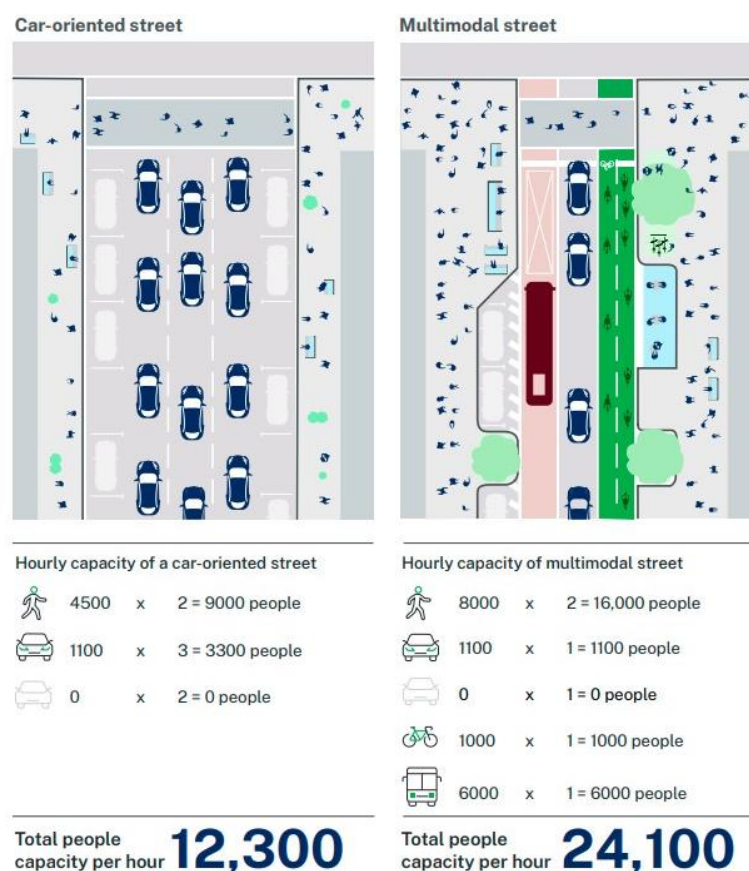
Bayside has a collection of vibrant '15-minute neighbourhoods' where all daily destinations could be accessed by an easy walk or bike ride. The area is relatively level and roads are relatively wide, ideal bare bones for active transport facilities. Despite this, far too much of road network is dedicated to the movement and storage of private vehicles, creating a hostile environment for people walking and cycling, with dangerous intersections, narrow footpaths, fast-moving noisy traffic and long distances between crossings. The major corridors are crowded with cars, buses and trucks and there is little decent cycle or pedestrian infrastructure following years of car- and freight-centric planning. **It is time to rebalance Sydney's roads.**

In early 2021, Transport for NSW published a ground-breaking policy that require State projects to prioritise road space for active transport. Road User Space Allocation Policy CP21000^{xi} 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.

The new Transport for NSW Future Transport Strategy^{xii}, released in 2022, shows clear intent to reconsider road space under direction *E2: Optimise existing infrastructure*. An excellent diagram (Figure 1) shows how reconfiguring vehicle and parking lanes to prioritise more efficient vehicles gets more from existing assets. Bicycle and bus lanes will reduce the number of private vehicle trips and improve the liveability and vibrancy of our communities.

Projects to reconfigure streets are not just about cycling. Council can factor in health, wellbeing, reduced trauma, reduced noise and increased tree canopy when assessing business cases and applying for grants.

Figure 1: A key diagram from the new Future Transport Strategy that explicitly supports the reallocation of road space, comparing the total number of people moved per hour in the same amount of space on a car-oriented street and a multimodal street (Source: TfNSW)



The latest, and most exciting, document to be published by Transport for NSW under the direction of Minister Stokes is the Eastern Harbour City Strategic Cycleway Corridors^{xiii}. 30 strategic corridors have been identified for eastern Sydney, making up approximately 250 km of cycle network (Figure 2). The Eastern Harbour City was the first of the 6 cities of the newly-defined sandstone megaregion to receive a cycleway corridors plan in April 2022.

The corridors will connect key centres and form the backbone of the Principal Bicycle Network. Exact routes will be subject to detailed design and collaboration with councils and the community. However, the Minister's team has stated that the cycleways should be mostly planned on reallocated vehicle lanes on State roads to streamline and accelerate delivery^{xiv}.

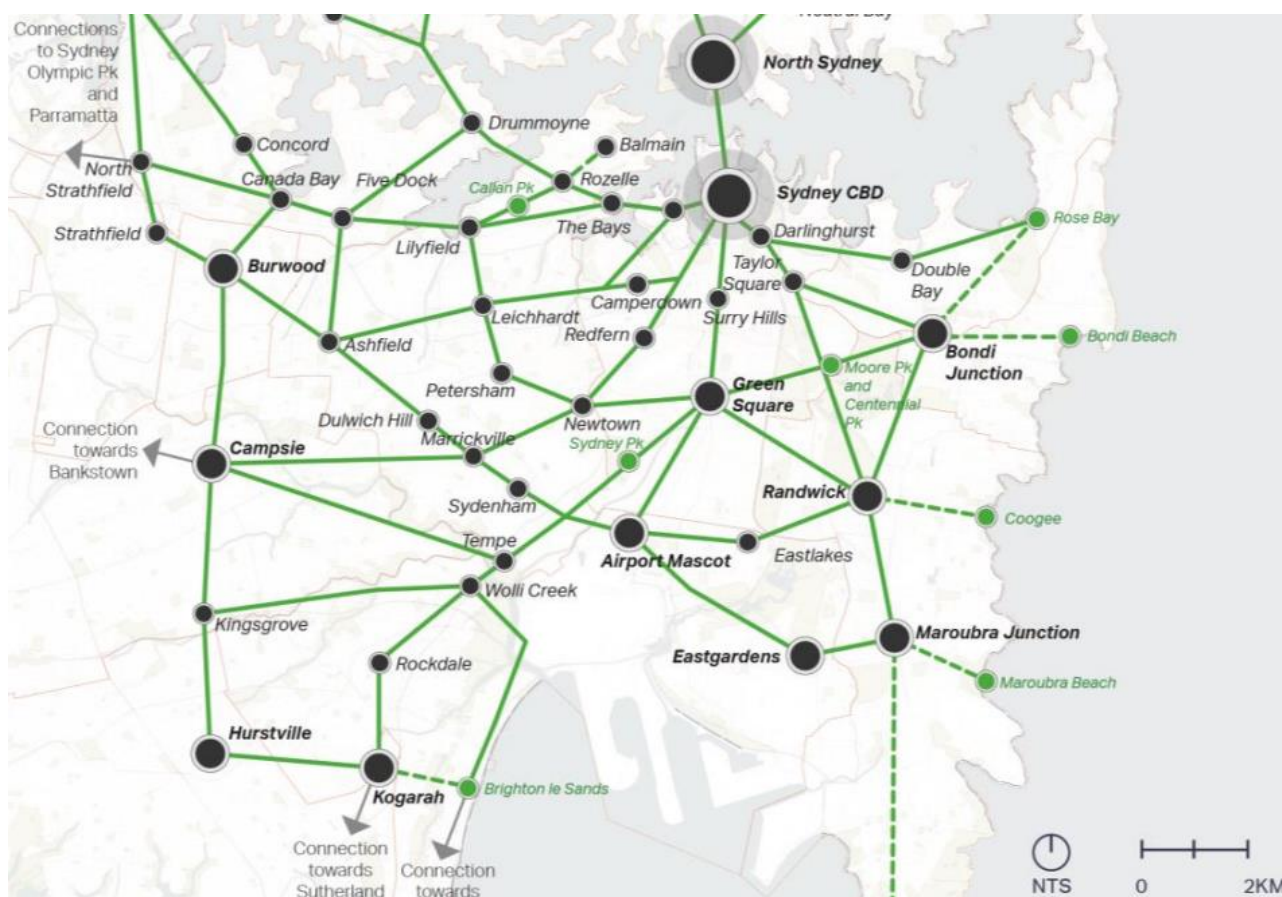


Figure 2: Extract from the new Strategic Cycleway Corridors network for the Eastern Harbour City (Source: TfNSW)

Five 'immediate opportunities' have been identified that can be progressed quickly to fill important gaps in the network and enable more people to ride safely for everyday trips. The Alexandra Canal Connection, linking the airport with Sydney Park, is listed as one of these top five priorities for the NSW Government.

The Strategic Cycleway Corridors align with **three further strategic plans** for active transport in the Bayside area:

The Sydney Green Grid^{xv}, developed by the NSW Government Architect in 2017 and reflected in the district and region plans, proposes an interconnecting network of open spaces that support walking and cycling. The Green Grid creates important links between activity centres and support active recreation. The project opportunities for the Bayside area are shown in the extract from the Green Grid in Figure 3. The long-term vision of achieving the **Sydney Airport Orbital**^{xvi}, including a link from Kyeemagh beach to Botany's Foreshore Beach as part of Mill Stream and Botany Open Space Corridor, is established in the Green Grid.

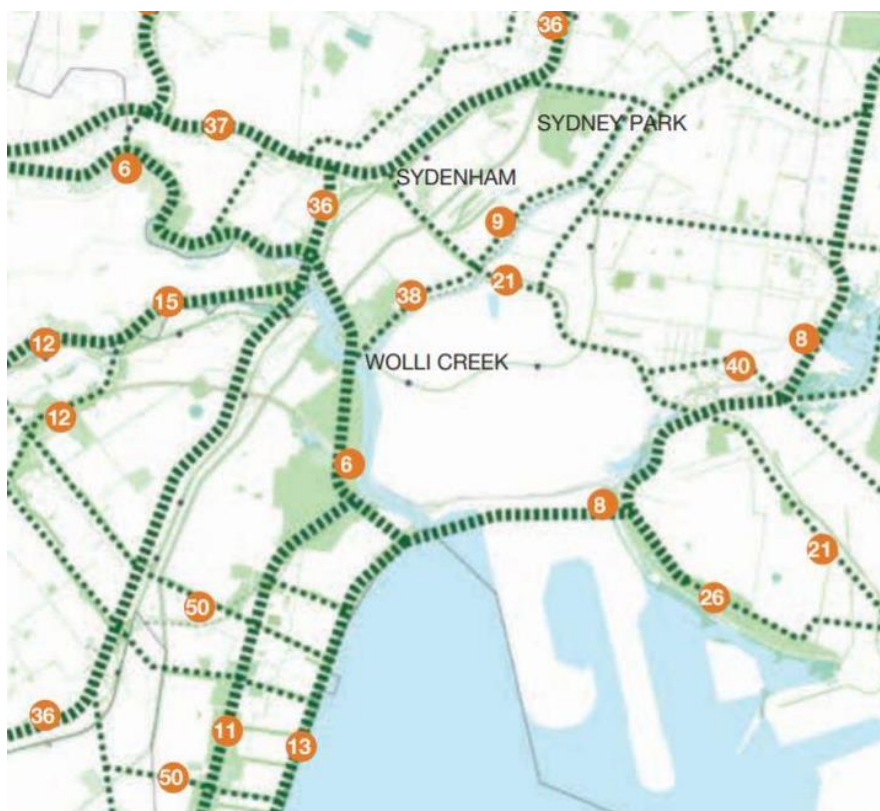


Figure 3:
Extract from the Green Grid
showing project opportunities in the
Bayside area
(Source: Tyrrell Studio / NSW
Government Architect)

Priority project opportunities:

- 6. The Cooks River Open Space Corridor
- 8. Mill Stream and Botany Open Space Corridor
- 9. Alexandra Canal
- 11. Rockdale Wetlands Open Space Corridor
- 12. Wolli Creek Regional Park and Bardwell Valley Parklands
- 21. Freight Rail Lines Chullora to Port Botany
- 26. Joseph Banks Reserve and Foreshore Drive
- 38. Airport to Bourke Street Active Travel Link
- 40. East-West Coastal Green Links: Mascot to Maroubra

The Sydney Gateway Active Transport Strategy^{xvii} was finalised at the end of 2022. Several priority connections to the airport (Figure 4) are discussed and analysed. Unfortunately, Transport for NSW has deemed that most are not feasible in the short term. Bicycle NSW prepared an issues statement^{xviii} in June 2022 to advocate for linkages to Routes 2 and 6 to be designed into the Gateway now, ensuring that possible future connections are not concreted over as the motorway is constructed.

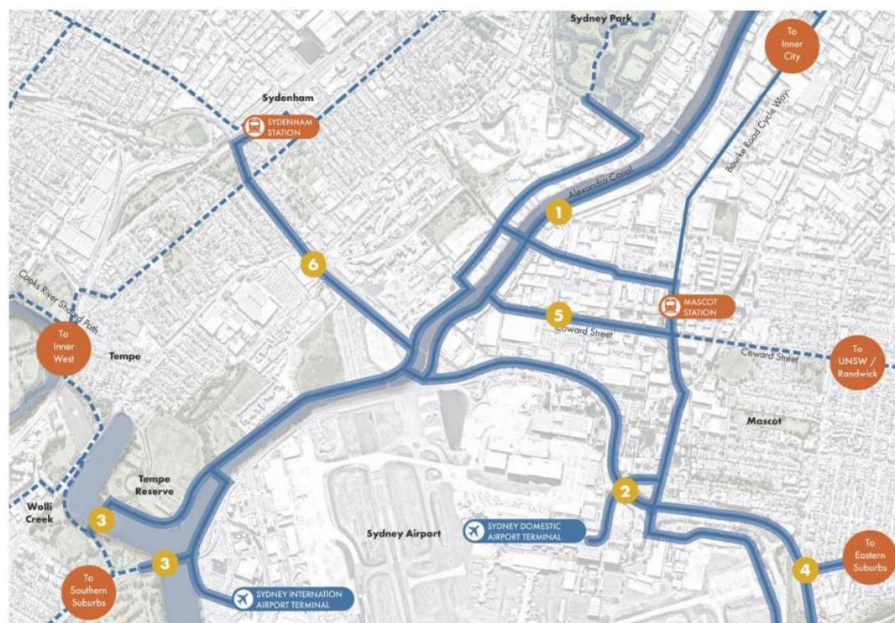


Figure 4: Sydney Gateway active
transport network opportunity map
(Source: TfNSW)

Route 1, which is away from the complex footprint of the new motorway, is Alexandra Connection, part of the Green Square to Kogarah strategic cycleway corridor. It has been announced that a 1km section will be enabled by Gateway project^{xix}.

The M6 Stage 1 is delivering an ATL through the Rockdale wetlands, contributing to an important Green Grid corridor (Figure 5).



Figure 5: a map showing the M6 footprint and the new shared path. Note that the alignment has changed and is now straighter. (Source: TfNSW)

Priority projects for Bayside

Bayside Council is working closely with stakeholders to develop **three critical projects** (Figure 6) identified as priorities in the Bike Plan, the Gateway Active Transport Strategy, the Green Grid and the Strategic Cycleway Corridors network:



Figure 6: an extract from Bayside's Strategic Cycleway Network showing three priority projects strongly supported by Bicycle NSW. Note the colours have been greyed for clarity. Please refer to Figure 7 for a coloured plan with the legend. (Source: Bayside Council/Bicycle NSW)

1. A separated cycleway on Coward Street, linking the Alexandra Canal with Kingsford.
2. An active transport link along the T8 rail corridor to link the eastern end of the M5 linear park with Wolli Creek.
3. A section of the Mill Pond and Botany Wetland path to connect the Domestic terminal with the Botany foreshore shared path

Coward Street (1) and the T8 corridor (2) are major missing links on the Eastern Harbour City Strategic Cycleway Corridors. The T8 corridor (2) and the Mill Pond path (3) are shown as 'visionary' projects on Bayside's Strategic Cycling Network - it is so exciting to know that momentum is building to deliver these routes in the short term, a sign that new NSW Government strategies have created real impetus to break through the inertia of recent decades.

Bicycle NSW strongly supports the rapid design, construction and delivery of these routes

Recommendations

- **Include targets for new infrastructure and cycling mode share**

Vague indicators to increase active and public transport mode share are not enough. As population grows, a substantial reduction in vehicle trips per person will be needed to ensure that Sydney remains liveable. Please research best-practice mode shift ambitions from comparable urban area across Australia and overseas and set numerical targets to work towards. For example, Waverley has high levels of bike riding accounting for nearly 5% of all trips, double the Sydney average^{xx}. Bayside should aspire to similar levels.

The expansion of active transport infrastructure should also be set against a target for new kilometres delivered so that Council can work with a clear mandate from the community and report on progress. Build good infrastructure and people will quickly start to cycle more.

- **Develop a clearer map for the proposed and existing active transport network**

The cycling network map in the draft Bike Plan (Figure 7) is small, unclear and hard to interpret. It is not possible to see street names, in some cases dotted lines are existing not proposed, as is conventional, and the terminology used for different cycleway treatments is unclear.

We understand that it is best to avoid committing to routes in too much detail in a high-level guidance document that will form the basis of decision-making over several years. Instead, Bayside Council should investigate a dynamic [online mapping system](#) such as the one embedded in the Northern Beaches Bike Plan 2020^{xxi}. The location and treatment of each element of cycleway can be described and updated quickly as projects evolve.

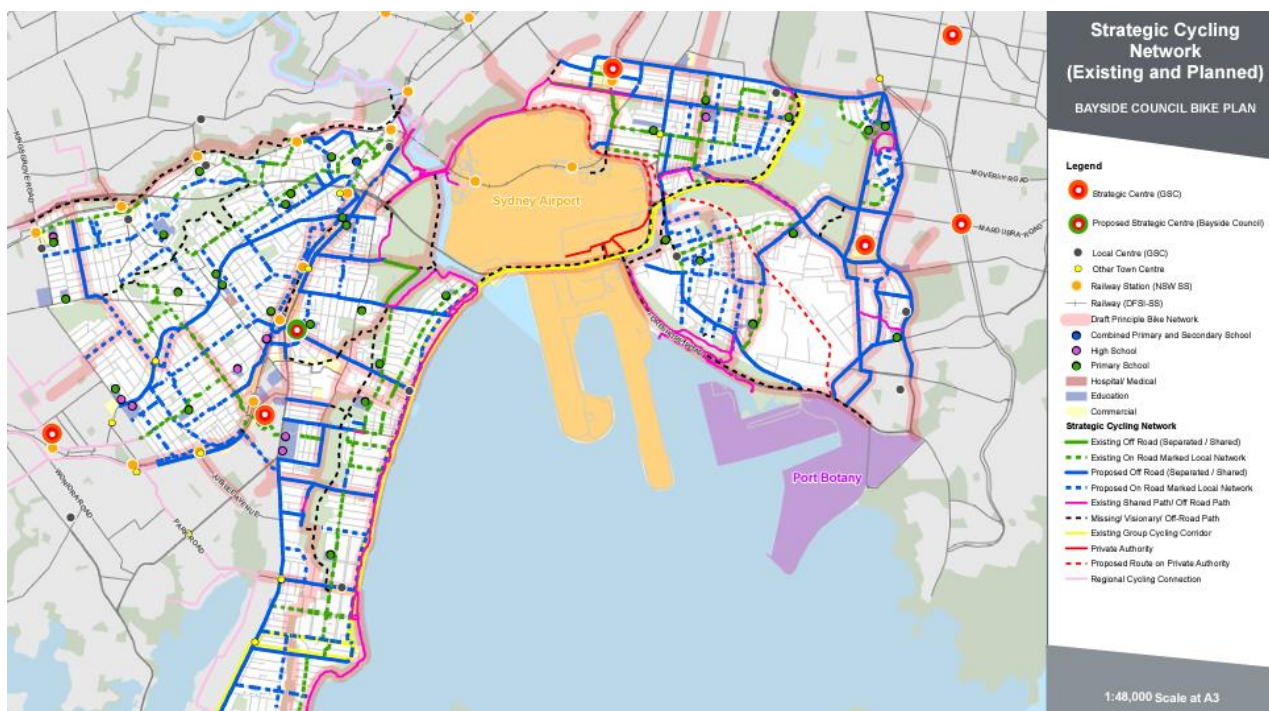


Figure 7: The Strategic Cycling Network plan (Source: Bayside Council)

- **Aim to separate bike riders from vehicles and pedestrians on most streets**

Bicycle NSW does not generally support shared paths in the road-related environment. There are several reasons why shared paths are not appropriate for important and well-used sections of a cycling network. These include conflict between people walking and cycling, which will get worse as population and active travel increase; the loss of verges, vegetation and, in some instances, mature trees; the uncomfortable pinch points caused by bus stops, power poles and retained trees; and constant interruptions when crossing side streets where vehicles effectively have priority. Importantly, 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.

Segregated bicycle paths have many benefits over shared paths:

- People riding bikes are separated from pedestrians and vehicles, reducing conflict.
- Street trees and green verges are not impacted.
- The narrower vehicle lanes will slow traffic, reducing noise and improving safety for all road users.
- No additional asphalt is required, reducing issues with urban heat and stormwater.
- Sufficient space is created to enable a significant modal shift to active transport.
- New landscaping and important pedestrian safety features such as kerb extensions can be incorporated into the buffers and the parking lanes.
- The cycle paths can be prioritised over driveways and minor road intersections.
- Motorists exiting driveways have a better sightline to approaching cyclists, improving safety.
- Dedicated bicycle paths are proven to entice new riders of all ages and abilities

Bayside Council must continue brave discussions with Transport for NSW and the community about reallocating road space from private cars to reflect the priorities set out in the Road User Space Allocation Policy and Council's own policies.

In our recent meeting, the Minister for Active Transport, Rob Stokes MP, stated his preference for properly separated walking and cycling infrastructure^{xxii}. He expressed his strong belief that **the road-related environment is a public asset** that must be shared equitably between all road users. Any increase in inconvenience to car drivers, created by reducing road space for driving and parking private vehicles, will incentivise the mode-shift that Transport for NSW and Council seek. This will benefit local residents with quieter streets, and less pollution, noise and through-traffic.

We recommend following City of Sydney's lead and extending bus stops into the kerbside lane to enable 'in-lane' bus stopping. This design solution creates more space in the verge for landscaping, accommodates continuous bicycle paths, space for bike parking, reduces conflict and prioritises bus passengers.

An alternative to separated bicycle paths, only suitable for quiet residential streets with low traffic volumes, is a shared space 'quietway' treatment where traffic calming interventions ensure very slow vehicle speeds. Most bike riders will feel safe using the vehicle lanes if traffic speeds and volumes are low. This treatment is discussed further in the next section.

Shared user paths will continue to be appropriate for off-road green corridors and along arterial roads with very low pedestrian activity. It is important to future proof shared paths by allowing for increased demand at the outset. Paths should be wide enough for overtaking and must accommodate a range of mobility options such as cargo bikes and disability scooters. **A minimum width of 3m** should be achieved at all times with extra width considered where volumes of people walking and cycling may be high^{xxiii} (see Figure 8). It is important that faster cyclists can overtake and that pedestrian comfort is never compromised. In busy areas, or on steeper sections, paths should be wide enough to provide separate space for pedestrians.

Figure 8: Suggested shared user path widths (Source: Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling AGRD06A-17)

	Suggested path width (m)		
	Local access path	Regional path ⁽³⁾	Recreational path
Desirable minimum width	2.5	3.0	3.5
Minimum width – typical maximum	2.0 ⁽¹⁾ – 3.0 ⁽²⁾	2.5 ⁽¹⁾ – 4.0 ⁽²⁾	3.0 ⁽¹⁾ – 4.0 ⁽²⁾

1. A lesser width should only be adopted where cyclist volumes and operational speeds will remain low.
2. A greater width may be required where the numbers of cyclists and pedestrians are very high or there is a high probability of conflict between users (e.g. people walking dogs, in-line skaters etc.).
3. May be part of a principal bicycle network in some jurisdictions.

Bicycle NSW recommends referring to the new Cycleway Design Toolbox^{xxiv} and the 2017 Austroads Cycling Aspects of Austroads Guides (AP-G88-17) to ensure that the paths are constructed to current best practice.

It is also recognised that a small percentage of 'strong and fearless' bike riders prefer the direct routes offered by busier roads and are comfortable in traffic. Cycling can be made safer on these roads with reduced speed limits, forward stop lines at intersections, head start green lights, and regular maintenance to ensure smooth surfaces.

- **Make every street a cycle street**

In 2016 BIKEast prepared the case for *Safe-street Neighbourhoods*^{xxv}. This strategic document has been endorsed by Bicycle NSW and outlines ideas to slow traffic on residential streets to provide a convenient network of cycling routes that complement and connect the priority separated network on key corridors. It is

an urban design-based approach to tame the behavior of motorists and make local streets safe for everyone to share and enjoy. Specific design initiatives include:

- Introduce 30km/h speed limits for residential streets and local high streets
- Implement initiatives to reduce traffic volumes - such as street narrowing or closing off some streets (while retaining filtered permeability for people walking or riding bikes)
- Primarily serve residential needs while maintaining essential vehicular access
- Re-landscaping land currently covered in bitumen.

This approach aligns with the quietway or 'bicycle boulevard' treatments outlined in the Cycleway Design Toolbox^{xxvi} which suggests a range of traffic calming interventions applied to ensure very slow vehicle speeds and low traffic volumes.

An additional tool is allowing **contraflow cycling on one-way streets** to make it easier for people riding to avoid busy roads and use quiet, low-traffic streets. In August 2022 the City of Sydney exhibited [a proposal](#) to allow two-way bike traffic on 159 one-way streets. A recent study has shown that contraflow cycling does not increase cyclist crash or casualty rates and that all one-way streets should be evaluated to allow contraflow cycling to improve cycling network connectivity^{xxvii}.

Calming traffic, lowering speeds and putting people first is fully supported by the [Better Streets for New South Wales](#) campaign, launched in November 2022.

- **Reduce speed limits to 30km/h for all local streets and shopping areas**

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 and is gaining momentum in Australian and New Zealand. This approach includes pedestrian zones, physical separation between bicycle and car traffic, data-based traffic enforcement and behaviour-change education^{xxviii}. The British Medical Journal^{xxix} 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). Most Australians already support lowering speed limits in neighbourhoods^{xxx}. 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^{xxxi}. The UN resolution of August 2020^{xxxii} urged all countries to adopt 30 km/h limits in areas where people are walking and playing.

Bicycle NSW agrees with BIKEast that endless trials of 30 km/h zones are unnecessary. There is sufficient evidence from Sydney and overseas that low speed environments improve safety and amenity.

- **Ensure that new 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 radius, 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 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 urban 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^{xxxiii}.

- **Prioritise pedestrians and cyclists at all intersections**

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 Council 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 should be optimised with the following features:

- Instant green on demand for pedestrians and bicycles at mid-block crossings, with induction loop detectors for bicycles/wheelchairs/mobility scooters and fully accessible push buttons.
- 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 will slow cars and improve safety.
- Bicycle paths must continue across the raised and signalised crossings so people riding bikes are not required to dismount.

- **Reimagine Princes Highway and Grand Parade as urban boulevards with separated bicycle paths**

It is essential to capitalise on the opening of the M6 by rebalancing road space to prioritise active and public transport. A section of the Princes Highway, between Kogarah and Wolli Creek, and Grand Parade, between the Cooks River and President Avenue, must be put on a 'road diet' as soon as the new motorway tunnel is completed.

We urge Bayside Council to advocate for NSW Government to undertake these projects and adhere to its excellent policies that aim to decarbonise the transport system and improve liveability, such as Future Transport Strategy 2061^{xxxiv}, the Movement and Place framework, and the Road User Space Allocation^{xxxv} policy.

Reconfiguring streets can reduce the dominance of parked and moving vehicles and make room for separate pedestrian and bicycle facilities. But such transformations do not only achieve transport objectives – they are significant urban design proposals that deliver quieter, calmer, leafier streets that benefit every resident and visitor to Bayside.

Similar work is being undertaken by Transport for NSW at Sydney Park Junction. The proposals will see driving lanes reduced from 6 to 4, speed limits lowered to 40km/h. new separated bicycle paths, widened pavements and new landscaping. This project provides exciting evidence that the city can move forward from decades of car domination and sets a precedent for better place outcomes throughout Sydney. Changing the dial on how we measure the success of a movement corridor will have huge implications for reimagining arterial roads.

Bicycle NSW wrote a detailed [submission](#) in October 2021 to support the upgrades at Sydney Park Junction.

- **Be strong about removing on-street parking**

Removal of street parking will be necessary in places to create safe raised crossings, wide shared paths and separated bicycle paths. Council must be strong when faced with resident opposition. On-street parking is fundamentally the storage of private property in the public domain. It makes driving easier and generates car trips. When on-street parking is prioritised over safe cycling, active transport for the whole community suffers.

It is getting easier and easier to access a car for trips that are too awkward by public or active transport. Car sharing and ride hailing are slowly chipping away at the one-person, one-car mentality that Australians are accustomed to after 60 years of car-centric planning. Membership of local car share schemes grows every year, showing a huge appetite for new models of vehicle use^{xxxvi}.

Studies show that parking spaces in commercial areas are less significant for customers than many businesses expect, with owners overestimating the proportion of customers arriving by car by a factor of 3^{xxxvii}. Visitors themselves overwhelmingly prefer widened footpaths, even if it means sacrificing some parking spaces. Cyclists and pedestrians are better customers, spending over twice as much time in the area and 40% more money per month than people driving. A report from London showed that improvements to the public realm to enable safer walking and cycling lead to a 30% increase in trade^{xxxviii}.

A parking survey can be useful to determine precise usage patterns for on-street parking. With accurate data to reflect on, the community may find it easier to accept the loss of parking to allow the installation of a best-practice bicycle path which benefits the wider community.

- **Use temporary materials to demonstrate best-practice infrastructure**

Bicycle NSW suggests that Bayside Council uses pop-up methods to trial separated cycle paths. Moveable lane barriers can be installed quickly to create stretches of protected path (Figure 9) to show how unfamiliar cycle infrastructure can fit into the street. Ridership can be observed over several months using electronic counters to monitor use, and issues with parking and buses can be resolved before permanent infrastructure is constructed. Once Council has demonstrated demand for safe cycling, permanent changes to kerbs, parking and landscaping can be made when funding allows.



Figure 9: Pop-up infrastructure in Sydney (Source: Bicycle NSW / Randwick Today)

- **Expand the capacity of Bayside Council to deliver cycling infrastructure**

Council engineers still struggle to move forward from car-first thinking to develop innovative active transport solutions. Budgets are an historical issue but Bicycle NSW urges Council to put more resources towards walking and cycling, and seriously consider employing another full-time active transport planner.

A skilled and well-educated team of designers and engineers will be able to develop a steady stream of projects, endorsed by stakeholders and aligned to an overarching vision. It is essential that Council has 'shovel-ready' projects in the pipeline for when funding becomes available.

- **Develop Council's storytelling and communications strategies**

Communicate proposed changes to residents in terms of road safety, children's independence, traffic calming, noise reduction, business improvement, environmental amenity improvements. Avoid focusing on what bike riders or pedestrians gain, or highlighting the number of car parking spaces lost. The [Better Streets](#) alliance has resources to help frame projects in a way that will bring everyone on board.

Conclusion

It is fantastic to see new ambition in Bayside to invest in safer streets for walking and cycling.

Bicycle NSW understands that the existing urban fabric, severed by major road and rail lines that bring heavy through traffic, complicates the delivery of cycling infrastructure. Although faced with similar constraints, the City of Sydney has rolled out some fantastic new separated bicycle paths in recent years. The residents of Bayside now see and use best practice infrastructure as part of their daily trips and the call for improved facilities in the LGA gets louder.

It is hoped that the final Bike Plan, supported by a new generation of councillors and Council staff who understand how active travel can decarbonise transport, improve public health and ensure future liveability, will supercharge the roll-out of safe, protected cycling infrastructure.

We look forward to working with Bayside Council to progress the delivery of its integrated cycle network. 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 neighbouring metropolitan councils.

Yours faithfully,



Sarah Bickford

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