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To:

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cc: Ingrid Ilias, CESLR Project Manager, PlanningNSW
Nina Blunck, Stakeholder Manager, Transport for NSW,
Clover Moore, Lord Mayor

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BIKESydney's submission to the CBD and South East Light Rail Modification Report – State Significant Infrastructure Approval (SSI 6042)

BIKESydney supports the CBD and South East Light Rail (CSELR) project ("the project") but has qualified concerns relating to impacts on cycling likely to result from the changes to the project outlined in the Project Modification Report.

Our interest is to ensure that the CSELR delivers high-quality cycling and pedestrian access that is safe and connected, cost-efficient and is contextually-sensitive.

Introduction

BIKESydney is an incorporated not-for-profit community organisation.

We want to live in a city:

- Where riding a bicycle is part of everyday life;
- That is vibrant, healthy, productive, creative and robust;
- That values community, mobility, health, wellbeing social equity and sustainability;
- Where people of all ages can make easy choices to ride a bicycle, walk and take public transport.

We advocate on behalf of people who ride bicycles who live, work and find their recreation in inner Sydney.

Principles on which our Response is Based

BIKESydney's response to the REF is based on the ambitions to:

- Encourage people-centric design;
- Encourage Sustainable Transport by securing vital links and connections;
- Encourage a shift away from personal car trips, particularly in congested regions;
- Provide cycling infrastructure that allows people to ride away from roadways;
- Encourage people into healthy, fun activity in attractive landscapes;
- Support and protect valuable parklands, a forever diminishing resource;
- Contain the impact of development to reasonable levels.

Our Concerns with the Proposed Project Modification

- The Modification Report ignores impacts on, and opportunities for cycling;
- The relocation of the Racecourse stop to the northern side of Alison Rd will remove a newly-provided cycleway (note: not shared path), decrease the catchment potential of the light rail, appreciably decrease safety for (often alcohol-affected) racecourse patrons leaving Randwick Racecourse race day events and also come at the cost of parklands and trees. Tellingly, the State Government has used these same justifications to avoid providing a safe riding connection from the deck of the “Tibby” Cotter Bridge (Anzac Parade) to the Anzac Parade shared path. Consequently, riders will now have to cross the high-speed busway to make that connection, despite the fundamental purpose of the bridge being to remove this risk;
- The Modification proposes a pedestrian underpass at the Moore Park Stop. This is an incredulous “change of heart” from the State Government regarding pedestrian tunnels across Anzac Parade. A tunneled crossing for pedestrians and cyclists was requested, justified and shown to be viable as part of the light rail’s crossing of Anzac Parade. The idea was dismissed by the State Government (specifically, the RMS) on highly questionable grounds. Instead, we now have the excessively expensive and intrusive “Tibby” Cotter Bridge currently being constructed over Anzac Parade in Moore Park, merely 250 metres from the stop site. The state government has prided itself on considered, integrated planning. There are now three separate crossings of Anzac Parade proposed all within merely hundreds of metres of each other with overlap in functionality;
- The Modification still omits detail about intersection and signal phasing design. This information is vital in assessing the viability of the project’s impact on the behaviour of people (walkers, joggers, riders, motorists) at intersections. There are significant safety ramifications encapsulated in the determinations of intersection priority. 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.

Our Requests

The Modification Report should be updated to:

- Justify the lack of consolidation of the various crossings of Anzac Parade;
- Justify why a permanent tunneled crossing of Anzac Parade cannot be provided for cyclists;
- Address the updated project's interaction with the cycling network. In the minimum, how the revised project will uphold existing levels of provision - particularly in the in Alison Rd precinct. Frankly, this project should be strongly developing cycling provisioning and the updated report should reflect that. The updated report should enunciate cycling catchments, desire lines and show the project's integration with the existing and future cycling network;
- Specify controls to the proposed "all-over" advertising of light rail vehicles. The Project has a responsibility to visual amenity of the city;
- Include technical information relating to intersection design and signal phasing. The project has still not enunciated this highly important feature of the project. The project has the responsibility to provide fair and safe crossings for walkers and riders - a principle enunciated in all Transport for NSW transport planning documents;
- Include bicycle (and pedestrian) crossings at the following four locations:
 - West side of the new signalised intersection with the CESLR stabling yard;
 - East side of the new signalised intersection with the CESLR stabling yard;
 - West side of the Darley Road intersection;
 - East side of the Darley Road intersection
- Relocate the main cycling corridor to the southern side of Alison Road, for the full length between Doncaster Avenue and Wansey Road, to ensure good connectivity with the existing cycling network. 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 (not a shared path), with a landscaped buffer between the walking and cycling components;

- Provide cycling crossings on BOTH the eastern and western sides of the newly-proposed light rail crossing of Alison Rd (east of Doncaster Avenue). The safe crossing of a major impermeability such as Alison Rd is critical for cycling. It would not be acceptable for the project to ignore the responsibility to provide these cycling crossings. This is in keeping with all Transport for NSW transport planning principles.

Please feel free to contact us should you require any clarification or wish to discuss other matters.

Yours sincerely

David Borella

BIKESydney

President

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