

Monica Barone
Chief Executive Officer
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26th May 2023

Dear Ms Barone,

Re: Proposals for three new cycling connections

Thank you for the opportunity to comment on three exciting new cycling linkages for the City of Sydney: O'Dea Ave and Wellington St in Waterloo, and Ultimo to Surry Hills in Haymarket.

Bicycle NSW applauds City of Sydney's bold efforts to build bike infrastructure. We strongly support these important additions to the regional cycling network.

Bicycle NSW appreciates the time and effort undertaken by the City of Sydney cycleways team in consultation with stakeholders to work through any issues. We'd also like to acknowledge the excellent contributions by Sydney's active travel advocates who have valuable, granular knowledge of these routes.

The three proposed cycleway connections are timely and important and align with Sydney City's vision for a sustainable and inclusive city that prioritises walking, cycling and public transport above driving. The map in Figure 1 shows how the cycleways contribute to the wider network.

Sydney is at a tipping point: there has never been a better time to build infrastructure for bike riding and active transport.

According to the City of Sydney's 2021 Active Transport Survey, the number of regular resident riders has increased from 7% in 2017 to 18% in just four yearsⁱ. This growth is expected to accelerate with the introduction of new cycleways, particularly projects like Oxford St West, which will commence in the coming months.

We commend the City of Sydney Council for their decision to construct separated bicycle paths within road corridors instead of shared paths. Shared paths in areas with high pedestrian and cycling activity can lead to conflicts and compromise safety and comfort for both walkers and riders.

By reallocating road space for active transportation, we address the unsustainable and inequitable nature of our roads. Prioritizing pedestrians over private cars, as outlined in **Transport for NSW's Road User Space Allocation Policy**ⁱⁱ, brings environmental and health benefits. It creates equitable streets and aligns with **Sustainable Sydney 2030—2050**ⁱⁱⁱ goals. Rebalanced roads also enhance urban amenity for ALL road users, benefiting residents and visitors while promoting climate, health, and liveability objectives.

This submission sets out a series of recommendations for each of the new cycleways.

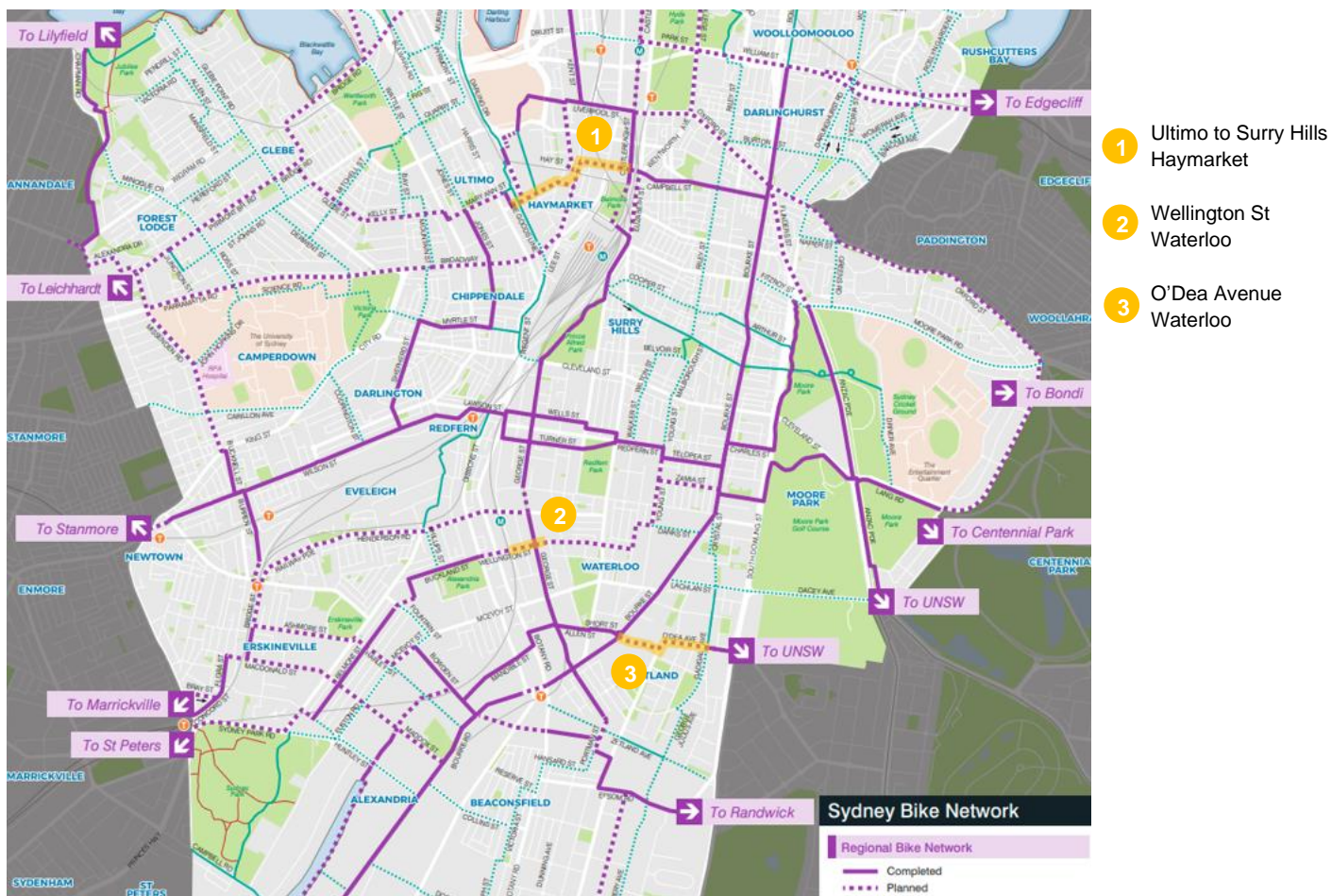


Figure 1: Extract City of Sydney's future network map showing proposed and completed sections of the Regional Bike Network, updated April 2022. The three cycleways currently on exhibition in are marked in yellow, and are key elements of the future network. Note that several of the dotted purple lines are now solid! (Source: City of Sydney Council)

1. Ultimo to Surry Hills

The Haymarket area is known for heavy bike and pedestrian traffic, and the introduction of the new bike connection aims to improve safety for everyone by reducing instances of riding on footpaths.

The concept plan proposes a segregated cycleway on Ultimo Road and a peaceful, low-speed 'quietway' route on Thomas Street in Haymarket. Additionally, there will be two new sections of segregated cycleway on the western side of Campbell Street. Some parking on Ultimo Road and Campbell Street will be removed.

Recommendations:

- Wayfaring along this whole route and throughout the entire city will enhance accessibility. This includes road markings and street signage.
- Where the cycleway intersects with the light rail, ensure that bike riders are steered to cross at the tracks at a 90-degree angle, and trial pop up pavement-levelling in the tracks preventing bicycle wheels jamming.
- Use raised treatments on driveways and busy intersections to calm traffic and preference active transport.

- Signalised crossings should be automatically phased to prioritise active transport. Use induction detectors in advance of the intersection as well as at the stop line to identify and preference pedestrian and bicycles.
- Wider bicycle and footpaths are needed due to narrow existing paths. Do not be afraid to advocate for the further narrowing or extraction of general traffic lanes. Evidence shows that reallocating road space away from vehicles would ease congestion, and decrease noise and air pollution. The closure of George St to general traffic led to an 8% reduction in CBD traffic volume.
- Additional traffic calming measures including filtering to narrow lanes along Ultimo Rd; widen the shared path sections and add a raised wombat crossing on the busy corner Ultimo Rd and Thomas St.
- Continuous bike path or raised crossing needed for intersections of Darling Drive and Ultimo Rd and Omnibus Ln and Ultimo Rd. Omnibus Ln should receive a quietway treatment leading to the Glebe to Ultimo cycleway.
- It is essential that the 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.

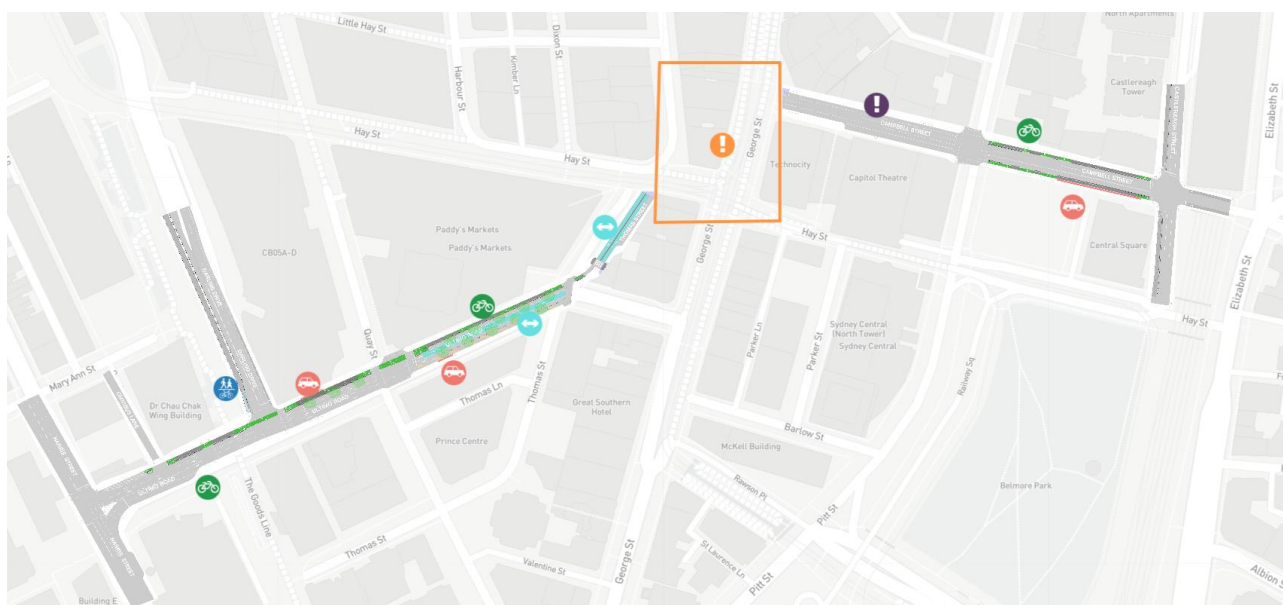


Figure 2: The route of the proposed Ultimo to Surry Hills cycleway from Omnibus Lane to Castlereagh Street (Source: City of Sydney)

2. Wellington St, Waterloo

A separated cycleway will connect Wellington Street to the popular George Street cycleway in Waterloo. This bike link will enhance pedestrian and cyclist safety, especially when the Waterloo Metro station opens. Additionally, changes to stop sign priority are planned at the George and Wellington streets intersection.

Recommendations:

- Apply traffic-calming and street-filtering principles previously mentioned, especially at intersections. Also, include light phasing to preference walking and cycling at all signalised crossings.
- Plan to extend the bike lane to Wyndham Street to meet the Buckland Road cycleway, thereby completing a key part of the network.

- At Cope and Wellington St consider upgrading the roundabout to a "bicycle path (one-way), separated roundabout", or remove the roundabout and continue the bicycle paths across the side streets using "continuous bicycle path, bent-out intersection" or "continuous bicycle path, raised intersection" – all treatment described in the Transport for NSW Cycleway Design Toolbox.
- Continue the one-way cycleway uphill east along Wellington St for rider comfort and safety.



Figure 3: The proposed Wellington St cycleway (Source: City of Sydney)

3. O’Dea Ave, Waterloo

A two-way separated cycleway is planned for the northern side of O’Dea Avenue between Bourke Street and Gadigal Avenue. This will form an important east-west connection between the existing popular routes on Bourke Street and Gadigal Avenue. There will be some impacts to parking, and one bus stop will be relocated.

Recommendations:

- At the corner of Bourke and O’Dea, instigate a left turn only and create more space for the bus to turn left.
- Improve light phasing so walkers and riders can have priority without having to use the beg button. Ideally this will be automated with induction detection.
- The area is well supplied for private car storage and the removal of some parking along the proposed cycleway won’t be impactful.
- The removal of the bus stop and relocation onto Elizabeth St may inconvenience some residents. Why not have the bus stop in lane and require traffic to wait?
- Add continuous raised footpath treatments at road crossings along O’Dea St as required.
- Make the Joynton Ave pedestrian crossing wider to prioritise pedestrians and cyclists. Consider raised/textured surface as per Austroads 6A.
- The No Right Hand Turn (NRHT) from O’Dea into Joynton Ave is likely to turn many potential allies against the cycleway. Reduction of overall speed to 30 km/h and a pedestrianised treatment with traffic filtering will reduce risk such that NRHT may not be needed.

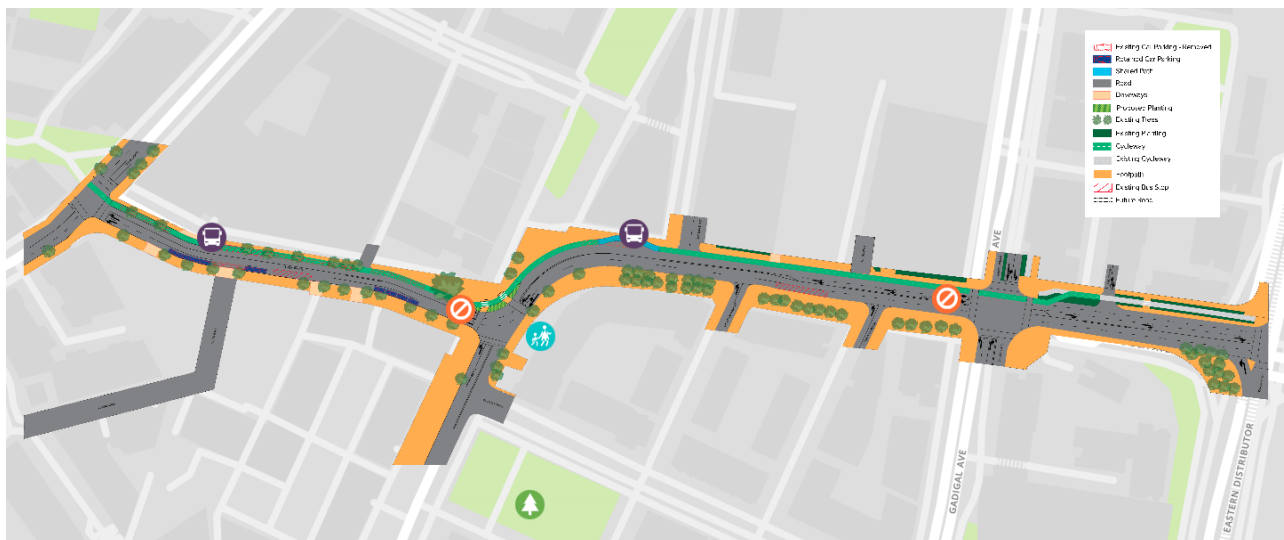


Figure 4: The proposed O'Dea Avenue cycleway from Bourke Street to South Dowling Street (Source: City of Sydney Council)

Conclusion

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.^{iv}

We look forward to riding on these three completed routes in the near future!

Yours sincerely,

Francis O’Neill
 Head of Advocacy
 Bicycle NSW

Peter McLean
 Chief Executive Officer
 Bicycle NSW

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.

ⁱ 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>

ⁱⁱ 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

ⁱⁱⁱ 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

^{iv} 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)