

Draft Greater Sydney Region Plan

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Organisation type: Community Group

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Suburb: 2050

Submission content: Attached is BIKESydney's submission to GSC's draft Future Transport 2056 exhibition.

Number of attachments: 1



| Camperdown NSW 2050

To:
Greater Sydney Commission

3 December 2017

**BIKESydney's submission to
Greater Sydney Commission's
Draft Future Transport Strategy 2056**

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 central Sydney.

Let's recall the NSW Government's creed... "NSW. Making it happen"



We've been here before.

Many previous NSW Bike Plans, State Plans, Transport Strategies and state developments (including Westconnex) have failed to deliver on their Active Transport components. Trust in the Government's commitment to active Transport is very low. NSW is now in "catch up" mode rather than in a position where earlier "backbone" interventions could now be leveraged and base demand proved. Further, the NSW government's engagement has been poor (consider the shallow response from the Government to public submissions to Westconnex). Our submission will be brief. The Greater Sydney Commission can again BIKESydney in to discuss these points further where it demonstrates genuine intention to prosecute Active Transport.

Achieving change will require Transport Futures to explicitly nominate:

- Active Transport mode share goals (not gestures). 40% Active Transport mode share in central urban areas in 40 years time;
- funding commitments to achieve Active Transport outcomes (indicatively \$30/head);
- much increased staffing levels for the Active Transport program;
- changes to the Roads Act and Road Rules to the effect that traffic planning counts people not vehicles, requires Level of Service (LoS) to also be determined for walkers and riders, and allows riding across pedestrian crossings for example;

- Active Transport KPI's for government executives within TfNSW, Planning NSW, NSW Health and RMS;
- measures to enable TfNSW and Planning NSW to *truly* assume the Transport Planning function from RMS, or how the RMS shall be folded into TfNSW as always intended. For example, intersection and signals design should be undertaken by TfNSW not RMS
- the manner in which the function, priorities and voting rights of local (council) Traffic Committees shall be reconstituted to enable Active Transport outcomes that are presently being stifled;
- how a "Positive Provisioning" Policy shall be enshrined in law, rather than only referred to as an aspirational goal. Presently, NSW Government transport projects reliably shirk positive provisioning to deliver sub-optimal or incomplete active transport networks.
- a rigorous policy for the management and reduction of on-street and off-street car parking. It is ridiculous that Transport Policy does not incorporate car parking controls;
- a policy for "road diets", whereby existing road reserve widths are reconfigured to achieve the Government's integrated development and transport goals;
- a policy to ensure Development funding is explicitly directed to the purpose of providing trunk and feeder walking and cycling routes;
- a policy to reinstate the behaviour of most kids riding to school (as it once was only one or two generations ago)

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

Yours sincerely

David Borella

BIKESydney

President

