

**Submission  
No 8**

## **REDUCING TRAUMA ON LOCAL ROADS IN NSW**

**Organisation:** BIKEast

**Date Received:** 2 February 2020



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

## Reducing trauma on local roads in NSW

2 February 2020

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### Reducing trauma on local roads in NSW

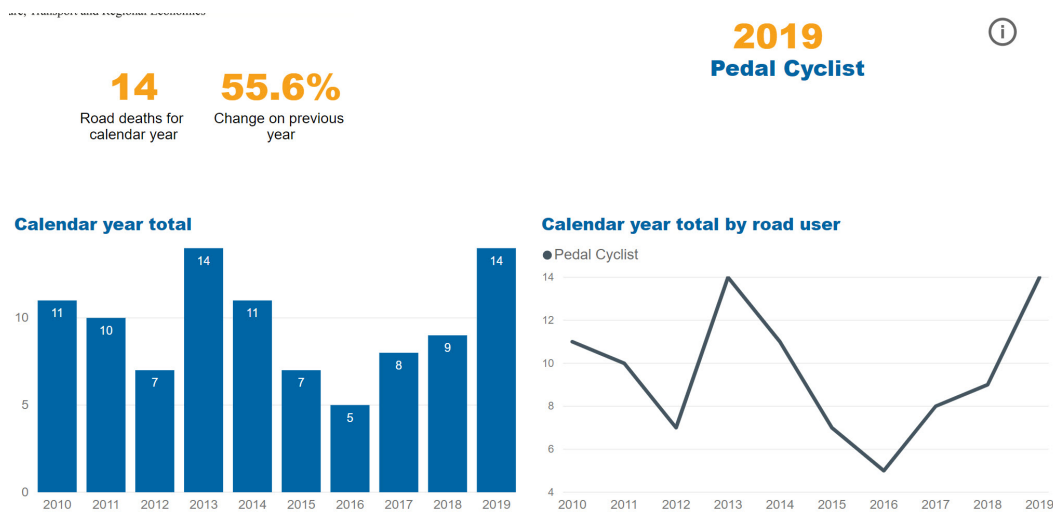
Staysafe (Joint Standing Committee on Road Safety)

NSW Parliament

BIKEast is pleased to make a submission on the [Reducing trauma on local roads in NSW](#).

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 and cycling).



*Bureau of Infrastructure, Transport, and Regional Economics. 2019, NSW, Pedal Cyclist road deaths - currently increasing. (Unfortunately data on injuries is lacking).*

BIKEast submits the following comments.

### Summary of important issues

1. Safe Street Neighbourhoods: The role of lower speed limits
2. Improved engineering controls
3. Inclusive planning for accessibility.
4. Longer term funding for Local Government.

### **Safe Street Neighbourhoods**

The aim and objectives of the Safe-Street Neighbourhoods approach are to:

- Make neighbourhood streets safe for all to use and enjoy; and
- Design or re-design local neighbourhood streets to:
  - make all vulnerable users safe by introducing 30km/h speed zoning
  - primarily serve residential needs while maintaining essential vehicular access
  - further improve amenity through adaptations that serve people's use and enjoyment
  - make "Every street a cycling street" for a connected neighbourhood and city.

This will ensure all people walking and cycling gain safe and convenient connection to and from their homes along local streets and the active transport network provided under local walking and cycling plans.

This includes actions such as:

- The NSW Speed Zoning Guidelines should be revised to outline 30km/hour speed limits in residential streets and popular locations.
- The Warrants and Technical Directions created by former roads authorities need to be updated in accordance with international best practice and with input from urban designers instead of just traffic engineers.

The benefits of slower speed limits are far wider than merely reducing trauma on local roads.

Key findings from Safe-street neighbourhoods: The role of lower speed limits. Journal of the Australasian College of Road Safety, Van den Dool, D; Tranter, P; & Boss, A, Aug 2017, Vol 28 No 3, pages 55-63<sup>1</sup>:

1. 30 km/h speed limits on local residential streets have the potential to reduce the Australian national road toll by 13% or \$3.5 Billion every year.
2. Community fears about impacts on travel time are a political reality but technically unfounded.
3. Safe-Street Neighbourhoods require strong leadership – political champions and well-trained street designers.
4. The Federal Blackspot program can be readily extended to accommodate Safe Active Street and Safe-Street Neighbourhood initiatives.

### **Improved Engineering Controls**

The differences in movement and visibility between motor vehicle traffic and other modes of transport including walking and cycling need to be taken into account in engineering design.

This includes:

- Cohesive design around transitioning between shared paths, cycleways and roadways to enable safe and legal passage for people cycling.
- Cohesive design to support placemaking and intuitive movement for people (over road movement). Eg. convenient crossing locations over increased lengths of fencing.

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<sup>1</sup> <https://acrs.org.au/journals/august-vol-28-no-3/>

- Leading interval timing for people walking and cycling should be applied to all relevant signalised intersections in Greater Sydney and regional centres along with increased crossing time.
- Improved vehicle and truck design for improved control and visibility to reduce risk of injury. Eg. side underrun protection, see-through cabin doors.
- Improved inclusion in Temporary Management Plans during construction and adhoc events to enable safe passage for people walking and cycling through increased risk. In addition to travel connection, lighting and signage is also important.



*Construction transport management Kent St, Sydney. Road traffic continues. Garbage truck blocking pedestrian detour, with lack of traffic control crossing assistance and corresponding accessibility ramps. Bi-directional cycleway closed with no detour provided (on 1 way street).*

### ***Inclusive planning for accessibility***

There are strong policies in place to support safe accessibility for vulnerable road users such as the young, the elderly and people with disabilities. However, these are considered low priority or have to wait until traffic intersection / road upgrades take place.

Eg. missing kerb ramps, long detours that cause fatigue, timings of crossing signals.



*Wentworth Ave / Page St Pagewood. 3 way refuge island has no kerb ramps, requiring people to pause or stand on the roadway. Wentworth Ave is signposted 70km/h.*

### **Longer term funding for Local Government**

Protected infrastructure, education and behaviour change is required to ensure that movement of different speeds and vulnerabilities can be kept safe.

Longer term funding is needed for Local Government to implement the necessary programs to support the above issues.

Currently, funding is allocated on an annual basis via the Walking and Cycling Program<sup>2</sup> - based on annual submissions by each local council across NSW. These means that 1 cycleway connection can take years and years to be built, resulting in disconnected paths and infrastructure, forcing people walking and cycling to continue mixing with fast traffic on the road, often in disconnected and confusing points of conflict.

*Wesley E. Marshall, Nicholas N. Ferenchak. Why cities with high bicycling rates are safer for all road users. Journal of Transport & Health, 2019<sup>3</sup>*

### **Conclusion**

We believe the benefits of active travel to community and worker health, as well as traffic congestion, are important to the local community, and reducing trauma on local roads in NSW is a critical part of improving the conditions for people cycling.

Thank you for taking the time to read our submission.

Yours sincerely,

**Yvonne Poon**  
BIKEast Secretary

<sup>2</sup> <https://www.transport.nsw.gov.au/projects/programs/walking-and-cycling-program>

<sup>3</sup> <https://www.sciencedaily.com/releases/2019/05/190529113036.htm>

### *Supplementary files*

1. **201801\_BIKEast\_Safe-street Neighbourhoods\_Aims.** A one page summary document regarding Safe-Street Neighbourhoods - Aims, that summarised the policy and its case. The policy was adopted by Bicycle NSW and included in its Advocacy toolkit to assist Bicycle User Groups and its members to make submissions to their local Councils seeking to make neighbourhood streets safe for all to use and enjoy.
2. **SUB\_20161010\_Eastern-suburbs\_Safe-Street Neighbourhoods.** BIKEast's Safe-Street Neighbourhoods Submission sent to the Greater Sydney Commission and also to our councils in October 2016; and Van den Dool, D; Tranter, P; & Boss, A. Safe-street neighbourhoods: The role of lower speed limits. Journal of the Australasian College of Road Safety, Aug 2017, Vol 28 No 3, pages 55-63. Also available online <https://acrs.org.au/journals/august-vol-28-no-3/>
3. **JACRS-AUG2017-Vol283-min.** This is a published, fully revised, updated and more generic academic representation of BIKEast's earlier document.