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Mr Ted Plummer  
Manager – Major Projects Consultation and Communications  
Sydney Airport Corporation Limited

Monday, 15 December 2008

**SUBMISSION TO SYDNEY AIRPORT CORPORATION LIMITED  
DRAFT MANAGEMENT STRATEGY 2009.  
MASSBUG AND BIKESYDNEY**

Dear Mr Plummer,

Thank you for the invitation to respond to the Draft Management Strategy 2009 and its recommendations for the future of the Sydney Airport.

BIKESydney<sup>(1)</sup> and Massbug<sup>(2)</sup> are Bicycle User Groups representing cyclists in the adjoining council areas of City of Sydney and Marrickville, and are affiliated with Bicycle NSW.

**RESPONSE TO DRAFT STRATEGY**

- **Massbug and BIKESydney support the review and implementation of the recommendations in the 2006 Airport Ground Travel Plan to cover cycling and pedestrian activity.**
- **Massbug and BIKESydney also recommend and support the involvement of SACL in the development of a Botany Bay Council Bike Plan in conjunction with SSROC Bike Plan and the Inner Sydney Bike Plan.**
- **Massbug and BIKESydney encourage the inclusion in a Botany Council Bike Plan of a recreational and bicycle tourism transport plan developed in conjunction with local Bicycle User Groups, Bicycle NSW, 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 in the Management Strategy.

**PROMOTION OF OFF-ROAD BICYCLING/WALKING NETWORK**

Massbug and BIKESydney recognise the potential of Sydney's network of off-road and separated cycle paths as a tourism and recreational resource.

Uptake of cycling between 2001 and 2005 (Figure 1) and types of cycling done (Figure 2)

suggest that there is a demand for recreational cycle paths as well as destinations, within the areas where cycling is strongest, i.e. Marrickville, Newtown, Eastern Suburbs.

This network of off-road trails includes the:

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

The Sydney Green Ring is a new concept trail identified by Massbug and BIKESydney. The Green Ring is a circuit of linking paths along waterways and green spaces with a 5 km radius of Sydney's inner west. The Botany Bay Trail, supported by SSROC, is a missing link in this network.

The Botany Council Draft Strategy mentions access to the Botany Wetlands via walking and cycling trails. This would complete the off-road link to Centennial Park as far as practicable.

And,

*Issues requiring attention include:*

- *The area immediately north of the Airport on O'Riordan Street as it crosses under the freight line is degraded and has poor street frontage.*
- *O'Riordan Street further to the north is also generally unattractive. It contains a mix of uses, very few of which create an active street frontage.*

Botany Bay Planning Strategy 2031 p 69

<http://www.botanybay.nsw.gov.au/city/Draft%20Strategy.pdf>

Any upgrading of the O'Riordan St road frontages, Qantas and Joyce Drive 'Gateway' will require negotiation with SACL and RTA. It is hoped SACL will implement the recommendation of the AGTP and complete the Botany Bay Trail with a bi-directional off-road path along Qantas Drive, Joyce Drive, and General Holmes Drive, across and through the Mill Ponds and Botany Wetlands.

- **Massbug and BIKESydney recommend that any upgrading of the O'Riordan St Gateway include installation of an off-road connection of the Botany Bay Trail cycle path.**

## **INTEGRATED TRANSPORT STRATEGY WITH BOTANY COUNCIL AND BICYCLE USER GROUPS**

*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.*

*Botany Bay Planning Strategy 2031 p 68*

*The Sydney Airport Environment Strategy 2005-2010 provides strategic direction for the environmental management of Sydney Airport. The key sustainable transport objective of the Strategy is to "increase ... staff and passenger movements via public transport, cycling, or on foot."5*

*Specific actions include:*

- *Preparation of an Airport Ground Travel Plan;*

- Review of cycleway connectivity to major employment nodes;
- Review provision of trip-end facilities for bicycles; and
- Provide improved pedestrian access infrastructure.

*Vehicle movements are acknowledged as a source of environmental impact. The impacts are likely to be greatest during commuter peak periods, when traffic is congested. Whilst emissions reduction is not a core objective of the Airport Ground Travel Plan, it will undoubtedly help in reducing Sydney Airport's contribution to greenhouse gas emissions by improving transport energy efficiency...*

SACL 2006 Airport Ground Travel Plan p 6

*Increased employment demands place increasing strains on existing infrastructure as noted by Botany Bay Council in 2008 and SACL in the 2006 AGTP. Reducing the impact of climate change is becoming more critical in the years since the 2006 AGTP was formulated.*

The Birmingham International Airport Cycle Guide June 2008 states that

*...Rising use of the car has tended to marginalise cycling. Why bother when getting in the car is so easy? However, increasing concern over health issues, pollution, traffic congestion and the rising cost of petrol is making many people think again.*

*Viewed objectively cycling has a lot going for it – cheap, efficient, pollution-free and available to most people. Best of all nearly everyone who takes the plunge and starts cycling soon begins to enjoy it and feel healthier.*

*About 40% of staff live within 5 miles of the Airport which is an ideal distance to cycle. Most people cycle at 10-12 mph so 5 miles will take about 30 minutes. If you live further away you could make a special effort once or twice a week or try combining cycling with a rail journey*

Thirty minutes of vigorous exercise is the recommended daily requirement to maintain health. More experienced cyclists can cover twice the distance stated. Massbug and BIKESydney would urge SACL to take immediate steps to fulfill their commitment to employees and the community by implementation of the recommendations of the 2006 AGTP.

Examples include:

- Birmingham International Airport Bicycle Guide June 2008, with 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](http://www.ctc.org.uk/resources/Benchmarking/Manchester_Airport_Cycle_Centre.pdf)
- **Massbug and BIKESydney support and recommend the recommendations (Appendix 1) of BIKEast, for the implementation of a integrated plan including the local Bicycle User Groups, SACL, Botany Council and other stakeholders.**

## **SIR JOSEPH BANKS PARK**

Massbug and BIKESydney are aware of previous applications by SACL to develop a retail centre in the vicinity of the Mill Ponds. It is essential that access through Sir Joseph Banks Park will not be compromised and is maintained for future pedestrian and cycling access.

- **Massbug and BIKESydney recommend cycle access be provided in regard to the proposed Botany Bay Trail, the Mill Ponds, Sir Joseph Banks Park including the existing cycle/pedestrian path.**

## REVIEW OF SACL 2006 AIRPORT GROUND TRAVEL PLAN

In 2006 the SACL Airport Ground Travel Plan made a number of recommendations to improve the pedestrian and cycling access to the airport for a range of stakeholders. Specifically the plan recommended that:

### **"Short Term Initiatives Summary...**

#### **Airport Employees**

- Consult with rail service providers to provide more flexible ticket arrangements;
- Investigate a car pool program;
- Encourage walking and cycling by;
- enhancing pedestrian and cycle links to and from the airport via upgraded intersection and signage; and
- Providing suitable security and change facilities.

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#### **3) Establish travel plan information portal and strategies**

*This may take the form of an airport transport orientated web-based portal for employers, employees and passengers, and include trip planning information and resources...*

#### **8) Walking and cycling**

*Consolidate and improve pedestrian and cycle infrastructure to the airport:*

- Provide staff access to an adequate number of shower facilities, lockers and secure cycle parking;
- Enhance/extend cycle routes with local councils;
- Enhance and link existing airport cycleway facilities;
- Enhance pedestrian facilities; and
- Enhance pedestrian/cycleway lighting...

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#### **Cycle and Pedestrian Linkages**

*In consultation with local stakeholders, SACL will investigate linkages to employment centres in the northern and south eastern sectors of the airport to the Botany Bay Trail where feasible. Regional bike paths have the potential to provide off-road links to the International Terminal Precinct, Qantas Jet Base, Domestic Terminal Precinct, commercial and aviation developments in the southern sectors of the airport..."*

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[http://www.sydneyairport.com.au/NR/rdonlyres/4CA19AD3-C040-46E5-BFC8-822354CE0905/0/sydair\\_travelplan\\_WEB.PDF](http://www.sydneyairport.com.au/NR/rdonlyres/4CA19AD3-C040-46E5-BFC8-822354CE0905/0/sydair_travelplan_WEB.PDF)

accessed Sunday, 8 June 2008

- **Massbug and BIKESydney recommend a review of the specific recommendations contained in the 2006 Transport Management Plan and develop a time frame for implementation.**

Massbug and BIKESydney are keen to help SACL enhance their cycling initiatives and we will be following this planning process with interest. A copy of this submission will be published on the Massbug website, <http://www.massbug.org.au> and BIKESydney website <http://www.bikesydney.org>

Yours sincerely,

Gilbert Grace

Massbug and BikeSydney (Secretary)

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## NOTES

(1) BIKESydney was formed in 2000 to represent people who ride bikes the City of Sydney Local Government Area (Australia). Membership is open to anyone interested in cycling including 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.

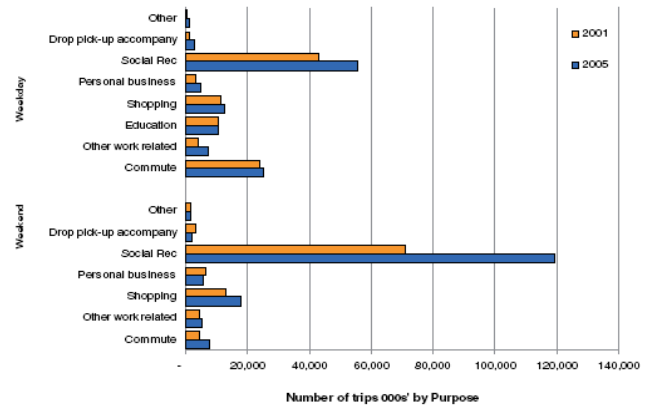
(2) Marrickville-South Sydney Bicycle Group (MASSBUG) is a Bicycle User Group (BUG) established in 1991 and affiliated with Bicycle New South Wales. We represent everyone who rides a bike (or wants to) in the Local Government Area (LGA) of Marrickville in inner Sydney, Australia. Neighbouring BUGs are: 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.

## FIGURES

**Figure 1: Personal income**

### Purpose of bike trips

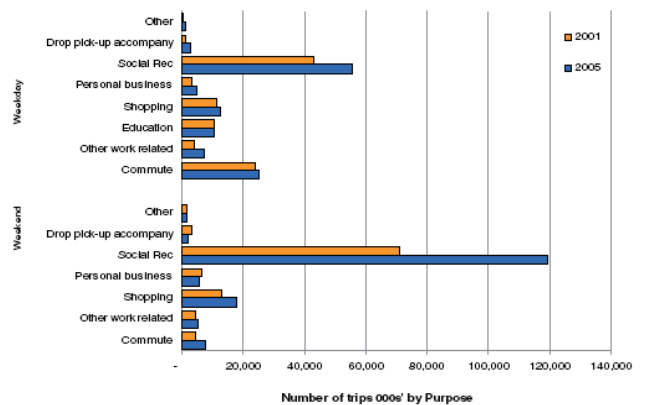
- Social/recreational purposes continue to be the primary reason for bicycle trips especially for weekends.
- This partly reflects the fact that cycling is a recreational activity as well as a mode of travel.
- On weekdays, commuting is the second largest bicycle trip purpose.
- Social/recreational cycling on weekends grew by 67% from 2001 to 2005.



**Figure 2: Purpose of bike trip**

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Cycling in Sydney – Bicycle Ownership and Use  
April 2008

NSW Roads and Traffic Authority

[http://www.rta.nsw.gov.au/usingroads/downloads/cyclinginsydney\\_bicycleownershipanduse.pdf](http://www.rta.nsw.gov.au/usingroads/downloads/cyclinginsydney_bicycleownershipanduse.pdf)

## **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](mailto: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.