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To:
Jane Flanagan
Project Planner
Department of Planning and Infrastructure

30 April 2013

BIKESYDNEY'S RESPONSE TO 1 LAWSON SQUARE REDFERN - MIXED USE DEVELOPMENT (SSD 5249-2012)

Introduction

BIKESydney is an incorporated not-for-profit community organisation.

We want to live in a city:

- Where riding a bicycle is part of everyday life
- That is vibrant, healthy, productive, creative and robust
- That values community, mobility, health, wellbeing social equity and sustainability
- Where people of all ages can make easy choices to ride a bicycle, walk and take public transport.

We advocate on behalf of our members and people who ride bicycles who live and work in the inner Sydney area. We are affiliated with Bicycle NSW.

BIKESydney's comments on the Proposal

Having reviewed the Proposal's application documentation, BIKESydney is concerned that the Proposal significantly under-represents the future cycling demand to and through the development.

We request that the Department necessarily revise the Proposal's traffic and access assessments to properly reflect the imminent, significant increase in cycling. To this end, the proposal's application should be updated to account for:

- the significant future increase in cycling traffic and demand for bicycle parking both within and around the development, and critically,
- the development's integration with the soon-to-be-completed Regional Cycling Network which will soon pass through Lawson St and Lawson Square.
- the opportunity to have the development contribute to a (bicycle) park-and-ride facility for Redfern Station.

The Proposal seeks to justify that bicycle parking within the development be contained to only 34 bicycle parking spaces. This is inadequate in light of even just the existing demand in the area (witness the number of bikes parked at the Gibbons St entrance to Redfern Station each weekday), and will certainly under-service the future demand for bicycle parking. In support of this claim, we note that:

- the Sydney DCP 2012 requires that the development provide over 200 bicycle parking spaces;
- the Proposal's traffic assessment fails to account in any way for the soon-to-be constructed Lawson St cycleway;
- the City of Sydney's has proposed to develop Lawson Square as a cycling through-route;
- the NSW Long Term Transport Masterplan explicitly calls on land use planning to actively catalyse the shift to more sustainable transport modes. There would be few sites in the state that offer the mode-shifting opportunity provided by the Proposal. Further, NSW Long Term Transport Masterplan (p163) makes specific reference to improving modal integration at Redfern Station.

Further, given the location of the development, the Proposal fails to adequately reflect its responsibility to encouraging active transport. Lawson Square presents as a pivotal opportunity to provide off-road cycling connectivity in an area that is otherwise interpreted as hostile by many cyclists due to fast-moving motor vehicle traffic. Here is an opportunity to improve access and network connectivity. Lawson Street provides cycling access from the east to trip-generators such as Sydney University, Australian Technology Park, Central Park and of course Redfern Station.

Again, reference is made to the Proposal's lack of acknowledgement of the soon-to-be-developed Lawson St cycleway - one of the City of Sydney's 10 priority routes - which will connect directly to the development.

Finally, given its proximity to one of the most-used train stations in the state, it is incongruent that the development can ignore its responsibility to offer (bicycle) park-and-ride facilities given the NSW Long Term Transport Masterplan's call on land use planning to encourage the shift to sustainable transport modes and its call for inter-modal integration. Again, the NSW Long Term Transport Masterplan could not be more prescriptive in the attention it draws to the need to improve inter-modal integration at Redfern Station. It is incumbent on the development that it direct some part of its developer contributions to this goal.

Please feel free to contact us should you require any clarification or wish to discuss other matters. We are very concerned that the proposal has under-estimated the provision required for cycling. To this end, we would be willing to meet with the Department to discuss further the points raised herein.

Yours sincerely

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