



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

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## Botany Rail Duplication

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BIKEast is pleased to make a submission on the [Botany Rail Duplication](#).

We believe that providing and maintaining open and accessible space for the community is very important.

We also believe safe, continuous, and connected bike routes will encourage more people to ride their bikes more often – an outcome that 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).

As such, BIKEast submits the following comments.

### Summary of issues

1. Lack of alignment with State Government policy
2. Inadequate assessment of existing and planned active travel network
3. Missing opportunity to include active travel links
4. Importance of provision for safety during construction
5. We urge the state government to work closely with Bayside Council to support the needs of local residents

### Lack of alignment with State Government policy

Any new government projects should align with existing government policy.

### Future Transport 2056

The [Future Transport 2056](#) strategy states the benefits of sustainable transport - *"Moving people from private vehicles to more sustainable transport modes will reduce congestion and the transport sector's emissions intensity, improve air quality and support better health and wellbeing."*

*Well planned centres and cities, will enable a shift from private cars to public transport and active transport modes such as walking and cycling. In Sydney, the key to this will be the delivery of three 30 minute cities, supported by reliable 'turn up and go' mass transit services."*<sup>1</sup>



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<sup>1</sup> [Future Transport 2056 - A Vision for Transport](#)

The strategy also explicitly outlines Port Botany as a key location in the Eastern Harbour City as part of the “Metropolis of Three Cities, where people can access the majority of jobs and services within 30 minutes”, and states “Encouraging cycling could help relieve congestion and could more than double the number of people who can reach our three cities within 30 minutes.”

The Greater Sydney Principal Bicycle Network clearly states bicycle connections between Port Botany and surrounding suburbs, including Kogarah, Green Square, and Eastgardens.

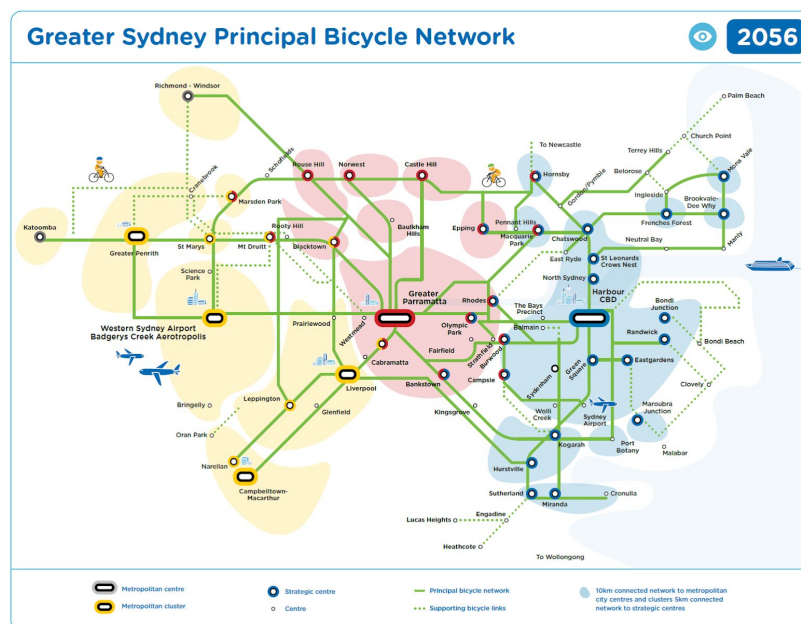


Figure 59: Growing Sydney's bicycle network (visionary)

## Sydney Green Grid

Botany Bay has been identified as a **Green Grid Project opportunity in the Central District**, as part of the Hydrological Grid. “These list of projects were derived from the original Green Grid Reports together with the outcome from Greater Sydney Commission’s District Plan Workshops and NSW Department of Planning and Environment Open Space Workshops.”<sup>2</sup>

The Hydrological Grid commits to “Connecting public open space and active transport and pathway systems along waterways”.<sup>3</sup>

It is important that the space around Port Botany is maintained as open community space, suitable for active travel.

### CD.1.11 PORT BOTANY AND THE ALEXANDRIA CANAL

This cluster is characterised by the industrial nature of the Port Botany container terminals, freight rail and handling, Sydney Airport and the adjacent Mascot Urban Activation Precinct. With contaminated lands and some of the poorest water quality in Sydney there is a need to establish projects with increased environmental credentials. Opportunities to establish Sydney’s Global gateway as an exemplar of sustainable development should be investigated.

Public access and connections, balanced with ongoing port operations, could also be improved where possible. Better connections to the isolated Sir Joseph Banks Park are highly recommended.

There is an opportunity to initiate additional projects to support work being undertaken to rehabilitate the Alexandria Canal. Opportunities to utilise the canal as a key active transport link and open space corridor between the Cooks River, Mascot, St Peters, Alexandria and Green Square could be developed further in consultation with Sydney Water.



<sup>2</sup> [Sydney Green Grid - Spatial Framework and Project Opportunities - Central District](#) (Page 126)

<sup>3</sup> [Sydney Green Grid - Spatial Framework and Project Opportunities - Central District](#) (Page 9)

**Central Priority Project Mill Stream and Botany Wetlands** is an important public open space that connects Centennial Park to Botany Bay.

The new park with pedestrian and bicycle links would restore internal connections through our City from the Bay through to Gardeners Road and beyond to Centennial Park, making it easy once again to get from Mascot to Botany and Daceyville and to connect to the city.

#### POTENTIAL FOCUS AREAS

- A. Foreshore Road and Joseph Banks Parklands
- B. Mill Pond and Botany Road, Botany
- C. Mill Stream, Freight Line and Wentworth Avenue
- D. Botany Dams and Eastlakes Golf Course, Daceyville
- E. Doncaster Ave and Kensington Park, Kensington
- F. Doncaster Ave and Randwick Racecourse
- G. Alison Road and Centennial Park, Randwick

#### LEGEND

- Existing Roads
- Existing Rail Lines
- Local Streets
- Waterways
- Green Grid Projects
- Existing Open Space
- High Environmental Lands
- Key Opportunity Sites
- Potential Open Space

Figure C.13: Mill Stream and Botany Wetlands Potential Focus Areas

TYRRELLSTUDIO

Office of the  
NSW  
Government  
Architect



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## Sydney's Cycling Future

[\*Sydney's Cycling Future\*](#) (2013) outlines how the State Government will improve the bike route network and make sure that the needs of bike riders are built into the planning of new transport and infrastructure projects. In *Sydney's Cycling Future*, strategic bicycle corridors connecting Sydney Airport to surrounding centres and neighbourhood destinations are highlighted.





### Inadequate assessment of existing and planned active travel network

The report makes an inadequate assessment of the existing and planned active travel network in the area.

This assessment should be reassessed in view of new facilities being built and proposed as a result of RMS major projects in the area.

For example the Active Transport network map Figure 4.8 of the Technical Report 1 - Traffic and Transport Impact Assessment is grossly misleading and does not adequately capture existing or planned facilities.

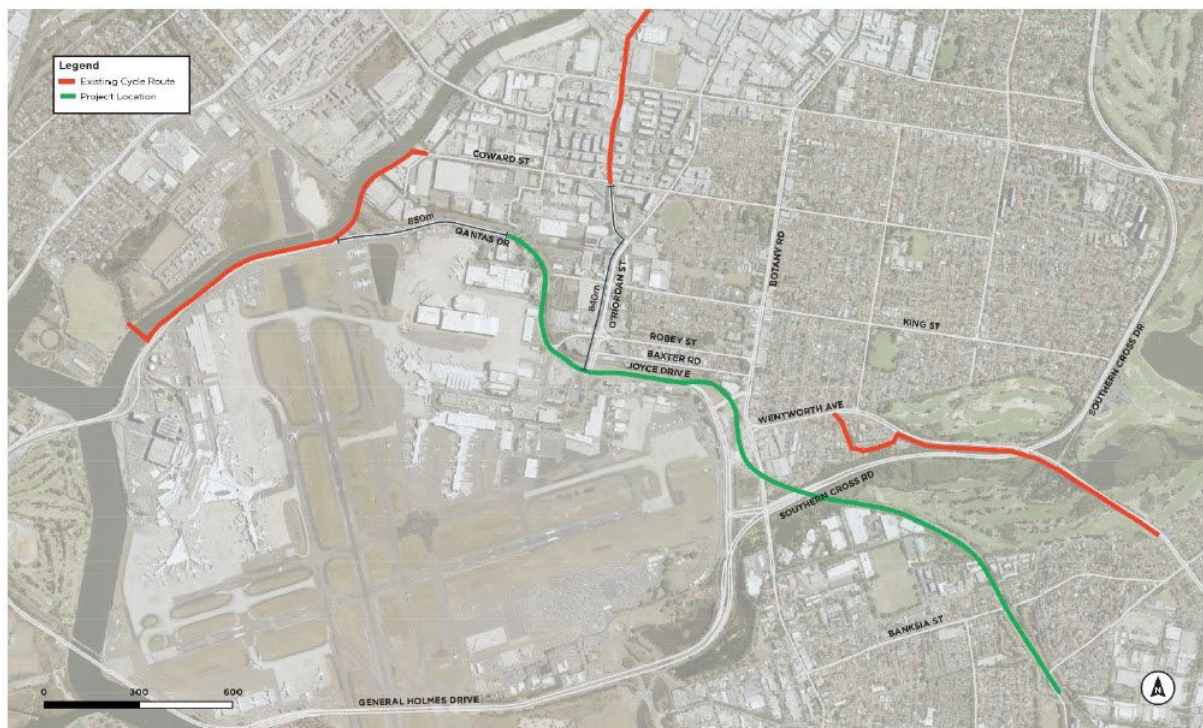
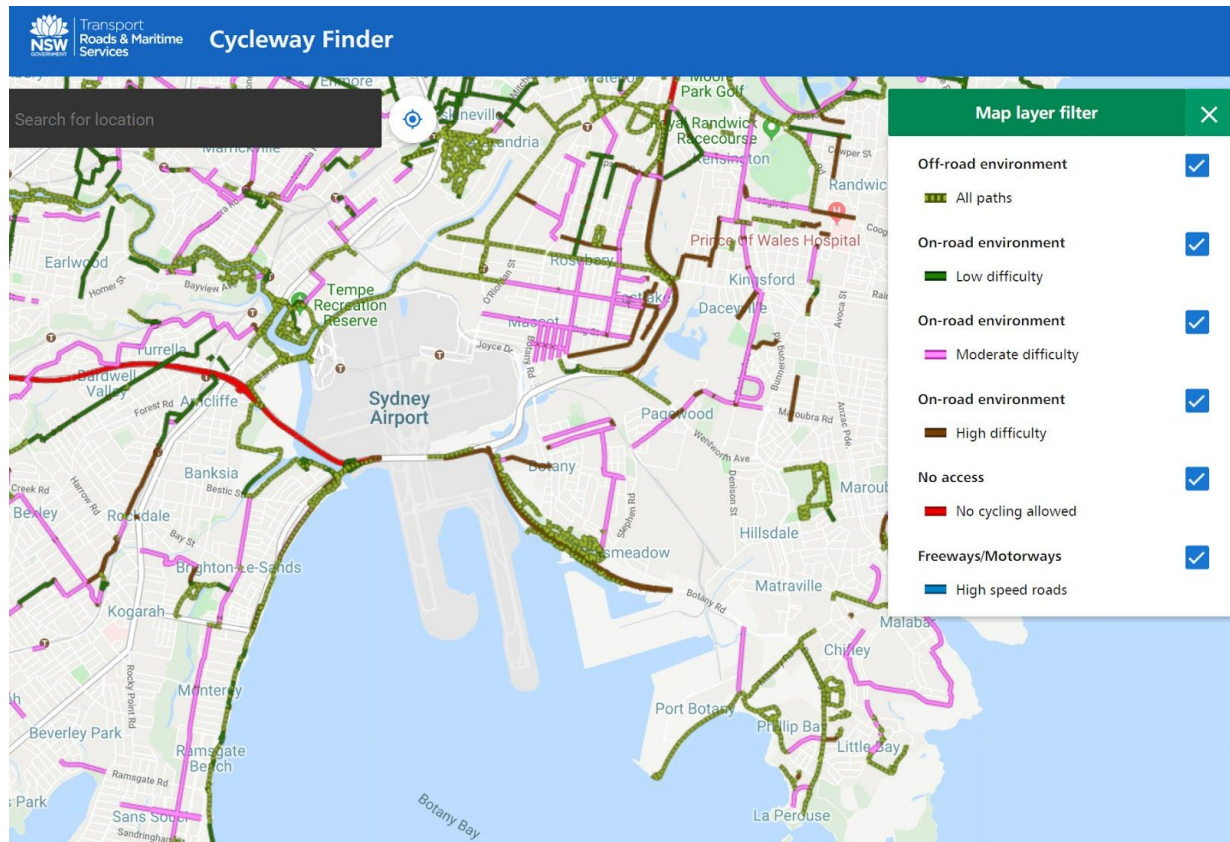


Figure 4.8 Active transport network

A quick glance at the [Transport for NSW RMS Cycleway Finder](#) shows additional surrounding cycling connections.



## Missing opportunity to include active travel links

It is obvious from the gaps on the map, that the Botany Bay Rail duplication is an opportunity to provide missing connections in Sydney's active travel network.

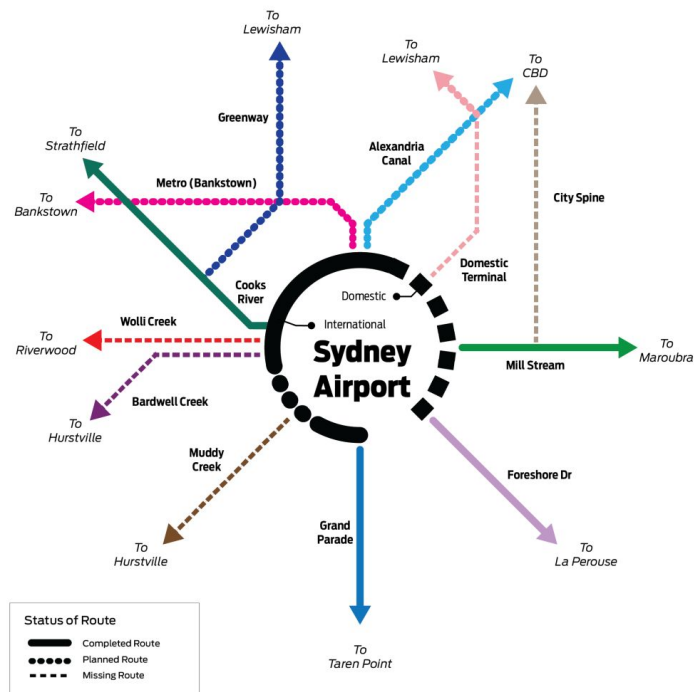
Connecting this network will provide transport accessibility for residents to access local strategic centres for work, recreation and other activities.

We realise that it may not be possible to include a path for active travel along the full length of the corridor upgrade, however we believe it is possible to include important links for sections of the corridor.

***As an example, the section of the rail corridor between Wentworth Avenue and O'Riordan St is wide enough to include an active travel facility. A direct link along the rail corridor would make a much safer and more direct link than the current RMS footpath/shared path scheme along Baxter Rd.***

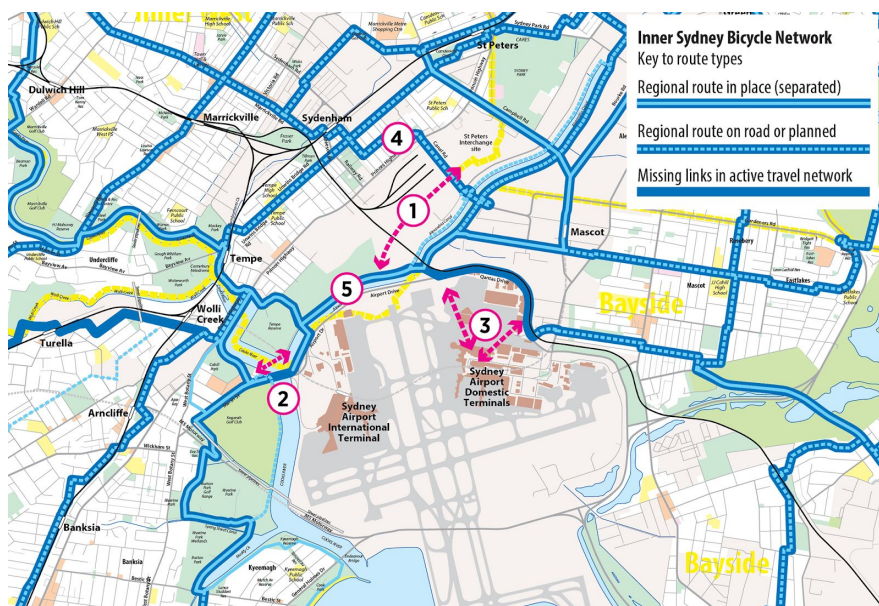
We believe that there has been insufficient detailed evaluation about active travel network connections in the area of the corridor upgrade and that a commitment to investigate and include such links be made in the project if it is to go forward.

This area is a vital connection to the surrounding suburbs of Sydney as demonstrated by [The Orbital walking and cycling network](#).



Also, please note the missing links identified by BIKEast and local councils (City of Sydney, Bayside Council, Inner West Council) as a result of the recent concept design of the upcoming [Sydney Gateway project](#).

1. A connection from St Peters Interchange to the Alexandra Canal cycleway
2. A direct, crossing of the Cooks River from the South towards the CBD
3. Direct connections from the Alexandra Canal cycleway to T2, T3 and beyond, to the Bayside Council network
4. A direct connection between Coward St and Sydenham station (and future Metro)












## Importance of provision for safety during construction

We'd like to emphasise the importance of provision for safety for vulnerable road users and footpath users during construction.

We'd also like to draw attention to the data that the number of pedestrian and cyclist fatalities from heavy truck crashes has increased from last year. See [NSW heavy truck fatal crashes – as at 10 November 2019](#):

### Fatalities from heavy truck crashes: 12-month period

Road user	2019 v's 2018	Road user	2019 v's 2018
	Heavy truck driver 13 - Up 5		4 – Up 1
	Other vehicle driver 22 – Down 1		9 – Up 4
	Heavy truck passenger 2 – Down 1		4 – Up 1
	Other vehicle passenger 5 – Down 4		

## We urge the state government to work closely with Bayside Council to support the needs of local residents

We urge the state government to work closely with Bayside Council on improved community access (for walking and cycling) and green grid connections within the rail corridor.

Bayside Council are in support of a much needed Alexandra Canal to Yarra Bay walking and cycling connection, with community accessible open space.

We believe the benefits of active travel to community and worker health, as well as traffic congestion, are important to the local community, and should be captured in the planning processes going forward.

Thank you for taking the time to read our feedback.

Yours sincerely,

**Yvonne Poon**  
BIKEast Secretary