



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



Kamay Ferry Wharves EIS

2 August 2021

Director - Transport Assessments, Planning and Assessment
Department of Planning, Industry and Environment
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BIKEast appreciate this opportunity to provide feedback to DPIE on the [Kamay Ferry Wharves EIS](#). We are in general supportive of government efforts to provide alternatives to automobile transport and appreciate the opportunities for more active transportation provided by this project.

It is clear from the EIS that this project will increase car traffic to and from the ferry wharves. This will likely have a measurable impact on the safety and comfort of cycling routes in the area, especially Anzac Parade, which carry significant numbers of recreational and utility cyclists. We suggest two strategies to minimise these impacts:

1. Implement the full Anzac Bikeway

Randwick Council has recently resolved to prepare designs and public consultation for separated pedestrian and bicycle infrastructure along Anzac Parade from Kingsford to Maroubra. This section extends the active transport connection between Sydney CBD / Centennial Park currently being constructed to Kingsford. We ask Transport for New South Wales to collaborate with Randwick Council to expedite the funding and development of this significant Anzac Parade active transport corridor and extend it south to La Perouse. These routes have been identified as priority cycleways in Randwick Council's 2015 Bicycle Route Construction Priority plan.

Implementation of this active transportation corridor would allow pedestrians and cyclists of all abilities to safely access the proposed ferry service while not impacting vehicular access. This would help the Kamay Ferry Wharves project to satisfy the need (identified in the EIS) to create a link for pedestrians and all cyclists to travel across Botany Bay and access Kamay Botany Bay National Park from the Randwick LGA and beyond. This active transport link would also reduce the need for car trips to the ferry wharves, thus decreasing traffic and parking impacts and supporting health benefits and sustainability. We note and appreciate the provision of bicycle racks at the La Perouse wharf location - this is an important amenity for the project. We would suggest increasing the number of racks or ensuring there is space for future expansion of bike parking facilities.

2. Ensure access to all types of bicycles throughout the ferry infrastructure

We also ask that Transport for New South Wales ensure that the ferries and ferry wharves are carefully designed and specified to accommodate family bicycles, trishaws, bikes with trailers, and other large bicycle types. This accommodation would ensure that the ferry service is accessible to all people, not just recreational cyclists. All-ages cycling and ramp infrastructure throughout the ferry infrastructure would allow for more equitable access to the ferry service and the destinations on both sides of Botany Bay without creating negative traffic and parking impacts.

Again, we appreciate the efforts of DPIE and Transport for New South Wales to create a convenient and accessible connection across Botany Bay, and look forward to the integration of this new ferry service within a robust and connected active transport network.

Best wishes,

Lee Roberts

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