

12 February 2015

BARANGAROO FERRY STOP ENVIRONMENTAL IMPACT STATEMENT

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BICYCLE NSW'S SUBMISSION - BARANGAROO FERRY STOP ENVIRONMENTAL IMPACT STATEMENT (EIS)

Bicycle NSW welcomes the opportunity to comment on and contribute to the Barangaroo Ferry Stop EIS. As bicycle riding as a mode of transport continues to grow across Sydney and NSW because of its proven benefits to reduce traffic congestion, improve public access, improve physical and mental health, and improve workplace productivity, it is important that the Barangaroo commits to and delivers active travel including safe, protected cycling infrastructure as a priority to the success of the area, and invests in serving the needs of current and future stakeholders who reside in, work in, travel through, connect with and visit the area.

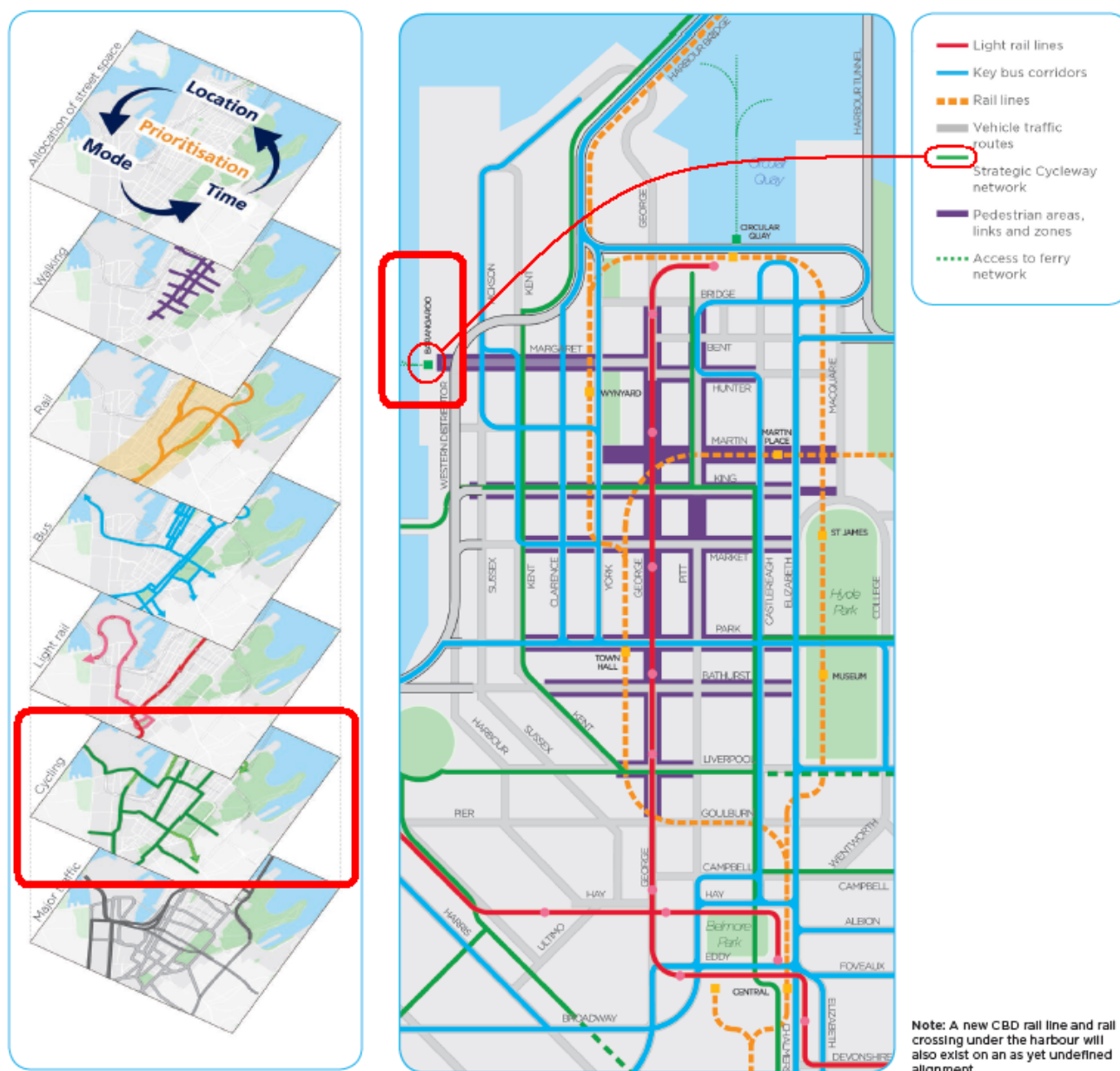
Bicycle NSW recognises and supports the NSW Government's commitment to:

- Reducing road congestion, including by more than doubling the mode share of bicycle trips made in the Greater Sydney region, at a local and district level, by 2016 (NSW 2021 Goal 8)
- Promoting healthy lifestyles, including by increasing the mode share of bicycle trips and by reducing overweight and obesity rates (NSW 2021 Goals 8 and 11)
- Improving road safety, reducing fatalities and making NSW roads the safest in the country (NSW 2021 Goal 10)
- supports Transport for NSW's Sydney City Centre Access Strategy and the Sydney Cycling Future – two transport blueprints which include Barangaroo cycling links to the Ferry Hub. (see page 2)

Bicycle NSW has been the peak body for recreational cycling across NSW since 1976. A community not-for-profit member based organisation with over 20,000 members and supporters with the mission of 'creating a better environment for cycling'. Through our extensive network of Affiliated Bicycle User Groups (BUGs) across NSW and the Sydney region, Bicycle NSW endorses the submission made by our local BIKESydney BUG and submits the following copy in full support of the important points raised.

Bicycle NSW and our Affiliated Bicycle User Group supports the principle of the Ferry Hub

Bicycle NSW supports the introduction of a Ferry Hub for Barangaroo but calls for the proposal to be amended to include cycling links and bicycle parking as mandated in the Government's Long Term Transport Masterplan and Sydney City Centre Access Strategy (see page 2)



The proposal should be updated to:

- address how the proposal serves the State's goal of doubling cycling's mode share (NSW 2021, Goal 8);
- explicitly enunciate the strategies that it will adopt to encourage cycling as a transport and commuter option;
- adopt the principle to provide safe, connected cycling links to the Ferry Hub that eliminate conflict with pedestrians and motorised traffic;
- be updated to include the assessment of external and internal cycling catchments and "desire lines" to,

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and bicycle parking demand for the Ferry Hub;

- be updated to explicitly identify internal and external (to Barangaroo) cycling links to the Ferry Hub. Left implicit, the links will likely never be developed. By comparison, the proposal (rightly) clearly assesses and explicitly identifies the pedestrian network;
- commit to providing a quantum of convenient and secure bike parking and services (air pump) at the Ferry Hub that can be increased later if required;
- commit to providing signalised cycling crossings at road intersections in/out of Barangaroo;
- specifically address the cycling desire line between the Harbour Bridge cycleway and the northern entrance to Barangaroo via Watson Rd, Argyle Pl and Dalgety Rd. The proposal does not address this route which will likely be favoured by many riders;
- be updated to clearly enunciate the cycling provision along the entire Barangaroo foreshore (in keeping with the requirement to provide foreshore access prescribed by the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, and Sharing Sydney Harbour Access Plan) ;
- commit to having internal cycling links to the Ferry Hub delivered as part of the first tranche of Barangaroo's transport network;
- be updated to explicitly address the requirements of the [Planning] Secretary's Environmental Assessment Requirements (SEAR's) in relation to: "...assessment and modelling of ...bicycle parking requirements" and "...assessment of ...impacts on cyclist and pedestrian access and safety, including consideration of opportunities to integrate cycling and pedestrian elements with the public domain"
- be updated to include mitigation and management measures to address impacts on riders from construction trucking movements particularly along Hickson Rd (as shown in Figures 6-5 and 6-6 of the EIS);
- commit to including lead cycling stakeholder groups such as Bicycle NSW and BIKESydney in the detailed design of the Ferry Hub (as called for in Section 5.2.2 of the EIS. BIKESydney was not consulted in the development of the EIS as was required by the projects SEAR's). The Customer and Operational Benefits of these measures include:
 - Creation of a direct, efficient, fast autonomous travel choice;
 - Increased ferry service patronage;
 - Origin-side decongestion benefits (reduced car "drop offs");
 - Reduction of private vehicle use and releasing seats on buses and trains ("mode-shifting");
 - Increase in (origin-side) ferry patronage catchments;
 - Health benefits. The Barangaroo precinct is expected to accommodate up to 23,000 office workers, include a residential community of about 2,500 people and attract up to 33,000 visitors per day

when complete. The great majority of these people will travel to and within the precinct by sustainable transport modes (walking, riding, and public transport, including the subject ferry service.) Accordingly, the Barangaroo Ferry Hub is a primary opportunity to achieve the State's NSW 2021 cycling goal of doubling cycling's mode share.

We urge Transport for NSW and the Department of Planning and Environment to consider that Barangaroo will generate a significant number of commuter cycling trips irrespective of the cycling provisioning provided. Providing high-quality and clearly-defined cycling infrastructure within Barangaroo and to the Ferry Hub will increase the facility and safety of all users, not merely those who ride. The absence of cycling provisioning will not absent riders.

Bicycle NSW and our Affiliated Bicycle User Group BIKESydney are available to work with and provide specific experience and expertise to design and develop world class solutions to significantly improve the cyclist access and amenities, which will support the overall objectives with particular focus on access and movement.

Kind regards,



Sophie Bartho
Communications & Advocacy Director, Bicycle NSW

About Bicycle NSW

Bicycle NSW has been the peak body for recreational bicycle riding in NSW since 1976. A community not-for-profit member based organisation with over 20,000 members and supporters with the mission of 'creating a better environment for cycling'. Membership with Bicycle NSW includes personal accident and third party liability insurance when you're riding, and many other benefits of belonging. Through advocacy, recreational cycling events and public education, Bicycle NSW aims to promote bike riding as a healthy, safe, enjoyable leisure and transport choice and is working closely with government, businesses, councils and local Bicycle User Groups to collaboratively improve the infrastructure and culture for bike riding.

Bicycle NSW conducts a program of bike riding events each year, including the annual Spring Cycle ride across the Sydney Harbour Bridge; the Gear Up Girl ride to coincide with International Women's Day; and the Discovery Rides series that explore cycling throughout regional NSW. Bicycle NSW's events attract more than 11,000 cyclists of all ages and abilities, on bikes of all shapes and sizes and is supporting an active and healthy community lifestyle.

Bicycle NSW encourages respectful, courteous, responsible bicycle riding.