



CBD & South East Light Rail - Modifications Report

18 December 2014

Karen Jones,
Director Infrastructure Projects, Planning NSW
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Mark Worthington
President, BIKEast Inc.
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Dear Karen,

I am writing on behalf of BIKEast to submit our comments regarding the CSELR Modifications Report issued by the Minister of Transport on 2 December. My colleagues at BIKEast today contacted your office and we thank you for accepting our late submission.

BIKEast is a local bicycle advocacy group (BUG) affiliated with Bicycle NSW.

We strongly support the CSELR project in principle. BIKEast also supports Randwick Council's submission to the CSELR Modifications Report.

BIKEast is disappointed that the report does not reference the need for cycling and cycling infrastructure, other than a few brief comments on shared paths. This is a major shortcoming of the report, particularly as significant recently completed cycling infrastructure is directly affected by the proposed realignment along Alison Road between Doncaster Avenue and Darley Road. We offer the following additional comments following this and related issues.

Replacement of a separated cycleway with a shared pathway

The separated cycleway and footpath built by Randwick Council and opened in 2013 is being removed and replaced by a shared pathway on the levee bank.

- The proposed shared path cannot safely accommodate the high volumes and speeds of bicycles mixed with pedestrians. Many incidents have been reported of conflicts between pedestrians and cyclists prior to construction of the separated path, when it is operated as a shared path.
- The location of the shared path on the levee bank, buffered by a 3m high retained wall and the light rail corridor presents an environment with significant potential for personal security problems. We understand the Police have confirmed these concerns and we expect they will be making a separate submission later today.

Pedestrian-Bike crossing of Alison Road

The report poorly documents the crossing facilities for pedestrians across Alison Road, Doncaster Avenue and Darley Road. The various intersection diagrams and plans do not show any pedestrian crossings at all across Alison Road, eg Figures 3.19 and 3.20. The report does not at all reference bicycle crossings.

BIKEast requests that bicycle (and pedestrian) crossings be included at four locations:

- West side of the new signalised intersection with the CSELR stabling yard
- East side of the new signalised intersection with the CSELR stabling yard



- West side of the Darley Road intersection
- East side of the Darley Road intersection

The importance of multiple crossing opportunities lies in the nature of cycling, with bicycles being a vehicle of momentum and riders highly sensitive to even small delays.

Cycling is a priority mode in the NSW Transport Master Plan and Sydney's Cycling Future stipulates the NSW Government's objective to grow cycling mode share to improve health, congestion and community outcomes.

Location of the cycle corridor

We further submit that the primary cycle route be located on the southern side of Alison Road, for the full length between Doncaster Avenue and Wansey Road, to ensure good connectivity with the existing cycling facilities along both Wansey Road and Doncaster Avenue. This is the preferred alignment from a policing and personal security perspective.

The proposed shared path on the levee bank should remain as an alternate route to avoid conflicts during special events. The facility on the southern side of Alison Road must be designed as a **separated** path, ideally with a landscaped buffer between the walking and cycling components.

West of the new signalised intersection with the stabling yard, the path would cross Alison Road to the north side. The path should be relocated between the northern kerb of the road carriageway and the busway with a view to Police and community concerns for personal security.

Relocation also improves connectivity with the pathway along Anzac Parade north of Robertson Road. The reported diversion to Martin Road is not acceptable for the above reasons.

Concluding remarks

We note the CESLR is a substantive Government infrastructural investment that will be in place for a 100 years or more. Now is the time to get the infrastructure for all transport modes right.

BIKEast would be pleased to further explain our concerns and ideas in a meeting with Planning NSW or the Government's project team.

Yours sincerely,



Mark Worthington
President, BIKEast

Cc:

Ingrid Ilias, CESLR Project Manager, Planning NSW

Ray Brownlee, General Manager Randwick City Council