



Canada Bay Bicycle User Group Inc
Incorporated in NSW under the
Associations Incorporation Act 2009 as INC9882364.
Affiliated with Bicycle NSW Inc.
E-mail - secretary@baybug.org.au
Website: - www.baybug.org.au
Correspondence to:
The Secretary
Geoff Ashton
52 landra St
Concord West NSW 2138 Australia
Mobile: 0407006874

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Greater Sydney Commission draft Central District Plan open submission
Greater Sydney Commission
PO Box 257
Parramatta NSW 2124

By email: engagement@gsc.nsw.gov.au

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Submission on the Greater Sydney Commission Draft Central District Plan “Co-creating a Greater Sydney” November 2016 (extracts copied March 2017)

Canada Bay Bicycle User Group is pleased to see the many references to cycling in the Draft Central District Plan. We take pleasure in seeing cycling included in the Draft Central District Plan because we know that it is an activity that can simultaneously satisfy many of the Plan’s objectives, whether to do with productivity, liveability, or sustainability. Because it can satisfy so many objectives an investment in cycling will likely have a greater impact on the Plan’s objectives than other investments.

Our Evidence?

Some detailed examples of how this could be so are set out in the table of comments below. But in summary:

- Many of the things that detract from productivity, liveability, and sustainability are to do with motor vehicle use. Other people’s cars cause the traffic jams that make us late and create congestion costs; turn our streets near stations, schools and “health and education super precincts” into commuter car parks; require each new dwelling to have one or two car parking spaces; use what could otherwise be open space; put expensive pot holes in our roads; make the noise that keeps us awake; make the pollution that we have to breathe and make it unsafe for our children to play in the street, or for the frail and elderly to cross the street. So anything that makes for less motor vehicle use, like cycling, walking and public transport will contribute at least indirectly to many of the Plan’s productivity, liveability, and sustainability actions. For example Actions P1 - 6; L2 – 4, L11 – 12, L14 - 16; and S3, 4, 8 and 9 and 11 - 13.

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- If people use a motor vehicle less, and walk and cycle more, they will probably be fitter and healthier and better able to exploit opportunities for enhanced east west public transport, the improved connections that are hoped for the WestConnex corridor and enjoy the Green Grid, the hoped for increased open space as well as contributing to reducing emissions and improving energy efficiency. Directly contributing to Actions P7, 8; L12, 15; and S3, 4, 8 and 9.
 - To the extent that motor vehicle use enhances lifestyles, we need to take note that most of that "enhancement" accrues to those that can drive, and can afford at least \$98.05¹ a week to run a car, plus road tolls plus whatever it costs to park it. It is the lifestyle of the non-motorised citizens that will be enhanced the most by planning for less motor vehicles. The non-motorised are our children, our elderly, our unemployed, those of us that just choose to live without a car and increasingly those who can't afford housing with space to park a car, or can't afford to park a car near their place of work. Their lifestyles should be just as important to NSW's planners as those of motorised citizens. Because motor vehicles use up so much land and large amounts of public resources, the cost of planning for the motorised is often carried by the non-motorised. The Plan seems to have little to say relevant to the right of citizens to equal access to transportation, though that right should be relevant to Actions to promote the growth of the health and education super precincts, both of which lack the space needed if staff, students and patients and visitors were to rely on motorised transport (P 2 and 3); and Actions to do with housing diversity (L3) and affordable housing (L6 - 8).

Planning for less motor vehicle use? They're dreaming!

Leaving John Lennon's "Imagine" out of it for a minute, and just using a few practical thought experiments and facts.....

- At the moment between 1% and 3% of urban trips are made by bicycle. (Australia wide average). The Plan's figure 3.6 suggests that the Central District of Sydney may be at the higher end. If 1% of Sydney's roads capital budget was spent on making life easier for people who use bicycles, that would be multiple more times current expenditure in NSW for non-recreational cycling. Would the average motorist notice the loss? Would even 2 or 3 times the amount/quality of cycling facilities that we now have encourage some substitution of cycling for car driving? We think it would.
- In the 1970s about 80% of seven and eight year olds went to school without parental assistance. By the 1990s this was less than 10%. Anecdotally, much of that parental assistance seems to involve a car. Survey evidence shows that the main reason parents give for the change is fear of road accidents. So, might the % of unassisted child trips increase, and car use decrease, if we had a network of quiet, relatively car free pedestrian and cycle routes covering the 2 km catchment areas of our schools? We think it would.
- More new bicycles are purchased in a year in Australia than are cars. So they are out there – what does it take to get them used? Survey evidence suggests that the answer is to make it more convenient to get somewhere by bicycle than by car, and to make it safe. Every pebble in the scale on the side of cyclist convenience and safety will encourage more cycling, and less motor vehicle use.

¹ NRMA Car Cost Calculator for Hyundai i20. <https://www.mynrma.com.au/mynrma/operating-costs-calculator/operating-costs-calculator.aspx>

- Some European cities use bicycles for 20% and more of urban trips. Why are we so different? If our goal in Sydney was only 5%, that would still be a significant decrease in car use, and as noted above, an enhancement of many lifestyles.

Table of comments on specific aspects of the Draft Central District Plan

Plan page	Plan quote	Comment
1	<p>“By 2036, our vision is for the Central District to be a global sustainability leader, managing growth while maintaining and enhancing the District’s liveability, productivity and attractiveness for residents and visitors.</p> <p>It will remain an attractive place to live, with an increased diversity of housing choices that cater for all groups including people who live on their own, older residents, group households and families. Growth and development will allow improvements to public areas and better walking, cycling and public transport connections across the District. Cultural and environmental heritage will be celebrated.</p> <p>Better east to west connections will come with the integration of major transport projects. The District’s many centres and key places will be enlivened, with facilities and services that support vibrant day and night activities. Our planning will celebrate the District’s Aboriginal heritage and support the goal of growing the first economy of Aboriginal economic prosperity, including visitor experience. We will foster diversity and build on the District’s natural and cultural features. “</p>	<p>Most of this is commendable, though the suggestion that “better walking, cycling and public transport connections across the District” should be dependent on “growth and development”, given the ugliness and dysfunction served up to date as “growth and development”, is not reassuring. Also, “better ... connections” is not enough. We need major investment in changed transport objectives.</p> <p>We suggest that the Plan include actions calculated to produce as an outcome:</p> <ul style="list-style-type: none"> • Cheap, accessible, independent, safe and useful transport. <p>These are important issues for the community and particularly for children, youth and older people. A quality cycle network would do much to satisfy such an objective. We could contemplate that some primary school, and certainly high school children could become more transport independent, their parents less stressed. Slow ways suitable for bicycles will also be suitable for electric chairs and other mobility accessories that the frail use. Busy roads that separate those citizens from where they want to go will become less busy, and the horizons of those trapped by main roads will expand.</p> <p>These actions need to be more than "promotions" that talk the benefits but which do not address the difficulties of getting around NSW on a bicycle. Such efforts will continue to have little to show. Government in NSW has the power to make cycling easier, and resolve the inhibitions of all those that would cycle for health if only "there was somewhere safe to ride to from my home."</p> <p>A substantial Central District and Sydney wide fine grained network of separated bike routes and the ability to legally ride on footpaths are</p>

Plan page	Plan quote	Comment
4 and 70	<p data-bbox="252 338 738 405">“Improving 30-minute access to jobs and services”</p> <p data-bbox="252 445 831 846">“The Central District’s community has identified traffic congestion and parking provision as important issues to be addressed. While many believe public transport and reduced car ownership would be effective in managing traffic congestion, it was noted that some people may need to travel by car (such as people with limited mobility and/or young children). The community also expressed the view that better integration across public transport modes would benefit the District.</p> <p data-bbox="252 887 831 1137">The objective of a 30-minute city does, however, go beyond accessing major job centres of metropolitan significance. It includes access to health services, education, local employment opportunities, retail shops, public open spaces and recreational facilities around strategic and district centres. ...</p> <p data-bbox="252 1178 831 1283">... the NSW Government is investing in a range of transport initiatives to enhance 30-minute accessibility within the District. These include: ...</p> <ul data-bbox="331 1323 791 1391" style="list-style-type: none"> <li data-bbox="331 1323 791 1391">• a number of walking and cycling infrastructure commitments. <p data-bbox="252 1431 831 1532">These opportunities will be considered in further detail as part of the development of the Future Transport Strategy by Transport for NSW. ...”</p>	<p data-bbox="860 271 975 300">essential.</p> <p data-bbox="860 338 1466 443">Another commendable idea. But it won’t happen without cycling and a cycling and pedestrian network.</p> <p data-bbox="860 483 1466 622">And it can’t be enabled simply by “managing traffic congestion”. It is well established that the major inhibition to cycle use in Sydney is the lack of “ somewhere safe to ride to from my home.”</p> <p data-bbox="860 663 1466 801">A substantial Central District and Sydney wide fine grained network of separated bike routes and the ability to legally ride on footpaths are essential.</p> <p data-bbox="860 842 1466 1205">Also, Transport for NSW’s Sydney’s Cycling Future assumption that bicycle planning can be limited to a maximum of 5 km needs to be challenged. There are significant volumes of cyclists currently commuting to the City and other eastern Sydney destinations, along the East-West Cycling Commuter Route around Iron Cove on the Bay Run and continuing along Lilyfield Rd to the Anzac Bridge who are travelling 15km and more each way.</p> <p data-bbox="860 1245 1466 1391">In terms of cycling, assuming an adequate network of safe routes, “30 minute access” should be considered in terms of a relaxed, 10km ride distance.</p>
11	<p data-bbox="252 1570 831 1599">“#GreaterSydney: Insights from the community</p> <p data-bbox="252 1639 831 1859">Our conversations with the community through our #GreaterSydney engagement have provided valuable insights into what the community values about the District and what people want to see changed. We have sought to encapsulate these inputs into this draft District Plan.</p> <p data-bbox="252 1899 831 2038">The feedback highlighted that people want more jobs closer to where they live. There was strong support to improve public transport, expand support to improve public transport, expand transport to provide better connections between</p>	Yes, our submission supports these suggestions.

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	<p>the eastern suburbs and inner west as well as improve transport access to Sydney City and the beaches. Suggestions include improving the cycle network and introducing initiatives to reduce car ownership as a means of reducing traffic congestion. “</p>	
12	<p>“This draft District Plan translates and tailors metropolitan planning priorities for each District by giving effect to the four goals of <i>A Plan for Growing Sydney</i>:</p> <ul style="list-style-type: none"> • Goal 1: A competitive economy with world-class services and transport “ 	<p>World class cities work much harder at creating more liveable less car dependent spaces and transport than does Sydney. Consider London, New York, Tokyo. Never mind Stockholm, Amsterdam, Copenhagen and even Melbourne.</p>
14	<p>“For local government, this draft District Plan will:</p> <ul style="list-style-type: none"> • inform the preparation of local environmental plans • inform planning proposals • guide strategic land use, transport and infrastructure planning across local government areas” 	<p>In terms of cycle planning and infrastructure provision local government is part of the problem that will need to be addressed if progress is to be made on any of the Plan’s Actions. In our experience this is likely a matter of scale, in terms of lack of human resources and an unwillingness to look beyond local boundaries, and of lack of direction. The intention to merely “guide” planning is unlikely to change much.</p> <p>A substantial Central District and Sydney wide fine grained network of separated bike routes and the ability to legally ride on footpaths are essential.</p>
15	<p>“Planning principles</p> <p><i>A Plan for Growing Sydney</i> identified three planning principles that remain current and underpin many of the priorities of this draft District Plan</p> <p>Principle 3: Connecting centres with a networked transport system</p> <p>The public transport network connects people to centres. In doing this, it connects people to jobs, education facilities, health centres and hospitals, and sporting, cultural and entertainment facilities.</p> <p>Centres rely on efficient transport to serve their customers, support their growing business and freight functions, and to connect to the global</p>	<p>Not just trains and buses “public transport”! Cycling and pedestrian networks also connect people to centres and in terms of energy expense, (for cycling for trips up to 10km) and time cost, will be the most efficient links.</p> <p>Both cycling and walking need to be considered in the planning of the inevitable need to get to and from train and bus stops and in linking public transport modes. All of the tools to making cycling and public transport a better match in NSW already exist overseas, like trains and buses with space for bikes, and in the recent initiatives at some NSW stations to create Opal card linked cycle parking cages.</p> <p>But none of this will work if getting to and from train and bus stops is not thought to be safe.</p>

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	<p>economy.</p> <p>Efficient links within centres improves convenience for customers, and efficient links into centres and between centres helps people to get to jobs, schools, universities, shops and leisure activities.</p> <p>Making it easy to get to centres and offering a range of services at centres makes them a focal point for the community and increases prospects for economic growth and job creation.”</p>	<p>A substantial Central District and Sydney wide fine grained network of separated bike routes and the ability to legally ride on footpaths are essential.</p>
44	<p>“Parramatta Road Corridor Urban Transformation Strategy</p> <p>The Parramatta Road Corridor Urban Transformation Strategy and Implementation Tool Kit were released in November 2016. The Strategy is an integrated land use planning and transport framework that establishes the vision for a high quality multi-use Corridor with improved transport choices, better amenity and balanced growth of housing and jobs. This will guide the delivery of 27,000 new homes and 50,000 new jobs in a range of industries across the Corridor over the next 30 years. The Implementation Tool Kit responds to community priorities for more open space and more appealing streets, reduced traffic congestion, improved public transport and a better environment for residents and business.</p> <p>The eight 'Precincts' along the Corridor were identified in consultation with local councils. These Precincts have been earmarked for renewal because of their unique access to jobs, transport, infrastructure and services, and their ability to accommodate new development in a balanced way.</p> <p>Within the West Central District there are precincts at Granville and Auburn. Within the Central District there are precincts at Homebush, Burwood-Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown.</p>	<p>This “Strategy” is a good example of planning that is, literally, too narrow, in that it only discusses redevelopment in the context of a few blocks either side of Parramatta Road. It should not be allowed to happen without first there being a detailed plan which considers and provides in a credible, timetabled and funded way for the public transport, sustainability and liveability goals outline in this Plan. For example there should not be 27,000 new homes (40,000 school age children??) without space to school those children and first creating the path network that will allow them to walk and cycle to school. To push those considerations out into the future or other department’s plans is only to repeat the grievous planning errors of Rhodes, Wentworth Point and the Olympic Peninsula. There is little point in having a token bike path that takes one from one side of a “Precinct” to another, and not safely to schools, work, sports fields, shops etc.</p> <p>The recent call by innerwest councils to allocate central lanes of Parramatta Road to electric bus/trams, hopefully with intersection priority over cars, is the first practical planning idea that we have seen that steps in the direction of planning for people before developer profit.</p> <p>We add the proposal that space on Parramatta Road should be allocated to separated one way pair bicycle lanes, in much the same way that Mike Harris has demonstrated is possible for Old South Head Road in his publication “Reconfiguring Sydney Streets – Copenhagen case studies and Sydney adaptations”. Pages 28 – 29, published by Sustainable Transport</p>

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	<p>The Strategy fosters communities that are walkable and connected, development that is of a high standard and respects heritage, with the facilities that enhance communities and cater for a diverse range of needs.</p> <p>Delivery of the Strategy is supported by the \$198 million Urban Amenity Improvement Plan which will deliver upgrades of existing facilities and fund new infrastructure to support growing communities. The plan includes including funding for streetscape upgrades, creation of new or improved open spaces, urban plazas and town squares, and new walking and cycling links to key transport nodes and open spaces. “</p>	<p>Consultants Pty Ltd, 2016.</p> <p>A safe off road cycling facility on Parramatta Road would at least connect these precincts to each other, and perhaps to the new schools that will be developed on former car sales yards?</p> <p>Unless of course those car yard sites are already allocated to 30 story apartment blocks with a convenience store and liquor shop at the ground floor.</p>
50 - 51	<p>“The Camperdown-Ultimo super precinct comprises Royal Prince Alfred Hospital, Sydney University, the University of Technology and Notre Dame University.</p> <p>Opportunities ... exist to partner with the relevant institutions and agencies, ..., to grow the health and education offerings of the super precinct.</p> <p>These partnerships could investigate opportunities to:</p> <ul style="list-style-type: none"> • improve pedestrian connectivity between the clusters of activity located in, and surrounding, four key nodes in the super precinct being: <ul style="list-style-type: none"> – Ultimo, including the University of Technology Sydney – Camperdown, including the University of Sydney and Royal Prince Alfred Hospital as well as the mix of activities in Broadway – Redfern Station, including the Australian Technology Park – Central Station within the broader area • improve transport access, including 	<p>Cycling and a cycling and pedestrian network need to be included in these “opportunities” and unless they are included this precinct can not grow. It is already so choked with traffic that access by staff and patients and students is inconvenient. UTS with its proximity to Central Park is leading the way in ensuring that where people live can be close to where they study and be connected by relatively safe walking and cycling connections. But medical facilities can not rely on co location of the facilities patients and staff.</p>

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	consideration”	
58	<p>“Productivity Priority 3: Manage growth and change in strategic and district centres and, as relevant, local centres</p> <p>.....</p> <p>When preparing strategic plans, the relevant planning authority needs to demonstrate how its planning for centres has considered strategies to:</p> <ul style="list-style-type: none"> • deliver on the strategic and district centre’s job targets • meet the retail and service needs of the community • facilitate the reinforcement and/ or expansion of allied health and research activities • promote the use of walking, cycling and integrated public transport solutions • provide urban spaces such as meeting places and playgrounds • respond to the centre’s heritage and history • promote community arts • reflect crime prevention through environmental design (CPTED) principles such as safety and management • manage the transition between higher intensity activity in and around a centre and lower intensity activity that frames the centre. <p>How these matters are taken into account is to be demonstrated in any relevant planning proposal.”</p>	<p>Again, a commendable statement of priorities. Our apprehension is that directions to “consider” “strategies” will result in lip service and box ticking. We can imagine that the tick box “strategy to promote the use of walking, cycling and integrated public transport solutions” may be answered by a disinterested local authority promising something ineffectual like the distribution of brochures showing how to walk or cycle to the hourly bus service.</p> <p>There needs to be more rigour. For example published examples of what is a sufficient strategy. A requirement that the strategy be evidenced based and adequate to promote a given % of walking, cycling, public transport. And that its effectiveness be tested over time and if not successful supplemented. That is, that planning authorities and private and public developers take responsibility for the failure of their plans.</p> <p>None of which will be possible without effective district and city wide cycling and pedestrian networks.</p> <p>We say again, a substantial Central District and Sydney wide fine grained network of separated bike routes and the ability to legally ride on footpaths are essential.</p>

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110	<p>“Liveability Priority 5: Facilitate the delivery of safe and healthy places</p> <p>Relevant planning authorities should:</p> <ul style="list-style-type: none"> • facilitate the development of healthy and safe built environments • consider the inclusion of planning mechanisms such as floor space bonuses to incentivise the provision of: <ul style="list-style-type: none"> – neighbourhoods with good walking and cycling connections particularly to schools – social infrastructure such as public libraries or child care – urban agriculture, community and roof gardens for productive food systems. 	<p>Definition is needed of what makes for “good walking and cycling connections” and as discussed (see comment on page 44, “Parramatta Road Corridor ..” of the Plan) good, as in sufficient to be so desirable a way to travel that modal share of walking and cycling increases, connections are not going to happen in the course of the redevelopment of a “precinct” never mind the erection of a single apartment block. The planning and the responsibility for the implementation of effective cycle and pedestrian plans needs to come from authorities with wider responsibility than suburban local government authorities.</p> <p>A substantial Central District and Sydney wide fine grained network of separated bike routes and the ability to legally ride on footpaths are essential.</p>
<p>How these matters have been taken into account need to be demonstrated in any relevant planning proposal. “</p>		
110-111	<p>“4.6.3 Enhanced walking and cycling connections</p> <p>The Central District has the lowest car use for journeys to work and conversely, the highest proportion of walking and cycling to and from work. Around one in 10 people walk to work and with better connections we can improve this. A third of all our trips including recreation and shopping are walking trips. With better connections we can improve this. Co-location of complementary land uses also improves the viability of public transport, walking and cycling with potential to reduce congestion.</p> <p>We see better walking and cycling connections and end of trip facilities, such as lockers and showers at a workplace, as way to increase activity levels and improve health and wellbeing. This requires thoughtful planning to enable well-designed footpaths and cycling facilities that link</p>	<p>These are fine words.</p> <p>But we need more than “thoughtful planning”.</p> <p>Transport for NSW’s and RMS’ current planning and implementation are inadequate.</p> <p>Transport for NSW’s <i>Sydney’s Cycling Future</i> assumption that bicycle planning can be limited to a maximum of 5 km needs to be challenged. There are significant volumes of cyclists currently commuting to the City and other eastern Sydney destinations, along the East-West Cycling Commuter Route around Iron Cove on the Bay Run and continuing along Lilyfield Rd to the Anzac Bridge who are travelling 15km and more each way.</p> <p>In terms of cycling, assuming an adequate network of safe routes, “30 minute access” should be considered in terms of a relaxed, 10km ride distance.</p>

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	<p>to services and transport options.</p>	<p>While they include a number of high quality segments, none of the “Principal Bicycle Network” routes are “high quality, high priority routes that facilitate direct, barrier-free travel between centres. ... separated from motor vehicles”.</p>
	<p>Co-location of complementary land uses such as shops, schools, child care, community and recreation facilities helps people to interact and improves the viability of public transport, walking and cycling, while increasing activity levels and helping to reduce congestion.</p>	<p>Current RMS and TfNSW priorities, staff training, cycle network funding and support for anti cycling road rules like no riding on footpaths or on pedestrian crossings and lack of support for 40, never mind 30 km/h zones and cycle priority at road/path intersections, make the creation of such high quality routes, never mind “a finer grain cycling network” highly unlikely.</p>
	<p>Transport for NSW is developing a Walkability Tool that will help to identify areas where improvements to the walking environment can be made. The tool assesses how easy it is to access services and destinations by foot, the relative comfort of walkways along adjacent roads and how easy it is for walkers to access public transport.</p>	<p>NSW needs to change its anti cycling road rules and staff and fund a comprehensive bike plan with measurable interim and long term objectives, a commitment to adjust the plan if interim objectives are not met on time and a 9 – 10 year funding plan which if carried through would result in implementation of the entire plan.</p>
	<p>Transport for NSW’s <i>Sydney’s Walking Future and Sydney’s Cycling Future</i> reflects the NSW Government’s commitment to working with councils to make walking and cycling more convenient, safer and enjoyable. Funded through the Walking Communities program, improvements to the walking network will help to reduce the amount of time people spend at intersections, enhance facilities for pedestrians, and encourage more people to travel on foot.</p>	<p>Indicators of success need to be not just “number of facilities”. We need to be looking at base and comparative counts of users, and % of trips made.</p>
	<p>Transport for NSW is also establishing Sydney’s Principal Bicycle Network. This will be made up of high quality, high priority routes that facilitate direct, barrier-free travel between centres. Routes will be separated from motor vehicles and pedestrians and local bicycle routes will connect in to form a finer grain cycling network.</p>	<p>Specific infrastructure issues are the failures of successive governments to adequately fund a dense local government cycle network and state “trunk” cycle routes. A sad example of the later is the failure to build the proposed Epping – Strathfield cycle route utilizing the rail corridor and the failure to build the inner Sydney “Green Way” that would have utilized the old inner west freight/light rail corridor.</p>
	<p>The Principal Bicycle Network routes already connecting the Central District are:</p>	
	<ul style="list-style-type: none"> • Coogee to Randwick Cycleway 	
	<ul style="list-style-type: none"> • better access to the northern and southern approaches to the Sydney Harbour Bridge Cycleway 	
	<ul style="list-style-type: none"> • North Shore link 	
	<ul style="list-style-type: none"> • Eastern Suburbs link (Bondi Junction 	

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	<p>to CBD)</p> <ul style="list-style-type: none"> • Inner West links • South East Light Rail links • Sydney Airport links • Inner West Greenway missing links between Iron Cove Bridge and Cooks River. <p>Other walking and cycling projects in the Central District will continue to be delivered by both Roads and Maritime Services and local councils, and will be funded under the NSW Government’s Walking and Cycling programs. Transport for NSW and Roads and Maritime Services will continue to provide guidance to councils when making land use decisions that affect accessibility in and around centres. “</p>	
119	<p>“Liveability Priority 10: Support innovative school planning and delivery</p> <p>Relevant planning authorities should give due consideration to:</p> <ul style="list-style-type: none"> • innovative land use and development approaches, including: <ul style="list-style-type: none"> – using travel management plans, that identify travel options, to reduce car use – enabling the development and construction of schools as flexible spaces, so they can facilitate shared use and change over time to meet varying community need • the inclusion of planning mechanisms that would incentivise the: <ul style="list-style-type: none"> – development of new schools as a part of good quality and appropriate mixed use developments – the shared use of facilities between schools and the local community 	<p>Again, requirements to “give due consideration” to issues give little confidence to those of us that have attempted to make planning authorities do something about these issues. A good case study is the Education and Planning authorities’ response (lack of) to our submissions in respect of the Victoria Avenue public school development in Concord West. Lack of car access to the site was identified by all authorities as a problem. But no authority was prepared to do anything about it, or consciously engage with the possibility of what could be done to increase the modal share of cycling and walking as a way of getting to the school. For example by “using travel management plans” as suggested here or (over a 2km catchment) widening footpaths, installing pedestrian crossings or providing for under cover bike storage at the school.</p> <p>As noted in our comment on the Parramatta Road Corridor (P44 of the Plan) there should not be 27,000 new homes (40,000 school age children??) without space to school those children and first creating the path network that will allow them to walk and cycle to school. To push those considerations out into the future or other department’s plans is only to repeat the</p>

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	<p>including playing fields and indoor facilities, so they can meet wider community needs.</p>	<p>grievous planning errors of Rhodes, Wentworth Point and the Olympic Peninsula.</p>
	<p>How these matters have been taken into account need to be demonstrated in any relevant planning proposal.</p>	
	<p>4.8.2 Plan to meet the demand for school facilities</p>	
	<p>To ensure school planning meets demand, requires an understanding of where the school-age population is likely to increase, stabilise or decline and, therefore, where and when new classrooms or schools will be needed, or where capacity will become available. Integrated school investment solutions can then be developed based on the unique characteristics of the District's communities.</p>	
	<p>If no additional classrooms were to be provided until 2036 there would be significant shortfalls based on projected changes in the primary and secondary school aged population. There is significant increasing demand in Homebush, Strathfield, Burwood, Croydon, Petersham, Randwick, Maroubra, Sydney and surrounds.</p>	
	<p>Existing school infrastructure will accommodate the majority of new enrolments, because most growth in the District will occur in existing areas. This will be achieved through expansion and innovative approaches to the use of land, facilities and floor space.</p>	
	<p>The Department of Education currently optimises use of its infrastructure in a number of ways including:</p>	
	<ul style="list-style-type: none"> • the realignment of school catchment boundaries • prioritising 'in catchment area' students • increasing the size, amenity and functionality of existing schools • using relocatable classrooms to manage 	

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	fluctuations in enrolments.	
	<p>While detailed demand for government school facilities and appropriate responses will be identified by the Department of Education, our planning must recognise that schools are critical infrastructure in growing communities. Furthermore our planning should support innovative approaches to the design and location of new and expanded school facilities. “</p>	
140 - 141	<p>“Our long term vision for Sydney’s Green Grid in the Central District is shown on Figure 5-2.</p> <p>Priority Projects:</p> <p>1 The Iron Cove Greenway and the Hawthorne Canal</p> <p>Creating a sequence of connected open spaces that follows the Hawthorne Canal and the Light Rail Corridor from Leichhardt North to Dulwich Hill Light Rail Stations which provides enhanced open space to growing communities along the light rail.</p> <p>2 The Cooks River Open Space Corridor</p> <p>Will become a regionally significant parkland corridor, improving water quality and providing high quality open spaces with links to nearby centres including Strathfield, Sydney Olympic Park, Campsie, Canterbury, Dulwich Hill, Marrickville and Wolli Creek. This is a priority Green Grid project for both the Central and South Districts.</p> <p>....</p> <p>Other important projects to deliver Sydney’s Green Grid in the Central District are:</p> <p>...</p> <p>7 Powells Creek and Mason Park, Strathfield</p> <p>Providing walking and cycling links, urban greening, stormwater treatment and a mix of</p>	<p>We welcome the Commission’s and the Plan’s interest in these areas.</p> <p>They are all areas that people like to cycle to and in, and in some cases ought to be part of the Principal Bicycle Network, and in others the bike plans of local government authorities.</p> <p>Neither the Burwood nor the Strathfield LGA have bike plans, and Canada Bay does not have one that will deliver a fine grained network.</p> <p>A comprehensive cycle network would be a very substantial contributor to the vision of enhanced open space, not only because cycling is a recreation, and a sport, but also because it would make it much easier for people to get to recreational facilities, like pools and leisure centres and bayside parks. No one ever defines suburban car driving as "recreation".</p> <p>A substantial Central District and Sydney wide fine grained network of separated bike routes and the ability to legally ride on footpaths are essential.</p>

Plan page	Plan quote	Comment
	<p>open space uses that link Concord West, North Strathfield, Homebush and Strathfield to Parramatta Road, Bicentennial Park and the Parramatta River Foreshore.</p> <p>8 Rhodes and Concord Open Space and Hospital Precincts</p> <p>Connecting the Parramatta River foreshore open spaces from Rhodes and Concord including Brays Bay Reserve, the Kokoda Track Memorial Walkway, Rocky Point, the Thomas Walker Hospital grounds, Concord Hospital grounds and river foreshores, the Dame Edith Walker Hospital grounds, Concord Golf Course and Concord RSL lands. This will make better use of under- utilised open space around the hospitals and community facilities and create a connected walking and cycling trail along the river foreshores.</p> <p>9 Hen and Chicken Bay Foreshore</p> <p>Hen and Chicken Bay will be connected to the Bay Walk, providing more opportunities for walking and cycling. This project also provides opportunities for enhanced connections to Burwood via Burwood Road, St Luke’s Park and Queen Elizabeth Park. “</p>	

Yours faithfully

Geoff Ashton
Secretary
Canada Bay Bicycle User Group