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4 May 2022

By email to:
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Submission on the Environmental Impacts Statement for Metro West - rail infrastructure, stations, precincts and operations – Westmead to the Sydney CBD

1. Who are we?

Canada Bay Bicycle User Group Inc. ("BayBUG") is a recreational cycling and active transport advocacy group based in Canada Bay with over 200 adult members, we aim to represent all those who cycle in Canada Bay.

We are citizens, neighbours, friends, mothers, fathers, grandparents and children all doing their bit to make Canada Bay a healthier, greener and more liveable place.

BayBUG believes the Metro West development can facilitate an increase in the number of people cycling more often, more safely and connecting more widely within the transport network.

Aligning with strategies such as the Canada Bay Foreshore Access Strategy, the Parramatta Road Corridor Urban Transformation Strategy, and the Canada Bay Bike Plan, Metro West can assist in the integration of intermodal connectivity and place-based planning for active mobility throughout the City of Canada Bay.

Our cycling advocacy has at its goals the promotion of a safer, more walkable and liveable municipality and the moderation of the negative impacts of motor vehicles.

2. About this submission

This submission responds to the Sydney Metro West Environmental Statement for rail infrastructure, stations, precincts and operations – Westmead to Sydney CBD.

The main focus on this submission is on the active mobility infrastructure provisions at the various stations of the EIS. However two other significant elements, including construction and rail operations, are discussed below.

3. Construction

BayBUG would welcome our participation in the Traffic and Transport Liaison Group (TTLG) as envisaged in Section 4.1.1 of Appendix G - Construction Traffic Management. Particularly at the proposed Five Dock Station where there is significant cycling and pedestrian activity. Second Avenue, Barnstaple Road, Great North Road and Henry Street are actively used by bicycle riders.

Similarly, the eastern side of North Strathfield Station is a common route for our organised weekly rides towards Powell's Creek onto Cooks River cycleway or the Bicentennial Park. The intersection of Queen St, Beronga St and Pomeroy St is particularly hazardous.

Our experience with recent road projects is that a forum for exchange of plans and responses is needed to keep rider leaders and riders informed of road and cycleway reconfiguration changes in order to manage risks. And that road changes and construction diversions that impact cycling and pedestrian amenity can best be assessed by people walking and riding and critiquing the changes.

Operations

BayBUG also welcomes the commitment of Sydney Metro West that each train will have allocated spaces for prams, bicycles and luggage (section 5.6.3 dot point 5). BayBUG expects that the configuration of the Sydney Metro West would be similar to the Metro Northwest train.

We acknowledge that luggage, prams and bicycles can be hazardous on very congested peak hour metro-type services. The opportunity for multi-purpose areas for bicycles during off-peak is an important factor for the uptake of integrated active mobility and micromobility (OECD Publishing, Paris, 2020).

Does Metro West intend to regulate hours in which luggage, prams, bicycles and other large items can travel on Metro West services?

Unfortunately the experience of integration of cycling into rail operations, precinct development, marketing and cycle ways has not lived up to expectations. The Metro West 2036 modal forecast for Five Dock Station shows a modal share of cyclists of only 2% for access and egress. The figures for Burwood North Station and North Strathfield Station are even lower. It is debatable whether these forecasts are even within the error limits or within the sensitivity analysis of the modelling.

At a time when Sydney is experiencing very strong growth in cycling, it is disappointing to see figures of 0, 1 or 2 percent as forecasts for bicycle mode share accessing metro stations.

BayBUG acknowledges the announcement of the Strategic Cycleway Corridors for Eastern Harbour City by Minister Stokes at the recent Active Transport Mobility Summit (28 April 2022), to promote wider and safer cycling.

BayBUG believes that more could be done by the various rail agencies, local government and bike rentals companies to better integrate and thereby promote cycling. Further, that there is considerable opportunity to focus not only on access and egress at stations but also walking and cycling as part of place-centre development and amenity within the precincts.

The OECD states¹:

Incentivising cycling entails deploying the physical infrastructure needed for riders to feel comfortable using bikes, such as having dedicated bike lanes, dedicated parking lots, especially near rail stations, and bike-accessible trains.

It is noted that none of the existing Transport for NSW trains have dedicated bike racks. The New Intercity Fleet (NIF) will be the first train in NSW to have any bike racks when the service is introduced. However currently no commuter trains, inter-city trains or regional trains have bike racks for cyclists to store bicycles.

More on-board bicycle facilities across the suburban, inter-city and metro rail services would assist in joining up the cycling experience and the end-to-end journey. An example of the customer focus approach to cyclists is the Capital Corridor Joint Powers Authority (CCJPA) (<https://www.capitolcorridor.org/bicycles/>) inter-city rail services in California. This joined-up approach provides useful lessons for Sydney Metro, NSW Trains and Sydney Trains.

BayBUG suggests that Sydney Metro West help facilitate the incentivisation of cycling across the Transport agency cluster.

It is noted in Table 10.1 of the EIS of the possibility of Inter-city services to interchange with metro services at North Strathfield. The interchange should facilitate both passengers as well as bicycle users.

BayBUG notes that Metro West sets out in its Design Guidelines (Appendix E Section 4.2.1 Interchange)

“Station planning and design is to acknowledge that Sydney Metro West forms part of an integrated transport network with a modal access hierarchy that prioritises movement as follows:

- Priority 1: Pedestrian and bicycle access*
- Priority 2: Train*
- Priority 3: Light rail, bus and ferry*
- Priority 4: Coaches*
- Priority 5: Taxis*
- Priority 6: Kiss and ride.”*

Could Metro West explain in what way bicycle access (as part of the category “Pedestrian and Bicycle Access”) is prioritised (as Priority 1) particularly over Park and Ride (which is not prioritised), and yet is prepared to accept a forecast modal share of 1-2% for cyclists’ access compared with 7-11% for Park and Ride?

4. Active Mobility Infrastructure

BayBUG welcomes Metro West commitment to set up Independent Design Review Panels that will guide the design process and to meet the five objectives set out in the Design Guidelines.

BayBUG also welcomes Metro West use of “Transport for NSW Cycleway Design Toolbox - Designing for cycling and micromobility” and “Cycling Aspects of Austroads Guides” (Austroads, 2017).

¹ OECD (2020), Improving Transport Planning for Accessible Cities, OECD Urban Studies, OECD Publishing, Paris, <https://doi.org/10.1787/fcb2eae0-en>.

BayBUG suggests the following standards / guidelines be incorporated in the designs:

- “Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management” (Austroads Research Report AP-R528-16),
- “Cycling Infrastructure Selected Case Studies” (Austroads Technical Report AP-T282-14),
- “Guide to Road Design Part 6A Paths for Walking and Cycling” (Austroads)
- “Integrating Safe System with Movement and Place for Vulnerable Road Users” (Austroads Research Report AP-R611-20) and
- Australian Standard AS 2890.3 (2015).

BayBUG responds below to the proposed cycling infrastructure relating to Five Dock, North Strathfield and North Burwood Stations, in particular their connectedness and integration to the wider network.

The Concept EIS (Stage 1) Section 7.2.3 stated:

“Sydney Metro West would support the principles of Greener Places, including:

- *Integration – The design of the Concept would consider opportunities to integrate green infrastructure with metro stations and facilities*
- *Connectivity – The Concept offers opportunities to improve connectivity to open spaces, parklands, waterways and active transport routes. Opportunities to integrate with existing and planned walking and cycling networks would also be an important consideration in design.”*

Further, this current EIS, in Design Guideline sets out five (5) objectives and principles:

“Objective 2: Being part of a fully integrated transport system

Principle

Sydney Metro is a transit-oriented project that prioritises clear and legible connections with other public and active transport modes within the wider metropolitan travel network that intersect with this new spine.”

The Secretary’s Environmental Assessments Requirements are set out in Appendix A Table 2 (specific assessment requirements in addition to the general requirement above). In particular requirement 2 states:

2. (Assess) Operational transport impacts of the proposal, including:....:

c. wider transport interactions (local and regional roads, cycling, public and freight transport);

Requirement 4 within the same table states:

4. Illustrate how movement (accessibility and connectivity) principles, outcomes and actions achieve:

a. balance between “place” and “movement”;

b. access for people walking, cycling and using public transport;

c. integration of proposal with wider active and public transport networks and access to public space, town centres and main town centres and main precincts of activity (currently existing or proposed in the plans and strategies of local councils and state authorities)”;

Unfortunately, Metro West has not demonstrated it has met these requirements in this EIS.

In demonstrating integration of the Metro West proposal with wider active transport networks in Canada Bay, the EIS fails to address the East-West Regional Cycleway or the key plans within the local government area.

The East-West Regional Cycleway is a key piece of cycling infrastructure that connects Concord Road at North Strathfield, running close to the proposed Burwood North Station and adjacent to the proposed Five Dock Station, and extending further east to the Bay Run. This infrastructure is currently being delivered by the City of Canada Bay as part of the Parramatta Road Corridor Urban Transformation Strategy and funded through the Parramatta Road Urban Amenity Improvement Program (PRUAIP). There is no mention of this regional cycleway in the EIS and its interactions or integration with the Metro West stations.

Further, a key strategy for Canada Bay is the Foreshore Access Strategy, for 35km of foreshore. City of Canada Bay will increase the connectivity and amount of publicly accessible foreshore, with 3 key priorities:

- Improving the access, safety and amenity of existing foreshore
- Promoting, protecting and celebrating our foreshore trails and places
- This foreshore access (“the second Bay Run”) would form part of an 80Km shared path from the Opera House to Parramatta.

Metro West does not mention the wider interaction to this Foreshore Strategy or how Metro West will integrate cycling to this strategy.

Also, the EIS mentions the importance of the Green Grid, and notes Powell’s Creek and Mason Park, but it fails to describe how active mobility connects to this important green network.

The EIS fails to illustrate a balance between “movement” and “place”, in relation to pedestrian/cyclist safety.

BayBUG contends that where Metro West precincts interface with traffic (including buses, kiss and ride) and active mobility, the default design position should be a preference to use road devices such as shared zones, raised pedestrian safety platforms, 30km/hr zones and heavy vehicle restrictions. The EIS should justify why these road devices have *not* been used, rather than the default position of roads being a constraint on pedestrian mobility.

None of these road treatment devices appear in the Metro West EIS for the Canada Bay local government area.

Speed restrictions, shared zones, vehicle restrictions are known to reduce crash risk, increase pedestrian safety and increase bicycle safety². TfNSW’s own studies with 30km/h zones at Liverpool City Centre highlight the benefits of this measure alone.

The worldwide movement to limit traffic speeds and improve pedestrian and cyclist safety is well established (<https://30please.org/>).

BayBUG suggests road treatment devices such as shared zones, raised pedestrian safety platforms and vehicle restrictions be designed for each of the Metro West stations.

Some concept suggestions of shared zones and raised pedestrian safety platforms are provided in the sections below.

BayBUG also suggests the development of a localisation 30km/h zone plan for each Metro West station precinct, in consultation with local government and under the guidance and approval of the Minister of Infrastructure, Cities and Active Transport within Transport for NSW.

² Table 8.1 Guide to Traffic Management Part 8: Local Street Management (Austroads AGTM08 -20-Part 8)

BayBUG believes that the Minister of Infrastructure, Cities and Active Transport within TfNSW is best suited to facilitate these plans and would welcome the minister's involvement in this endeavour.

The introduction of a metro station is a major factor in the redevelopment / character change of the precinct catchment area, and Metro West should be the authority that initiates this plan.

BayBUG believes more work is required to meet the planning requirements as laid out in the EIS.

Below are some suggestions to assist in this further development.

5. Five Dock Station

Pedestrian and Cyclist Safety

The EIS³ indicates traffic volumes on Great North Road are too high. Additional measures are required to reduce volume and improve safety. In 2019 traffic volume, in peak hours, was 450-590 vehicles/hour on Great North Road on the southern side of the Lyons Road intersection. Similarly, traffic volumes in peak hours, were 540-600 vehicles/hour on Great North Road north of Garfield St. This level of traffic volume along Great North Road, interacting with additional pedestrians and cyclists with Metro West, is too high.

BayBUG suggest a combination of measures to improve pedestrian and cyclist safety:

- **Instead of a proposed new signalised crossing at the intersection of Great North Road and Second Avenue, BayBUG suggests a 10km/hr shared zone replacing the current signalised crossing at Fred Kelly Reserve and extending down to, and into, Second Avenue.**
- **A 30km/hr speed limit be instigated on Great North Road from the intersection of Queens Road/Fairlight Street to Lyons Road/Lyons Road West**
- **There be additional restrictions on heavy vehicles entering Great North Road within this 30km/h area.**

The City of Canada Bay forecasts a 43.9% increase in population in Five Dock - Canada Bay (to 2036⁴) and with a new town centre proposed on Great North Road across from the Metro Station, BayBUG believes these measures are warranted on Great North Road.

BayBUG suggests that shared zones be established on:

- **East Street, at the back of the Five Dock Station, and**
- **Garfield Street at the Kiss and Ride drop point that leads to Thompson Lane and Fred Kelly Reserve, to improve safety for passengers.**

Below is a figure of the suggested shared zones.

³ Metro West Technical Paper 1 Transport and Traffic page 64 Table 3.15

⁴ 2036 A Strategic Community Plan for the City of Canada Bay



Figure 1 Concept of Shared Zones at Five Dock

Given the significant density increase that has already occurred and the population increase that is to occur in Five Dock, BayBUG suggest a wider 30km/hr zone into the surrounding Canada Bay council areas that interact with Metro West.

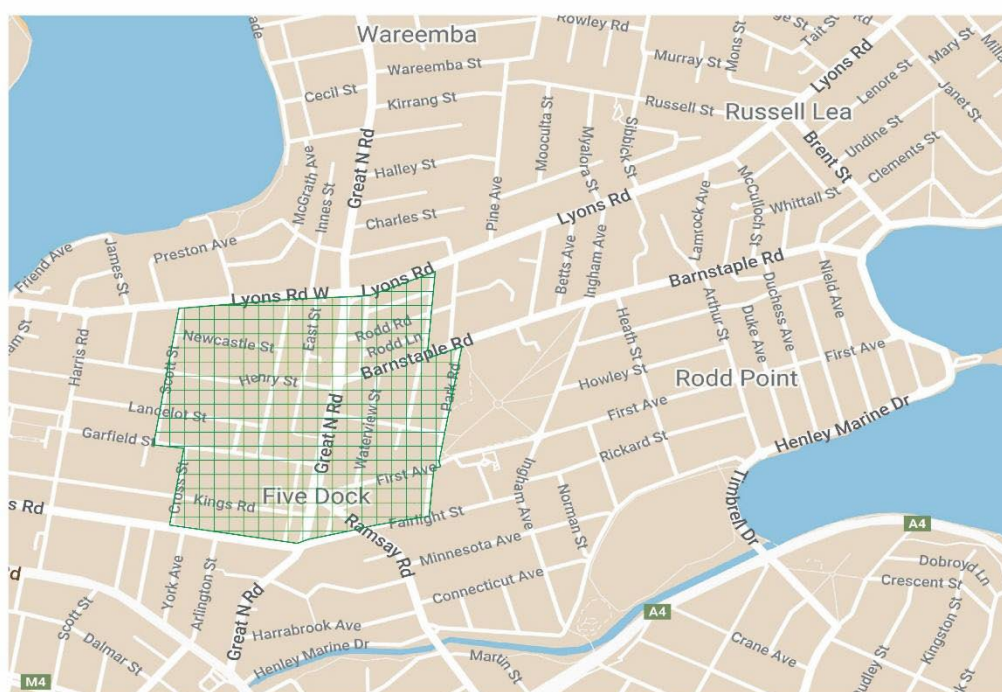
Note that the City of Canada Bay has a stated priority⁵ of managing traffic and parking to

- Advocate for improved public transport
- Improve infrastructure to encourage walking and cycling.

Below is a figure showing the suggested 30km/hr speed limit zone.

⁵ 2036 A Strategic Community Plan for the City of Canada Bay page 20

Concept of 30km/hr trial zone in Five Dock village and surrounds



Reduces speed on Great North Road and reduces vehicle flow-rate
Includes narrow street and lane-ways
Encompasses Five Dock Public School, and Second Ave up to Five Dock Park
Includes high pedestrian activity areas including medical facilities and shopping precinct
Prioritises pedestrian safety over vehicle speed and volume on local road



30 km/h trial zone

Figure 2 Concept of 30km/hr local zone Five Dock

Cyclist Access to Five Dock Station

The EIS's proposed cycle path on East St runs for approximately 70m, along the length of only one side of the station precinct.

BayBUG proposes extending this cycleway to the north to Henry St to connect with the East-West Regional Cycleway.

In addition, BayBUG requests a through route (possibly through the passageway at the proposed lockers) to connect the East St path to Great North Road.

Further, BayBUG requests an on-street cycle route on Second Avenue to connect the Metro West precinct to Five Dock Park and the East West Regional Cycleway.

This link would provide bicycle access to Metro West from the eastern parts of Five Dock and complement the Barnstable Road cycle route used by experienced riders and commuters accessing the Bay Run via Arthur St.

These measures would integrate the cycleway to the East West Regional Cycleway and assist access to the foreshore in line with the Foreshore Access Strategy. BayBUG has provided input to the City of Canada Bay Bike Plan Strategic Review and awaits the exhibition phase of this review to further improve access to the foreshore and parks within the LGA.

BayBUG requests an integrated design approach, where possible, to both bike lockers at the station and bike racks within Fred Kelly Reserve and within the wider precincts.

We are particularly concerned at the safety and security at the bike lockers and sightlines through passageways (to the proposed bike lockers).

Attention to this is required to mitigate anti-social and criminal behaviour within the design.

6. North Strathfield Station

North Strathfield will see very significant population growth in line with the Parramatta Road Corridor Urban Transformation Strategy and the Canada Bay Homebush North Precinct Master Plan (report 26 April 2021). Population in North Strathfield is expected to increase by 84.8% and Concord West by 24.5% with significant high rise development.

This future development will require not only access to the Metro West / North Strathfield suburban railway stations but also good connectivity for active transport modes across the rail corridor.

The proposed Metro West cycleway on Queen St runs for approximately 320m along the eastern side of the station. However, there is no indication that it connects to any other local cycleway.

The East-West Regional Cycleway terminates at the junction of Patterson St and Concord Road at North Strathfield.

BayBUG suggests that the Metro West station design include a shared path along Princess Ave with a separated on-road cycleway along Queen St to connect the East-West Regional Cycleway to North Strathfield Station.

BayBUG presents the following figure as a concept for shared zones at North Strathfield.

Modified 10.1 Figure to show indicative Shared Zone Concepts

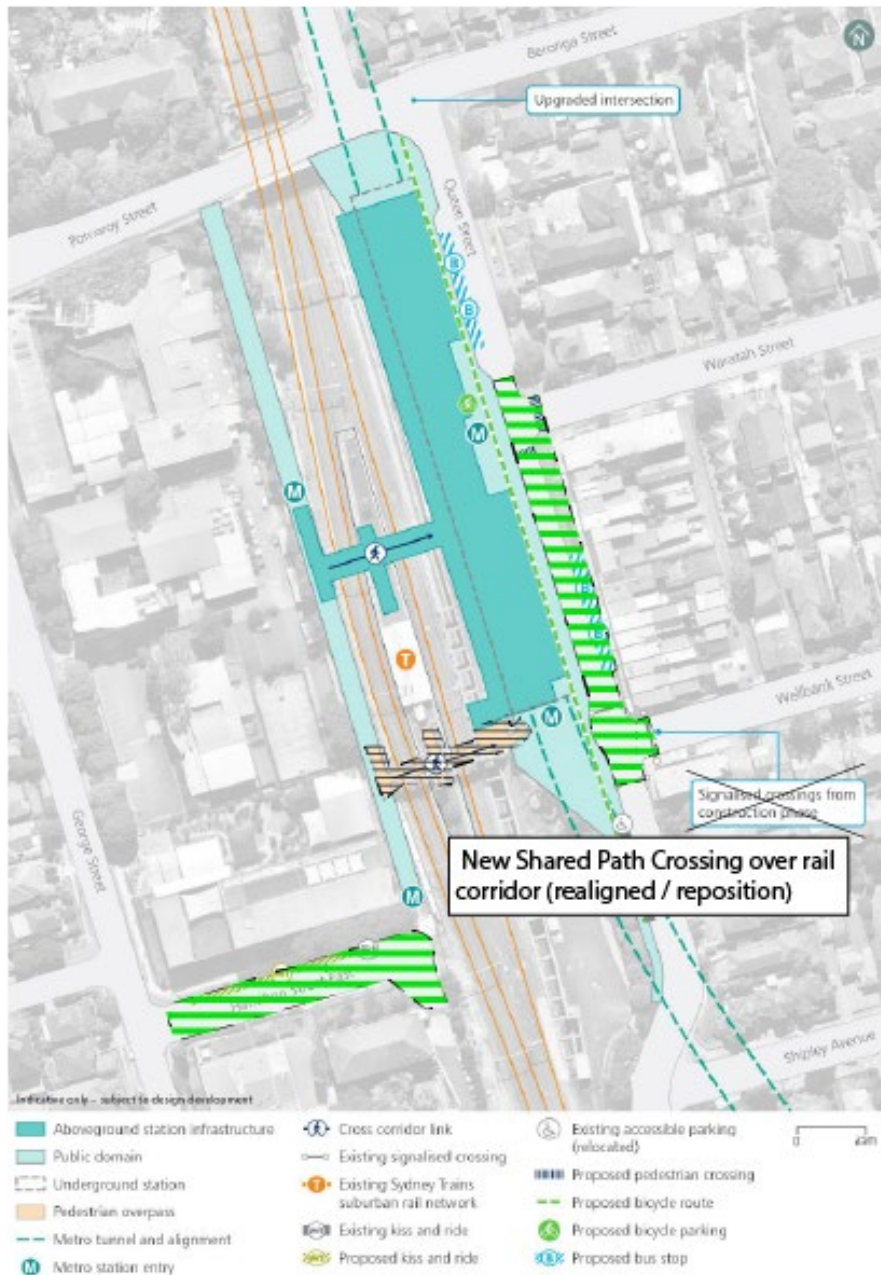
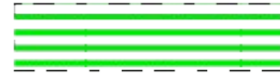


Figure 10-1 Indicative layout and key design elements – North Strathfield metro station

Figure 3 Concept of Shared Zones at North Strathfield

Crossing the rail corridor is particularly hazardous for cyclists. The configuration of the intersection of Queen St, Beronga St and Pomeroy St is very complex and narrow. The grades over the rail corridor are steep and the traffic is often very heavy (due to limited rail crossings in the vicinity). This makes on-road cycling extremely dangerous in this area from Queen St to Pomeroy St to connect to Powell Creek.

Although pedestrians have an opportunity to use the community footbridge at the railway station, to connect between the east side of the North Strathfield to the Bakehouse Quarter and residential areas, cyclists unfortunately cannot easily use this footbridge due to stairs and alignment.

BayBUG strongly supports a new shared (pedestrian and cyclist) crossing of the rail corridor as discussed in the EIS.

The primary purpose of this shared path crossing is for the community to connect the east and west sides of the rail corridor, and is discussed in the Community Benefits Plan section below.

BayBUG agrees with Metro West statement in Section 10.3.1

“North Strathfield is identified within the Homebush Precinct. The vision of the Homebush Precinct is to transform the area into an ‘active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations.’

Sydney Metro West would support this vision, with the metro station increasing public transport accessibility and development opportunities in the area.”

In order to more fully support this vision BayBUG suggests a shared zone, on-road cycleway or shared path along Hamilton St East and Hamilton St connecting with Strathfield Council’s proposed shared path/bridge across Powell’s Creek to connect to the existing Powell’s Creek Cycleway.

This would provide a safe and convenient link for cyclists and pedestrians from North Strathfield Station to the Green Grid of Powell’s Creek and Mason Park with integration to Bicentennial Park (to the north) as well as the Homebush Precinct (to the south).

These measures, taken together, would establish a safe and efficient cycleway route from Bicentennial Park through the Green Grid of Powell Creek, to the Metro and suburban (and possibly inter-city) service at North Strathfield, extending onto the East-West Regional Cycleway and eventually to the Bay Run.

Further, given the significant development around Parramatta Road near Homebush, BayBUG suggests extending the Powell’s Creek cycleway to a connector cycle path along Powell St Homebush and across Parramatta Road, to link with Homebush Station and the Crescent, Homebush.

This would complete a safe walking/cycling route into Homebush village and Homebush suburban station that would provide an active mobility link from North Strathfield to Homebush and onto the Cooks River shared path, further supporting the strategic plan for Parramatta Road Urban Transport Plan.

Given the significant density increase that has occurred and the population increase that is to occur in North Strathfield under Canada Bay Council’s Local Character Statements and Planning Studies for areas within 800m of Metro stations, BayBUG suggests a the 30km/hr zoning area for all of the rezoned lands and 10km/h shared zones for streets that are adjacent with Metro West stations

7. Burwood North (Concord Oval) Station

BayBUG welcomes the proposed alignment through the precinct, particularly the bicycle crossing of Parramatta Road.

However we wish to ensure adequate bike rack and / or lockers at this station precinct.

The EIS indicates bus interchanging on Burwood Road, outside the Metro West entrance, yet there is no pedestrian flow diagrams to indicate how passengers transferring to / from north-bound bus services will access / egress the station. Presumably they will have to walk up the proposed new traffic signals on Burton St / Burwood Rd intersection and walk back.

BayBUG does not believe this fulfils the priority requirement for bus interchanging.

BayBUG presents the following figure as a concept for shared zones and raised pedestrian safety platform at Burwood North Station.

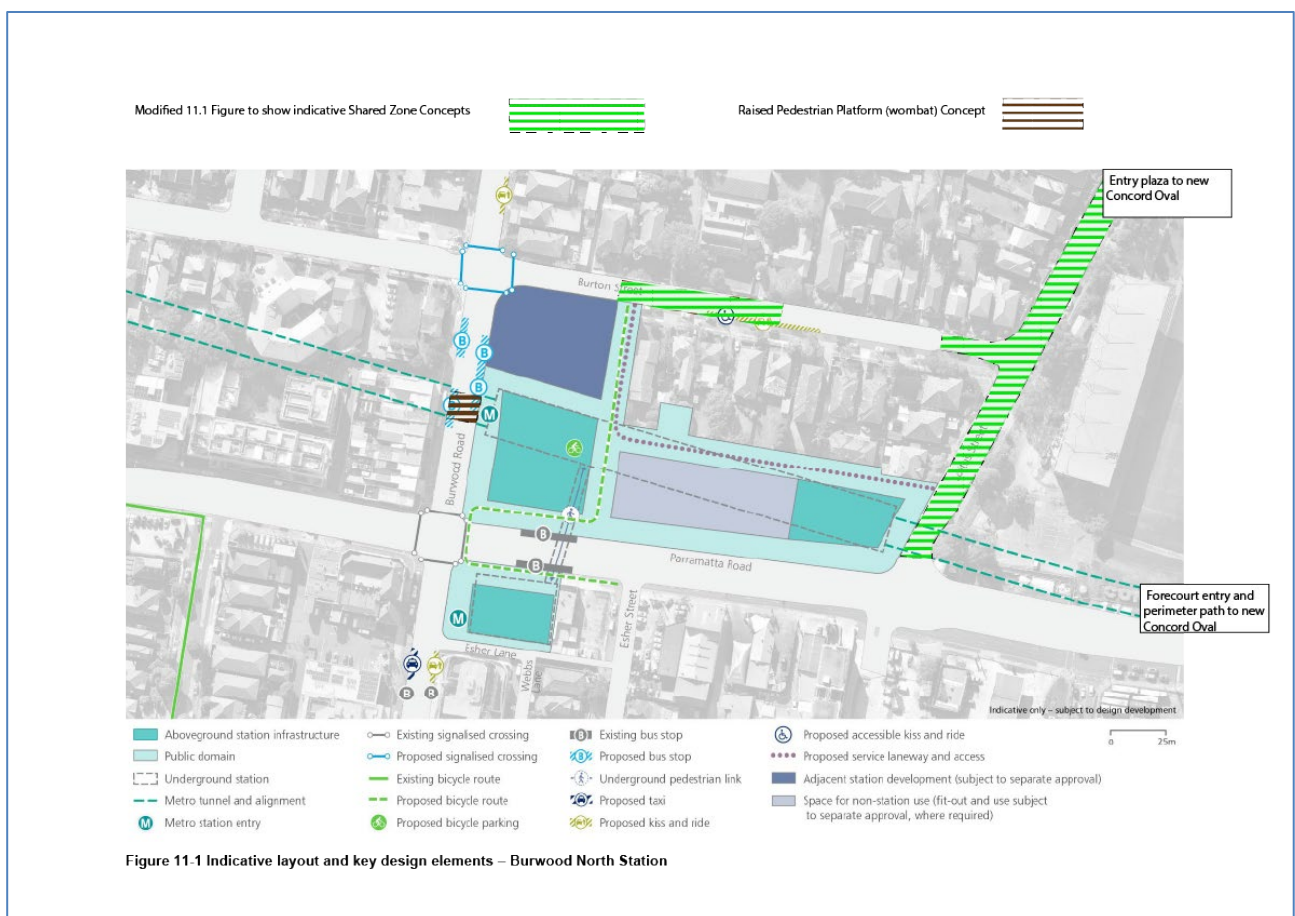


Figure 4 Concept of Shared Zone and Raised Pedestrians Safety platform at Burwood North

Significant further development is proposed for this precinct and the adequacy of bike rack and lockers should be assessed in line with this development.

BayBUG requests that further consideration be given to the connection and integration of the proposed cycleway on the northern side of Parramatta Road, in particular connecting Burwood North Metro Station to Concord Oval and Cintra Park and integrating with the East-West Regional Cycleway.

BayBUG requests that the Burwood North Station cycleway be extended along Burton St turning into Loftus Street and connecting up at Gipps Street with a crossing into the Cintra Park path.

This extension would provide links from the Burwood North Station and precinct development to the recreational areas of Concord Oval and Cintra Park whilst also integrating with the East-West Regional Cycleway.

Given the significant density increase that has occurred and the population increase that is to occur in this part of Concord under Canada Bay Council's Local Character Statements and Planning Studies for areas within 800m of Metro stations, BayBUG suggests a the 30km/hr zoning area for all of the rezoned lands and 10km/h shared zones for streets that are adjacent with Metro West stations, excepting Parramatta Rd.

8. Community Benefits Plan

Rail corridor constraints are placing additional pressure on movement of people as residential and commercial redevelopment occurs within the precinct. This pressure creates additional risks on existing roads, and pedestrian and bicycle crossings. Rezoning within the area is set to significantly increase this pressure. The only way to relieve this pressure and mitigate risk is with the provision of additional infrastructure crossings across the rail corridor.

BayBUG believes TfNSW has a responsibility to not only provide rail services but also adequate corridor crossings that relieve mounting pressure on active mobility movement.

North Strathfield Community Shared Path Crossing

The new crossing design at North Strathfield need not follow the existing perpendicular alignment crossing but could be repositioned and realigned to accommodate future development on both sides of the rail corridor with easy grades between North Strathfield and Bakehouse Quarter to support the activation of the area, in line with the City of Canada Bay Local Strategy Planning Statement and the Parramatta Road Corridor Urban Transformation Strategy (Section 10.3.1 of the EIS), and Strathfield Council's Powell's Creek plans.

Concord West Underpass

Given the constraints the rail corridor imposes on pedestrian and cyclist connectivity, especially when rezoning and density levels increase, **BayBUG suggests that the Concord West underpass be upgraded to modern standards in advance of this rezoning.** This TfNSW piece of infrastructure does not meet current standards and will be a significant future access path at Homebush North for pedestrians and cyclists.

Attached to this submission is a discussion of the existing underpass and suggested requirements for an upgraded path.

9. Conclusion

BayBUG welcomes this opportunity to respond to Sydney Metro West EIS. We share the same goals as Metro West in promoting active mobility in a wider, integrated and connected transport system, supporting movement and place centre development.

We believe these requests/suggestions better enable the EIS to meet the requirements as laid out in the EIS. Obviously these requests /suggestions would need design verification.

BayBUG would like to see the above requests/suggestions incorporated as commitments either by way of Conditions of Consent or as commitments in the Community Benefits Plan.

We look forward to assisting both Metro West and the City of Canada Bay on the development of active mobility infrastructure within the LGA.

Andrew Honan

Yours sincerely,
Andrew Honan on behalf of

Canada Bay Bicycle User Group Inc. Advocacy Group
David Martin, Advocacy, Canada Bay East,
Geoff Ashton, Secretary,
Mike Botton, President

Community Benefits Plan Concord West Rail Underpass Crossing - Shared Path

Proposal : Upgrade crossing to a shared pedestrian and cyclist path.

New culvert, which features a widen underpass (to shared path standard)

Increased headroom and effective wall lighting

Integrate approaches to streets on eastern and western side to provide DDA compliant access to Bicentennial Park



Existing approach on eastern side.



Notes: The only route across the rail corridor from North Strathfield to Liberty Cove (other than station crossing)
The crossing provides a direct route for pedestrians and cyclists from the eastern side of the rail corridor at Concord West, into Bicentennial Park



Existing underpass - Internal.



Existing approach on western side.

