

23 October 2016

Cycling NSW
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To whom it may concern,

Re: Submission to the Parramatta Light Rail Project

Cycling NSW is the peak body for cycling in NSW. Our membership spans people who cycle competitively at International through to club level, for fitness and as commutes. Indeed, many in our membership could be classified across more than one of these outcomes.

We see the Parramatta Light Rail project as a great opportunity for cycling, and for cycling to be utilised as a means of interacting with this mode of transport (ie cycling from home/office to PLR stations, as opposed to use of cars to access the stations, which amongst other reasons will create parking difficulties, avoidable by the use of cycling.

We would highlight two key points:

1. The Active Transport Link alongside the Carlingford Line is a fantastic initiative, however just having a shared path for walking and cycling will result in avoidable adverse impacts on the safety of the most vulnerable road users: pedestrians and cyclists.

Separated walking and cycling paths must be provided along the “Active Transport Link” (ATL) where physical constraints allow, and along the entire length avoid level crossing of any local or state roads.

2. Within the Parramatta CBD, it is currently proposed to have “Light Rail and Pedestrian Zones” in Church Street and Macquarie Street. This arrangement legally prevents cyclists from using these two city streets and accessing key destinations along them.

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To maintain cyclist access to all streets, if general traffic lanes are removed, alternative solutions are provided that allow cyclists to legally travel along those streets without dismounting, and to be detailed in a Cyclist Access Plan;

Cyclist connectivity and accessibility in the CBD

Pages 5-40 to 5-45, 5-53

The EIS proposes sections of Church St and Macquarie St to be “Light Rail and Pedestrian Zones” with no legal cyclist access along these streets. These two streets currently provide access to a significant number of key destinations.

We believe it essential to ensure cyclist access to all streets, whereby if general traffic lanes are removed, alternative solutions are provided that allow cyclists to legally travel along those streets without dismounting.

Active Transport Link

Page 2-13, 5-16 to 5-25, 5-54 to 5-57

The Carlingford Line is identified within Sydney’s Cycling Future as a ‘strategic bicycle corridor.’ Defined as: “highly used routes that connect to major destinations, on cycleways that are separate from motor vehicles and pedestrians.” (SCF, p12)

Strategic Bicycle Corridors Map (SCF, p20)

In summary, because the predicted speeds and volumes of pedestrians and cyclists will exceed the guidelines for shared paths, where physically possible the ATL between Carlingford and Rosehill needs separated pedestrian and cyclist paths.

By delivering a whole 5km link will make cycling a viable mode choice along the length of the line, inducing significant use, and in itself will become a recreational cycling destination.

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Cyclists will be moving up to a distance of 10km to the (Parramatta CBD, Westmead, Parramatta Park, Macquarie Park, Macquarie University and Sydney Olympic Park), and therefore more likely to be moving faster.

The ATL will have a consistent gradient following the alignment that will mean downhill cyclists will likely be moving quite fast. It is a regional walking link and will have significant volumes of local and regional pedestrians, especially near stops and the University.

Further, the design of the ATL needs to reflect its identification as a State Strategic Bicycle Corridor. The ATL route is a regional corridor and it therefore needs to be separated from general traffic and pedestrians where physically possible. The only equivalent connection in the area is the 8.5km long Parramatta Valley Cycleway (PVC), a 3m wide shared path along the Parramatta River.

It already has challenges with pedestrians and cyclists sharing the route. We take regular feedback from our members about the challenges of this pathway and their desire for a separated solution for the safety of all users. Similar, a 2.5m wide bridge over the Parramatta River is proposed. We believe this is not wide enough even for exclusive pedestrian use, and grossly inadequate for sharing with cyclists.

We thank you for your consideration of our points and are happy to provide more feedback as required.

Yours sincerely,



Phil Ayres
Chief Executive Officer
Cycling NSW