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Dear Kurt,

Re: Streets Alive public domain master plans

Thank you for the opportunity to provide input to the public domain master planning process for Newtown and Enmore, Marrickville Town Centre and Dulwich Hill Village.

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.

We have long advocated for better walking and cycling facilities in the Inner West.

Working with local Bicycle User Groups over many years, Bicycle NSW has attempted to address the terrible conditions for pedestrians and bike riders at the [Rozelle Interchange](#) project during construction and improve future outcomes for active transport. The reallocation of road space on Victoria Road, Princes Highway and Parramatta Road, as promised by NSW Government following the pain and disruption of the tunnel projects, is an ongoing campaign.

In April 2022, we submitted [detailed feedback](#) to inform the development of the Inner West Cycling Strategy. As discussed in a [subsequent submission](#), we were delighted to find many of our recommendations are deeply embedded in the 6 priorities of the draft strategy.

The town centre master plans are an opportunity to propose changes to cherished local high streets that will reduce through traffic, revitalise the public realm, deliver better walking and cycling facilities, introduce climate resilient landscaping and tree canopy and dramatically improve amenity for everyone in the community.

This submission sets out a series of recommendations for Inner West Council to consider when developing each masterplan.

Please know that you have the support of Bicycle NSW and the local BUGs to deliver changes such as low speed limits, reduced vehicle lanes and car parking, kerbs extensions and raised crossings, new landscaping and traffic filtering. Change can be hard for communities used to a car-dominated environment after many decades of planning based on easy access and storage for cars. However, it is essential to move on from the status quo if we are to decarbonise the transport sector and create a safer, healthier and more equitable urban environment as Sydney's population grows.

It is time to rebalance Sydney's roads

The Inner West has a collection of vibrant '15-minute neighbourhoods' where all daily destinations could be accessed by an easy walk or bike ride. 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.

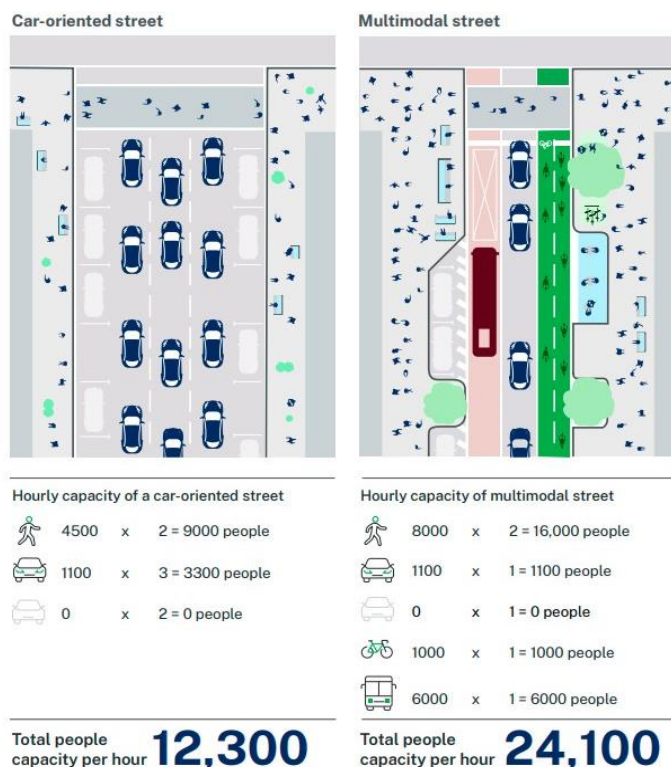
Bicycle NSW wishes to stress that this is **the best moment in recent years** for local and State governments to work together to prioritise people over cars, but there is no time to waste.

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 have emerged in recent years. There is clear agreement from all sides of politics that walking and cycling are essential to a less car-dependent future. NSW now has a new Minister for Transport and renewed impetus to deliver projects for walking and cycling.

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 Policyⁱ establishes a road user hierarchy that considers pedestrians first and private cars last.

The new Transport for NSW Future Transport Strategyⁱⁱ, 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 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.

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)



Such transformations are significant urban design proposals that deliver quieter, calmer, leafier streets that benefit every resident and visitor. Council can factor in health, wellbeing, reduced trauma, reduced noise and increased tree canopy when assessing business cases and applying for grants.

In 2022, under the direction of Minister Stokes, Transport for NSW published the Eastern Harbour City Strategic Cycleway Corridorsⁱⁱⁱ. 30 strategic corridors have been identified for eastern Sydney, making up approximately 250 km of cycle network (Figure 2).

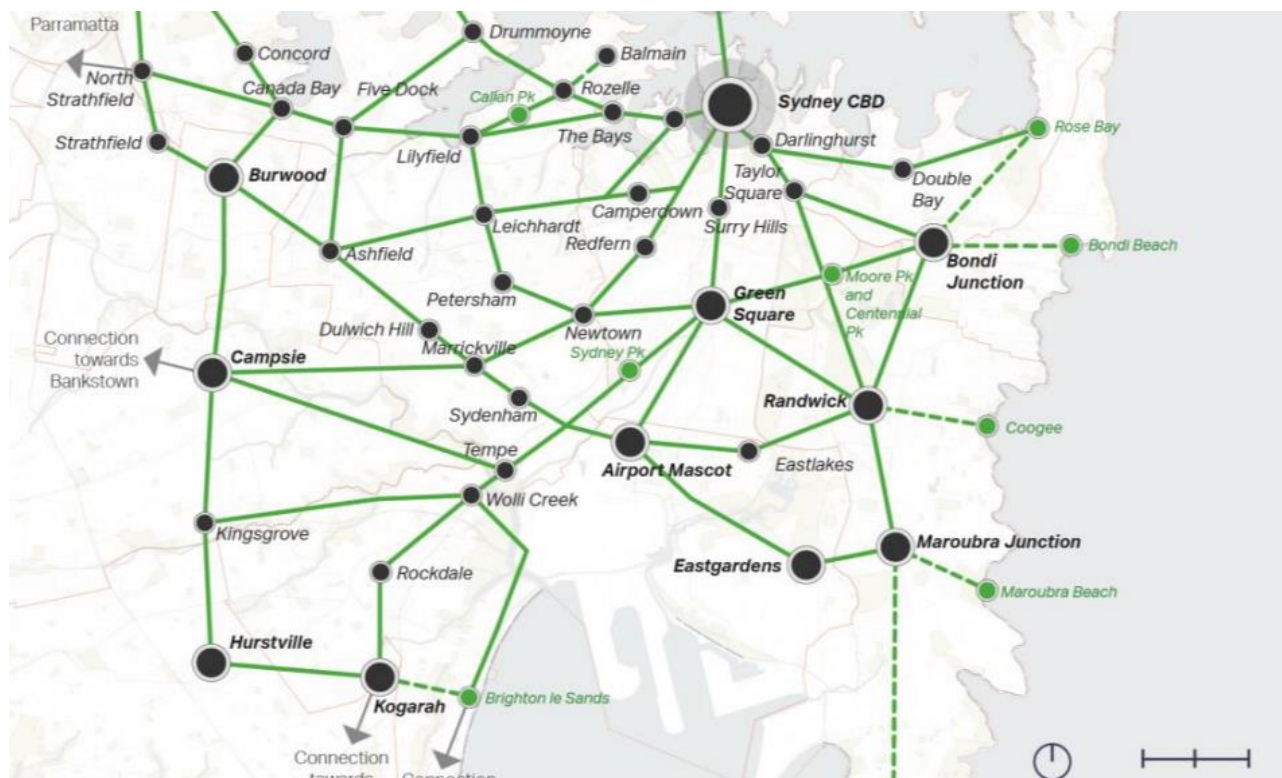


Figure 2: Extract from the new Strategic Cycleway Corridors network for the Eastern Harbour City (Source: TfNSW)

The routes will connect key centres. Strategic corridors intersect at Dulwich Hill, Marrickville and Newtown. Exact routes will be subject to detailed design and collaboration with councils and the community. However, the former Minister's team stated that the cycleways should be mostly planned on reallocated vehicle lanes on State roads to streamline and accelerate delivery^{iv}.

Recommendations for the master plans

- **Advocate for NSW Government to adhere to its excellent plans and policies** that aim to decarbonise the transport system, improve liveability and prioritise active transport. Future Transport Strategy 2061^v, the Movement and Place framework, and the Road User Space Allocation^{vi} and Providing for Walking and Cycling in Transport Projects^{vii} policies must all be considered when proposing changes to roads and streets.
- **Reduce speed limits as soon as possible.** This is in line with an Inner West Council initiative to implement a 40km/h limit on most roads to improve road safety and local amenity. It would be the first time such a move would impact an entire LGA. A motion on the issue received unanimous support when it was brought to Council in June 2022. A similar project is underway on key arterial roads in [Newtown](#).

Bicycle NSW aligns with the [Better Streets](#) coalition campaign to go further and **lower speed limits to 30km/h** on all residential streets and high pedestrian activity areas in line with global best practice and the UN resolution of August 2020.^{viii}

- **Remove existing clearways on high streets** and in village centres. Clearways are only used for a couple of hours each day but prevent the use of the parking lanes for landscaping, kerb extensions, bus stops and outdoor dining. The Committee for Sydney has written [an excellent report](#) highlighting how clearways prevent Sydney's high streets from thriving. They bring fast-moving traffic too close to pedestrians and prevent footpath widening and round-the-clock parking to support business and amenity.
- **Collaborate with Transport for NSW to implement the Eastern Harbour City Strategic Cycleway Corridors^x**. It is clear that roads such as Marrickville Road, Constitution Road and Illawarra Road offer direct routes between the centres of Dulwich Hill, Marrickville and Newtown, and provide the most appropriate locations for the new infrastructure required to deliver strategic cycleway corridors.

Separated cycleways are an optimal solution but safe cycling corridors can be achieved on high streets with 30km/h speed limits and a range of treatments such as raised crossings, lane narrowing and landscaping to manage traffic speed and volumes. Marrickville Road was successfully configured in this way 15 years ago and most cyclists are comfortable sharing the road with vehicles.

Another option is to implement quietway or 'bicycle boulevard' treatments on appropriate residential streets using a range of traffic calming interventions to ensure very slow vehicle speeds and low traffic volumes. However, it is important that the strategic cycleway corridors link everyday destinations such as schools, shops and stations. Quietway routes must lie close to desire lines.

Where necessary, consider contraflow cycling on one-way 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^x.

- **Refer to the new Cycleway Design Toolbox^{xi}** and the 2017 Cycling Aspects of Austroads Guides (AP-G88-17) to ensure that cycleways are constructed to current best practice.
- **Avoid shared paths** in the road-related environment, except where needed to fill missing links and expedite delivery of an integrated network.
- **Future-proof cycleways and shared paths** by allowing for increased demand at the outset. 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.
- **Re-design wide, sweeping side street intersections**. These were engineered for unimpeded vehicle entry and exit but present extreme hazards to pedestrians and bike riders. Junctions should be re-constructed with reduced kerb radii and raised pedestrian/bike crossings or continuous footpath treatments.
- Focus on **delivering new and upgraded pedestrian crossings**. Safe, regular pedestrian crossings, in locations where people need to cross the street, are key to creating vibrant, safe and inclusive streets. It is essential to ensure that walking trips – which are part of every trip, whether or not they include other modes such as public transport or driving – are direct and uninterrupted.
- Follow City of Sydney's lead and **extend bus stops into the kerbside lane** to enable 'in-lane' bus stopping. This design solution leaves the footpath clear, prioritises bus passengers and creates more space for landscaping, seating, and bike parking.

- **Ensure that new cycle and walking infrastructure is inclusive** and accommodates all types of bikes and mobility devices, including cargo bikes, tricycles, hand-cycles, recumbents and wheelchair scooters.
- **Prioritise active travel 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.
- **Remove street parking where necessary** 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.
- **Provide additional bike parking and end-of-trip facilities**, alongside an updated development control plan that sets minimum standards for cycle storage in new residential, community and commercial projects.
- Ensure that **cycleways integrate with bus stops, train stations and future metro stations**, delivering a multi-modal transport network that unlocks car-free mobility across the entire city.
- Commission Sydney’s world-class landscape architects to **design beautiful streetscapes in town centres**. Upgraded urban realm will improve safety and deliver [great outcomes for business](#). New trees and landscaping will support traffic calming, reduce urban heat and provide increased habitat. Artwork, quality paving, benches, bike racks and water fountains will add delight and amenity to daily trips.
- **Maximise connections to the GreenWay** from New Canterbury Road and other key locations in Dulwich Hill Village. Please refer to our [recent submission](#) on the GreenWay missing links project for more feedback on this exciting Green Grid corridor.
- Ensure that Bicycle User Groups, Walk Sydney and other [Better Streets](#) coalition members are involved in the **co-design process**. The collective design, engineering and technical expertise found in these active and passionate community groups must be leveraged!

Conclusion


Bicycle NSW looks forward to working with Inner West Council to progress the delivery of these three public domain master plans. Please reach out with any questions or help needed. If requested, we would be delighted to assist with advocating for new active transport infrastructure through our connections with politicians, Transport for NSW and neighbouring metropolitan councils.

Yours faithfully,



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Bicycle NSW



Francis O'Neill

Head of Advocacy
Bicycle NSW

ⁱ 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

ⁱⁱ Transport for NSW. 2022. Future Transport Strategy. <https://future.transport.nsw.gov.au/>

ⁱⁱⁱ 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>

^{iv} Bicycle NSW. 2022, Nov 1. How active leadership supports active transport. <https://bicyclensw.org.au/how-active-leadership-supports-active-transport/>

^v Bicycle NSW. 2022, November 1. Future Transport Strategy 2061 is out! <https://bicyclensw.org.au/future-transport-strategy-2061-is-out/>

^{vi} NSW Government, Road User Space Allocation Policy CP21000.

www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf

^{vii} NSW Government, Providing for Walking and Cycling in Transport Projects Policy CP21001,

<https://s23705.pcdn.co/wp-content/uploads/2021/02/providing-for-walking-and-cycling-in-transport-projects-policy.pdf>

^{viii} 20's Plenty. 2020, August. General Assembly of the United Nations says 20's plenty.

http://www.20splenty.org/un_says_20splenty

^{ix} 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>

^x Tait, C et al. 2022, November. Contraflows and cycling safety: Evidence from 22 years of data involving 508 one-way streets. Accident Analysis & Prevention.

https://www.sciencedirect.com/science/article/pii/S000145752200330X?ref=cra_js_challenge&fr=RR-1&fbclid=IwAR31R7j-buvhrne52riMqd2GUWYj19aitRMnSYvqQyCZUE-aqbFOOhv1LA0

^{xi} Cycleway Design Toolbox: designing for cycling and micromobility. Transport for NSW.

<https://www.transport.nsw.gov.au/system/files/media/documents/2021/Cycleway-Design-Toolbox-Web.pdf>