

Submission to Woollahra Bicycle Working Party Woollahra's draft Bicycle Strategy and Review of Woollahra Bike Plan 2000

BIKEast welcomes the draft Plan. A detailed submission will follow its exhibition.

Meanwhile, a few comments are offered foreshadowing issues of particular interest for further thought and consideration well before having to finalise the Plan. The submission will be circulated.

Overarching considerations under the Plan's key elements:

“Every Street a Cycling Street”

BIKEast is impressed with this key element. A strategic focus on this, not just the development of commuter and recreational links between major activity centres, will provide for making cycling more widely attractive to everyone able to ride.

“Safe family-friendly cycling”

By capturing all potential local short trip opportunities from home to a range of activities and facilities within a basin or on a plateau's catchment, will make for safe family-friendly cycling. This broadens the family-friendly cycling element to covering all local desirable riding routes, not just “Recreational routes ...”, as presently under the draft Plan. In that context, the Working Party's request for the Plan to also discuss advantages of local routes to businesses, is strongly supported.

“Integrated policies and planning instruments”

The continuation of the cost effective and efficient provision of new cycling infrastructure and facilities together with traffic calming, safety and pedestrian access management projects (as successfully implemented in the recent past), is fully supported. To complement this and for making Every Street a Cycling Street, the introduction of 40kph speed zoning in selected streets would also be cheap and very effective and should be considered for some areas outside Paddington.

Other issues for further consideration and development:

1. Auditing of completed facilities

There are some unidentified problems that exist along completed routes. A short-term program of audits should be agreed with BIKEast to assist. Any actions and lessons learnt should be applied

2. Refinement of priorities and staging

In response to catchment based approach for family-friendly cycling, some route priorities may need reconsideration with identification of more discreet staging of work. A high priority example is access to Cooper Park from homes in the Double Bay basin involving parts of several routes

3. Strategic actions

The method of approach – how some strategies are to be acted upon – i.e. the nature of the action, process and progress, needs some development and definition. Selected examples to consider are:

- to benefit staff development needed due to frequent unavoidable staff changes;
- to overcome limited capability for community participation and understanding; and
- to activate strategies, such as the Ride to School Strategy, that involve others

4. Raising awareness and expertise (including about safety and civil behaviour)

Road safety, benefits of lower vehicle speeds, cyclist and pedestrian interaction, defensive cycling, driver and rider road rule understanding and for project design & management, community development and promotion programs, exemplify areas with scope for further Plan developed

5. Monitoring and Maintenance

Integration of infrastructure proposals with maintenance and street re-sheeting programs needs special consideration, including for responding to reported hazards and defects

Submitted for information and further consideration.

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