

George Dedes
General Manager
City of Ryde Council
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Copy to: Meredith Gray

31st March 2022

Dear Mr Dedes,

Re: Draft Bicycle Strategy and Action Plan 2022-2030

Thank you for the opportunity to comment on the Draft Bicycle Strategy and Action Plan 2022-2030.

Northern Sydney Local Health District (NSLHD) Health Promotion is committed to ensuring that the built environment has a net-positive impact on the health and well-being of individuals and the wider community. We commend Council on making cycling, walking and active transport a priority through this strategy. The Bicycle Strategy will deliver the aspirations of existing City of Ryde strategies including the Sustainable Transport Strategy 2021- 2031 (Draft) and the Integrated Transport Strategy 2041 which NSLHD Health Promotion have commented on previously.

In this submission, we provide further comments and suggestions for consideration. These are designed to maximise the potential health benefits of the Strategy.

Benefits of Active Transport

NSLHD Health Promotion commends Council's intent to prioritise Active Transport through this strategy. In addition to the obvious physical health benefits of walking and cycling, active transport in green spaces also provide social wellbeing and mental health benefits.¹ Indeed, the health-related benefits of walking and cycling are costed at \$1.04 to \$2.08 for each additional kilometre walked and \$0.02 to \$1.12 for each additional kilometre cycled.¹

Reducing car dependency provides co-benefits by reducing emissions from cars and mitigate the effects of climate change. Active Transport for local and short trips can also reduce traffic congestion. The figure below, which compares the road space used by 69 pedestrians/69 cyclists vs 69 cars, shows that active modes of transport use considerably less road space.



Fig. 1 69 pedestrians, 69 bicycle riders and 40 cars, Canberra ACT. Courtesy Cycling Promotion Fund²

With higher density living increasing in the Ryde area, the provision of well-connected networks between key destinations, transport hubs, employment centres, education and community facilities and open space is of paramount importance. Creating local and regional routes which are continuous

¹ NSW Health (2020), Healthy Urban Development Checklist. 2020 Healthy Built Environment Checklist A guide for considering health in development policies, plans and proposals.

² Australian Government, (2013). Walking, Riding and Access to Public Transport, Supporting Active Travel in Australian Communities, Canberra: Department of Infrastructure and Transport, pp.4-10.

and fit for purpose are essential to the perception of safety by both pedestrians and cyclists. For instance, if riders or walkers have to wait too long at intersections, they are more likely to risk injury and ignore traffic signals

It is encouraging to see that the *Cycleway Design and Road Space Design Toolbox*³ will inform this strategy and, in turn, ensure that best practice is implemented.

Recommendations:

1. As part of the 'Vision for Ryde' on page 26, include the six design principles shown in figure 1 below. This will set the guiding principles to all future actions and decisions. These principles being; Connected, Safe, Attractive, Direct, Comfortable, Adaptable



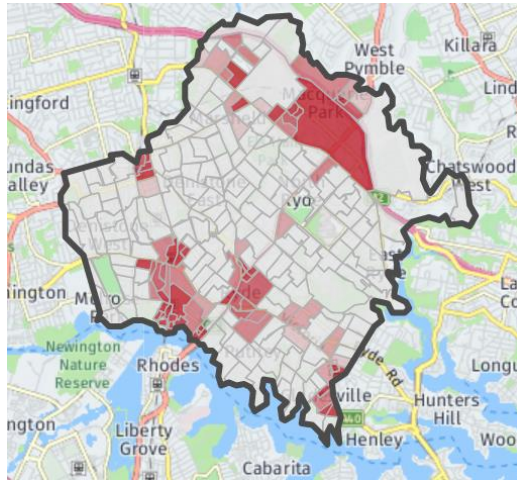
Figure 1.2 Six design principles

Figure 1 Design Principles- *Cycleway Design and Road Space Design Toolbox*³

2. Include Crime Prevention Through Environmental Design (CPTED) guidelines to ensure, for example, adequate lighting, eliminating dark and secluded sections, and planting either low-lying shrubs or high canopy trees that maintain sight-lines and maximise passive surveillance.
3. RE8 - Prioritise lighting along routes use by commuters who travel to and from work in the evening and early morning.
4. RE8 - To increase cycling numbers at any time of day particularly at night, we suggest that Council expand lighting of bike paths, particularly along work commute networks, near recreational facilities which support evening sport and recreation such as ELS Hall
5. Utilise 2022 Census data and data available from NSW Movement and Place Framework Built Environment Indicators⁴ to make data informed planning decisions
6. Prioritise improvements and 'quick wins' around high density housing and schools where the most number of people will benefit. As can be seen, improvements in the areas of Meadowbank, West Ryde, Macquarie Park, Gladesville and Epping could reduce the need for private vehicle use for short trips and ease traffic congestion.

³ TfNSW (2021) Cycleway Design Toolbox <https://www.transport.nsw.gov.au/system/files/media/documents/2021/Cycleway-Design-Toolbox-Web.pdf>

⁴ Transport for NSW (2021) The Movement and Place Framework <https://www.movementandplace.nsw.gov.au/place-and-network/built-environment-indicators/cycling-accessibility>



Source: Profile ID- High Density Housing Census 2016 ABS

7. Elaborate on the 'Your Move' School travel survey (AP page 59), detailing whose responsibility it is to administer and collect the data
8. Connect Ryde – include improving connections to Council owned recreational facilities such as ELS Hall and Ryde Aquatic Centres which experience bottle necks due to peaks in visitor numbers. This could include requirements to have Green Travel Plans as part of Venue Management Processes as per RA1/Page 49.
9. Expand on page 49/RA1 – Council Operations such as facilities and community events
10. Ryde Easy – promote and incentivise cycling to Council run events e.g. vouchers for cyclists to use at Ryde Wharf Markets which will also improve visitor satisfaction.
11. Work with Local Traffic Committee and Transport for NSW on jointly funded projects to minimise conflicts between bike users with vehicles, and improve safety.
12. Create a QR Code to access the cycling maps, repair hubs, and report maintenance issues – promote the QR Code near local businesses and local parks.
13. Strategically locate repair hubs and ensure bike users can locate these easily
14. Adequate shade paths – continue to prioritise the preservation of trees and where trees may be removed, plant new trees.
15. Partner with businesses and local organisations in local centres which form part of the corridors to co-design incentive programs for people who use active transport e.g. discounts
16. Explore wider support such as grants for workplaces to encourage active transport using these corridors for their commute to work e.g. provide end of trip facilities such as showers, bicycle parking
17. Support programs to increase cycling skills, incentives for e-bikes, bicycle maintenance, especially for female riders who are underrepresented in Ryde

We appreciate the opportunity to provide comments on the City of Ryde Bicycle Strategy. Should you have any queries about this submission please contact Andrew Wheeler, Manager Healthy Built Environments, on Andrew.Wheeler@health.nsw.gov.au

We look forward to continuing our work with the City of Ryde Council to support projects that benefit the health, wellbeing and safety of the community.

Yours sincerely,

Queeny Stafford
 Health Promotion Officer, Healthy Built Environments
 Northern Sydney Local Health District