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BIKESydney's response to Draft St Leonards Public Domain Master Plan (St Leonards South Strategy)

Introduction

BIKESydney is an incorporated not-for-profit community organisation.

We want to live in a city:

- Where riding a bicycle is part of everyday life
- That is vibrant, healthy, productive, creative and robust
- That values community, mobility, health, wellbeing social equity and sustainability
- Where people of all ages can make easy choices to ride a bicycle, walk and take public transport.

We advocate on behalf of our members and people who ride bicycles who live and work in inner Sydney.

NSW Framework - St Leonards is identified in Transport for NSW's Sydney's Cycling Future

BIKESydney supports the NSW Government's commitment to its **NSW 2021** Goals of:

- More than doubling the mode share of bicycle trips made in the Greater Sydney region, at a local and district level, by 2016 (NSW 2021 Goal 8);
- Promoting healthy lifestyles, including by increasing the mode share of bicycle trips and by reducing overweight and obesity rates (NSW 2021 Goals 8 and 11);
- Improving road safety, reducing fatalities and making NSW roads the safest in the country (NSW 2021 Goal 10).

BIKESydney also supports Transport for NSW's (TfNSW) **"Sydney's Cycling Future"** blueprint which explicitly identifies St. Leonards as a major trip generator to which cycling links will be provided.



Cycling for Liveability and Economic Sustainability

Our submission to the St Leonards South Strategy (The Strategy) encourages Lane Cove Council to embrace cycling as an opportunity to significantly increase the precinct's future transport capacity and to improve the precinct's liveability and economic sustainability.

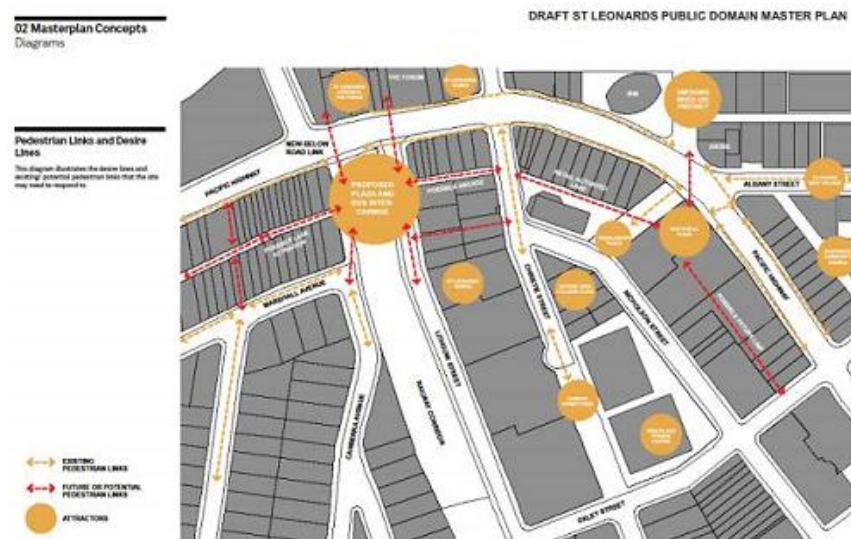
Notably, the Community Consultation report to Council very strongly signals that even existing traffic and parking demand in the precinct are already at saturation levels. The intended development of the precinct will appreciably exacerbate these loadings. We urge Council to more strongly integrate its land-use and transport planning and to implement cycling as a key response to the precinct's transport challenge.

Mixed-use planning to encourage localised living and shifting transport demand from cars to walking and cycling are crucial to the precinct's viability and health.

The precinct's entertainment and employment uses and links to public transport including a direct train line to the CBD provide a robust platform for prioritising walking and cycling over car use in the precinct. Doing so will relieve traffic congestion and increase productivity, land values, local commerce, economic sustainability and bring health, happiness and amenity benefits to residents.

Council has a significant opportunity here to create a world-class precinct. A shift away from car-centric planning will be required to achieve that. This will be easily-achievable given the assets of, and public interest in the area.

Transport modelling for the Precinct should explicitly assess riding catchments and desire lines (as it does for walking) and identify the (employment, school, and entertainment) trip generators in the area. The Strategy must include maps indicating these demands and opportunities as well as how the precinct's cycling routes connect to regional cycling routes.



Key initiatives that should be incorporated in the Strategy to encourage cycling within the precinct include:

- strong integration of land-use and transport planning with a focus for “village living”;
- mandating mixed-use development to encourage localised rather than out-of-area living;
- internal “stickability” uses such as cafes that give cause to locals to remain *within* the precinct, rather than merely travel through it;
- selectively reducing the block (plan) size of some developments to encourage narrowed, human-scaled lanes and alleyways;
- car-lite and car-free development (successful exemplars already exist in North Sydney and the City of Sydney council areas, including in Sydney’s CBD);
- stratifying the internal road network into walking and riding “streets” and car “roads”;
- traffic-reduction and speed-calming measures (30km/h speed limits on most internal roads);
- measures to discourage vehicle “rat-running” through the precinct;
- clearly identifying East-West and North-South cycling routes through the precinct INCLUSIVE of their crossing of major roads and the rail line. These links must be complete, not piecemeal links and must connect to the regional cycling network currently being delivered by TfNSW and surrounding councils;
- providing a clear, connected, safe cycling route to St Leonards Station. There is a significant mode-shifting opportunity here to encourage walking and cycling by developing an off-road entrance to the southern side of the station (via Canberra Avenue);
- “ride-n-train” bicycle parking at St Leonards Station;
- an explicit address of walking and cycling impermeabilities, in particular those created by the Pacific Highway, River Road and the Northern Rail line. The assessment should consider opportunities for grade-separated crossings and bike lanterns for at-grade crossings;
- an explicit strategy for having cycling infrastructure and facilities being delivered by developers (eg, Section 94 contributions, RMS and Transport for NSW funding);
- development of a northern gateway to the greenway corridor south to the harbour foreshore via Newlands Park (connecting to Smoothery and Greendale Parks and Gore Cove, Berry Island and Badangi Reserves).

Notably, Council's Development Control Plan (DCP) mandates creating a walkable and cycleable precinct and supports the measures outlined above. The following excerpts from Lane Cove's DCP relate:

2.3 Parking near St Leonards Railways Station

On-site parking rates shall be reduced for land within a 400m radius of St Leonards Railway Station. The lower parking rates reflect the availability of realistic alternatives to private car travel, existing road capacity constraints, and lower car ownership rates in the area.

R.4 Pedestrian and Bicycle Facilities

Objectives

The objectives of pedestrian and bicycle facility controls are to:

1. Improve pedestrian and bicycle safety and amenity in the local area;
2. Improve pedestrian accessibility to public transport, shops, schools, open spaces, community centres and the like;
3. Promote walking and cycling as an alternative to car-based travel;
4. Ensure new development supports the implementation of the Lane Cove Bicycle Plan and Pedestrian Access and Mobility Plan (PAMP) Developers shall provide adequate walking and cycling facilities in the vicinity of their development and within the site itself.

4.3 Bicycle facilities and infrastructure

Where relevant reference shall be made to the Lane Cove Bicycle Plan to ensure that future development supports and facilitates the implementation of planned shared paths and cycle paths.

Bicycle parking should be provided for all new development to encourage and facilitate cycling to and from the site. Adequate end of trip facilities, for example showers, changing facilities, drying room, must be provided for commercial and industrial development in accordance with the rates outlined in the NSW Planning Guidelines for Walking and Cycling.

In the Traffic Impact Assessment (TIA) developers must include:

- a) Identification of major bicycle routes and existing bicycle desire lines;
- b) Bicycle flows and potential conflicts with vehicles, particularly where such conflicts cause capacity constraint on either vehicular or bicycle movement; and
- c) Bicycle infrastructure improvements either fully or partly funded by the developer.

Please feel free to contact us should you require any clarification or wish to discuss other matters.

We look forward to meeting with you to develop these themes and to contribute constructively with achieving cycling outcomes that promote Lane Cove's amenity, liveability and economic development.

Yours sincerely

David Borella

BIKESydney

President

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