



Representing the community's interests in getting around on bikes in Sydney's eastern suburbs

UNSW Health Translation Hub Application SSD-10822510

14 June 2021

Director

Social and Infrastructure Assessments Planning and Assessment
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BIKEast is pleased to make a submission on the [UNSW Health Translation Hub](#), Application no. SSD-10822510. **We strongly support the bicycle-supportive features of the proposed design, including the bike storage room, end of trip facilities and shared path.**

We believe that integrating high-quality bicycle facilities in buildings and streetscapes is a key step to encourage more people to choose bicycling for commuting and general travel. This is consistent with NSW and Local Government strategies to realise the considerable individual and public benefits of increasing the mode share of active travel (walking or cycling). We applaud the efforts of the designers and the University of New South Wales for embracing these strategies.

We recognise the special importance of the Randwick Collaboration Area as an employment, education and recreation hub, and are encouraged by ongoing efforts to increase active and sustainable transport options to and around the area.

BIKEast submits the following comments in regards to the specific designs.

Basement Level floor plan

- We have noted the rapid adoption of electric and cargo bicycles by commuter cyclists in recent years. We would encourage the designers to ensure that the **bike store has adequate parking facilities for longer, wider, and heavier bicycles** that may not fit into typical bike racking systems. The plans of the bike store do not currently seem to show parking for these bicycle types.
- Similarly, we would encourage the design team to **ensure that turning radii, door swings, and door activators are sized and located to adequately accommodate longer, wider, and heavier bicycles**. We note that many cyclists who commute with children will push their bicycles with their children still on board, so adequate maneuvering space is especially important. In the current design, the door at gridline 5 along the entry ramp looks narrow for a cyclist pushing a cargo bicycle.

Ground floor plan

- We also encourage the design team to **ensure safe and comfortable cargo bicycle access** through the End of Trip entry door near gridline 12, and the internal and external ramps on either side of this entry door. We are concerned that the maneuvering clearances through the 90-degree turns and around the door swings seem narrow for pushing a cargo bike.
- We are concerned that the **short term bicycle parking racks shown near grid A5 are located in a relatively distant and unmonitored location**, and will be underused for these reasons. We would encourage the design team to reconsider this location. A position nearer a building entry or within the UNSW Plaza would be better used and better protected.
- We appreciate the shared path along Botany Street, but are concerned about the **lack of safe, connecting cycling network infrastructure** in nearby surrounding areas. **We would encourage the University, Randwick Council, and Transport for New South Wales to prioritise safe and continuous bicycle routes within the Randwick Health and Innovation Precinct, and between the Precinct and other origins and destinations within Randwick and beyond.**

We are encouraged by the significant efforts made to support bicycling in the Health Translation Hub. The benefits of active travel on traffic congestion and on community and worker health are clear and significant. We encourage the University, Randwick Council, and the Randwick Collaboration Area to continue to pursue improved active and sustainable transport options in this area.

Thank you for taking the time to read our feedback.

Yours sincerely,

A handwritten signature in black ink, appearing to be "Lee Roberts".

Lee Roberts

Randwick Advocacy Coordinator, BIKEast