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CBD and South East Light Rail Modifications Report – State Significant Infrastructure Approval (SSI 6042)

Dear Karen,

I refer to the **CBD and South East Light Rail Modifications Report**. Our Affiliated Bicycle User Group BIKEast today contacted your office and we thank you for accepting our late submission.

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'. Bicycle NSW 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).

Bicycle NSW fully supports our Affiliated Bicycle User Group BIKEast submission, as presented by President Mark Worthington and I reiterate the points in their submission. We strongly support the CSELR project. Bicycle NSW also supports Randwick Council's submission to the CSELR Modifications Report.

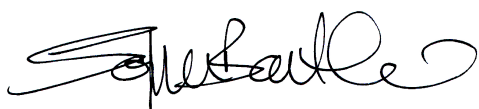
We offer the following additional comments:

- The modifications 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. More specifically, the SEPARATED path built by Randwick Council last year is being removed and replaced by a SHARED path 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 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.
- 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.
- We request bicycle (and pedestrian) crossings be included at four locations:
 - o West side of the new signalised intersection with the CESLR stabling yard
 - o East side of the new signalised intersection with the CESLR stabling yard
 - o West side of the Darley Road intersection
 - o 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.
- We further request the main cycling corridor 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.
- 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 it right.

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

Kind regards,



Sophie Bartho
Communications Director, Bicycle NSW