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**Submission to Botany Council
On the Draft Botany Bay Planning Strategy 2031**

Monday, 15 December 2008

Thank you for the invitation to respond to the Draft Botany Bay Planning Strategy 2031 and its recommendations for the future of the City of Botany Bay.

BIKESydney(1) and Massbug(2) are volunteer advocacy bodies represent cyclists in the adjoining council areas of CoS and Marrickville and affiliated with Bicycle NSW.

Response to Draft Strategy

- *Massbug and BikeSydney would recommend and support the production of a sustainable transport plan to cover cycling and pedestrian activity.*
- *Massbug and BikeSydney would also recommend and support the development of a Botany Bay council bike plan in conjunction with SSROC Bike Plan and the Inner Sydney Bike Plan.*
- *Massbug and BIKESydney would encourage the inclusion in a Botany Council bike plan of a recreational plan developed in conjunction with local BUGs, BNSW, Local Councils, SACL, tourism providers and other stakeholders covering the network of off-road cycle paths in the Sydney area.*

There are some specific recommendations Massbug and BikeSydney would raise for consideration for inclusion in reference to the Draft Strategy or for consideration by Botany Council.

Promote fixed cycling network for touring and access

Massbug and BIKESydney actively promote the network of off-road and separated cycle paths around Sydney as a touring and recreational network.

This network of trails includes:

- Parramatta Foreshore Trail
- The Cooks River to Iron Cove Greenway
- The Cooks River Path
- The Botany Bay Trail
- The Centennial Park to Botany Bay Trail (proposed)
- The Coastal Trail
- The Sydney Green Ring

The Sydney Green Ring is being promoted by Massbug and BikeSydney cyclists as a circuit linking paths along waterways and green spaces with a 5km radius around the inner west and south and CBD. One key trail is the Botany Bay Trail supported by SSROC.

- *Massbug and BikeSydney would recommend that any upgrading of the O'Riordan St Gateway include the building the Botany Bay Trail cycle path along Qantas/Joyce/General Holmes Drive, across and through the Mill Ponds and Botany Wetlands.*

Integrate Transport Strategy with SACL

SACL is accepting submissions for its Preliminary Draft Master Plan 2009. As stated in the Draft Strategy p 68,

According to the Airport Master Plan (SACL, 2004), there were approximately 36,100 direct and indirect Airport related jobs in Botany Bay, Rockdale and Marrickville LGAs in 2001. The draft East Subregional Strategy has a target of another 18,300 jobs in the Specialised Centre to 2031 (14,300 located in the Botany Bay LGA). With this employment and economic activity come significant environmental impacts, including aircraft noise, road and rail transport noise and pollution and congestion.

Examples of Airport, Council and Bicycle User Group co-ordinated planning,

Birmingham International Airport Bicycle Guide June 2008, Solihull Council and the Cyclesolihull Bike User Group

<http://www.bhx.co.uk/Transportation/408.pdf>.

Manchester Airport Cycle Centre, with Manchester Council and CTC

http://www.ctc.org.uk/resources/Benchmarking/Manchester_Airport_Cycle_Centre.pdf

Appendix 1, below is a copy of the submission by BIKEast to the PDMP.

- *Massbug and BIKESydney would support and recommend the recommendations of BIKEast(3), for the implementation of a integrated plan including the local Bicycle User Groups, SACL, Botany Council and other stakeholders.*

Joseph Banks Park - Hale St Truck Road

Massbug and BikeSydney support any measures that to move large, heavy vehicles away from pedestrian and cycling thoroughfares. The planned Hale St truck route compromises an existing cycle path through Sir Joseph Banks Park and has the potential of severing the proposed Botany Bay Trail. Access through Sir Joseph Banks Park must be maintained for future pedestrian and cycling access.

- *Massbug and BikeSydney would recommend cycle access be included in the planning and construction of the Hale St truck road, especially in regard to the proposed Botany Bay Trail and the existing cycle/pedestrian path.*

A copy of this submission will be published on the Massbug website, <http://www.massbug.org.au>

Yours sincerely,

Gilbert Grace

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(1) BIKESydney was formed in 2000 to help look after the Sydney City Council Area (Australia) and is affiliated with Bicycle NSW. Membership is open to anyone interested in cycling, residents, commuters, couriers and businesses. We would rather ride a bike than drive, so we want cycling to be easier and safer. We want to see more bikes in the City of Sydney. BIKESydney is affiliated with Bicycle NSW whose mission is to promote, advocate, and support cycling in all its forms as an environmentally sustainable and healthy form of transport, recreation and tourism through the engagement of government, industry and the community at all levels.

(2) Marrickville-South Sydney Bicycle Group (MASSBUG) is a Bicycle User Group (BUG) established in 1991 and affiliated with Bicycle New South Wales. We represent everyone who rides a bike (or wants to) in the Local Government Area (LGA) of Marrickville in inner Sydney, Australia. Neighbouring BUGs are: BikeSydney covering the now enlarged City of Sydney Council area, BIKEast covering the eastern suburbs, LBUG covering Leichhardt Council area, AshBUG covering Ashfield Council area, Bike South West covering Canterbury & Bankstown, StGeorge BUG covering Hurstville, Kogarah & Rockdale, and BurstBUG covering Burwood & Strathfield. Our vision is for a safe, healthy, vibrant community whose planning and infrastructure provide for greater share of transport by walking and cycling, in order that the personal, community and environmental benefits of more sustainable transport can be realised. We also regard public transport services as essential.

Appendix 1

BIKEast Submission: Preliminary Draft Master Plan 2009 - opportunities to enhance pedestrian/bicycle infrastructure and policy at Sydney Airport

On behalf of BIKEast(1) I am writing to comment on the Preliminary Draft Master Plan (PDMP) which I believe can and should be significantly enhanced by integrating initiatives for improved pedestrian and cycling amenity for Airport customers and staff; as well as those who live in the surrounding suburbs.

As outlined in the PDMP by 2024 airport passenger numbers are estimated to increase by more than 100%, total aircraft movements to increase by more than 30% and airfreight increased by 64%. The cumulative impact of this increase in usage of the facility, when viewed in the context of the ongoing, and extensive consolidation of the residential and commercial areas surrounding the Airport precinct, demands effective cycling and pedestrian strategies be included in strategic planning as one aspect of a broader approach to mitigating the current and anticipated social and environmental burdens.

In addition to the significant increases in passengers and flight movements, the enhanced commercial activities outlined in the PDMP, including additional offices, hotels, retail, service and conventional facilities as well as a proposed waterfront development will significantly increase the number of employees working in the Airport precinct.

Presently next to no cycling facilities are provided for Airport employees, customers/passengers and local residents and while the PDMP indicates that cycle parking will be provided in new developments, a more comprehensive strategy is required to provide a healthy alternative to the car-based dominate mode of transport in and around the airport.

A number of government agencies that work on site would have established active transport strategies that encourage cycling and walking. These strategies could provide a model for other employees to adopt.

As you would be aware there has been a societal shift in the need to accommodate less polluting modes of transport since the last PDMP. A current example is the City of Sydney's Green Square light rail proposal that would integrate with a '...a cycle network expanded to surrounding local government areas, with priority for separated dedicated cycle-ways and safe enough for children to use, would provide viable alternatives to the car.'

As the dominant shareholder, Macquarie Airports Limited would have accessed to appropriate active transport standards utilised in other, specifically European airports it has financial interests in. SACL should adopt and benchmark best practice in active transport if it is serious in a small way to mitigate the additional unsustainable environmental burden proposed under the PDMP.

Recommendation

BIKEast recommends that the PDMP should include an 'active transport' strategy that includes a bike plan for Sydney Airport. The objectives of such a plan should be to:

- Ensure that all existing and proposed businesses and developments within the Airport prepare Sustainable Transport Access Guidelines so that employees, agents and customers are aware of the health and carbon off setting alternatives of cycling or walking and they are encouraged to walk or cycle,
- Provide appropriate cycling and pedestrian access in and around the airport for employees, local residents and customers,
- Plan and implement cycling and walking routes with stakeholders including the RTA, local councils, Bicycle NSW and BIKEast - as well as working with SSROC in the development of the Regional Bike Plan and the Botany Bay Trail(2).
- Integrate cycling access and routes within Sydney Airport with surrounding Local Government bike plans, particularly the City of Sydney's proposals on behalf of Inner Sydney Councils *Regional Bicycle Network* as submitted to Infrastructure Australia,
- Work with those on site employers –such as State and Federal government agencies that have active transport initiatives that include walking and cycling, and
- Work with the RTA and other stakeholders to ensure that General Holmes Drive is safe for cyclists.

BIKEast and Bicycle NSW are keen to assist SACL in enhancing their cycling initiatives for employees and visitors, we can also refer you to consultants who are specialised in the active transport area. Should you require any further information, please contact John O'Neill at johndwardoneill@msn.com, or PO BOX 202, Paddington NSW 2021 or 93313288.

Yours sincerely

Mark Worthington

President

BIKEast Incorporated

(1) BIKEast is the bicycle user group (BUG) representing cyclists in the Eastern Suburbs of Sydney, stretching from the Southern head of Sydney Harbour to La Perouse at the mouth of Botany Bay and west to the fringes of Sydney CBD. This area covers Woollahra, Waverley, Randwick and Botany Bay Councils (postcodes 2021-2036). BIKEast is affiliated with Bicycle NSW, a statewide organisation with some 10,000 members. BIKEast lobbies local councils, the State Government and the RTA for better conditions for cyclists. What we want is a high quality network of safe convenient and visible routes for everyone who wants to cycle.

(2) SSROC envisages the Botany Bay Trail as a continuous high-quality, mostly foreshore, pathway around the Bay - from Phillip Bay/La Perouse in the north to Kurnell in the south. In addition to accessing and linking the area's many recreational and scenic assets, the Trail would also provide opportunities to present and interpret the Botany Bay area's many natural and cultural heritage and social values.