

Bike North congratulates the NSW Government on the Parramatta Light Rail project and the inclusion of Active Transport corridors within the project. Bike North welcomes its inclusion in the Transport for NSW Parramatta Light Rail cycling stakeholders forum and looks forward to further participation in those forums as the project progresses.

Bike North has the motto of "Making Cycling Better in Northern Sydney". To stand up to that motto we look for every opportunity to improve infrastructure for the benefit of cycling. The best opportunities come in new projects like Parramatta Light Rail. In this light we wish to highlight opportunities as well as our concerns.

Below is a table detailing our feedback, referenced to sections in the Environmental Impact Statement where possible.

Item	EIS Reference	Area of Concern	Bike North Comment	Priority
01. PLR_EIS_Volume 1A				
1	5.7.2 Active Link Transport Design	"Where the active transport link is proposed to be installed on existing roadways, bicycles would be segregated from motor vehicles with new painted markings on the road surface as required."	There is scant detail on the method of separation and the standards and methods used for road marking. Bike North requests that Parramatta Light Rail reference "Cycling Aspects of Austroads Guides (2017 Edition)" when designing and installing any part of the cycling infrastructure related to the project.	HIGH
2	5.7.3 Access path and gradients	Gradients of all cycling related infrastructure to be delivered by the project.	Bike North requests that attention be given to gradients of all cycling related infrastructure to be delivered by the project. Bike North requests that the Active Transport link provided within the corridor from Carlingford to Rydalmere be equivalent to the Light Rail track alignment and at worst only 2% deviation to the gradient of the Light Rail track alignment.	HIGH
3	5.8.1 Road network changes associated with the project	New signalised intersection at Factory St and O'Connell St	Bike North requests that the project provides for cyclists on all crossings on all legs of the new signalised intersection at Factory St and O'Connell St	HIGH
4	5.8.1 Road network changes associated with the project	Removal of the dedicated northbound and southbound bus-only lanes, south of Factory Street	Bike North requests that the project retains or reinstates the shared path on the eastern side of Church St between Factory St and Pennant Hills Rd.	HIGH
5	5.8.2 Off corridor network changes	Reconfiguration of O'Connell St between Barney St and Albert St	Bike North requests that the reconfiguration of O'Connell St allows for a shared pathway on the eastern side of	HIGH

			O'Connell St between Barney St and Albert St, linking to the existing share path south of Albert St. Bike North requests that any existing provisions for cyclists at the intersection of O'Connell St and Albert St be maintained. Bike North requests that the new signalised intersection at O'Connell St and Barney St to have cycling provisions on all crossings on all legs.	
6	5.8.2 Off corridor network changes	Reconfiguration of O'Connell St between Barney St and Victoria Rd	Bike North requests that any reconfiguration of O'Connell St between Barney St and Victoria Rd to keep any existing cycling provisions including the shared path of the eastern side of O'Connell St.	HIGH
7	5.9.1.4 Parramatta River Bridge	Active Transport on Parramatta Bridge	The proposed 2.5m wide clip on structure to the existing heavy rail bridge is considered substandard and we cannot see any way to make this better. Bike North recommends that this link be removed from the project , as the soon to be built Albert St bridge will provide a superior link via the Parramatta Valley Cycleway with the new pedestrian & cycling bridge joining up with the Light Rail corridor at Albert St. Bike North recommends that other options be explored for the crossing of the river at Rydalmere when future development takes place on the south side of the river in the Camelia precinct. Bike North recommends that any funds saved from the removal of the Parramatta River bridge be diverted to keeping the Active Transport link within the corridor at Adderton Rd (See Item 10 below).	VERY HIGH
8	5.9.1.3 James Ruse Drive Bridge	Active Transport on James Ruse Drive bridge	Bike North supports the inclusion of the Active Transport link across James Ruse Drive. Although we suggest removal of the Parramatta River Bridge from Active Transport link, the James Ruse Drive bridge link will be a very important future connection to Camelia precinct.	HIGH
9	5.9.1.7 Kissing Point Road Bridge	Active Transport at Kissing Point Road Bridge	Bike North requests that local links from both sides of the Kissing Point Road bridge be provided for. Crash Statistics in the Carlingford Precinct (Rydalmere to Dundas) support the removal of cyclists	HIGH

			from the road and road related areas around Kissing Point Road (03. Technical_Paper_1_Existing Conditions – Figure 6.11)	
10	5.9.1.8 Adderton Road Bridge	Active Transport at Adderton Road Bridge	<p>Bike North is dismayed at the concept of placing a barrier in the new Active Transport corridor at Adderton Rd by not allowing for provisions to continue the Active Transport corridor under Adderton Rd. This is like building North Connex to Normanhurst but stopping short of any connection to the M1 Pacific Motorway. Adderton Rd is a dangerous road environment, supported by Crash Statistics in the Carlingford Precinct (Telopea to Carlingford) (03. Technical_Paper_1_Existing Conditions – Figure 6.13). The Active Transport corridor MUST CONTINUE UNDER ADDERTON RD. If Barclay Rd can be widened over the M2 then so can the bridge at Adderton Rd. The ideal time to gain more width for the Light Rail and Active Transport corridor under Adderton Rd is during the Parramatta Light Rail construction when there will be no rail traffic underneath, also allowing for traffic diversion options should a new bridge need to be built.</p>	VERY HIGH
11		Active Transport link to be separated	<p>Bike North requests that the Active Transport link from Carlingford to Rydalmere to have pedestrians separated from cyclists. Once the Active Transport link is built it will be very popular for pedestrians and cyclists. Bike North believes it is best to plan from the start for the link to be separated. The alignment of the corridor should be created such that 5m is made available at a suitable gradient (See Item 2). City of Parramatta should be invited to install one of the two parts of the separated pedestrian and cycleway provisions, with the Parramatta Light Rail project providing for the majority of earthworks and embankments.</p>	HIGH
12		Cycling connections in Westmead	<p>Bike North requests that any existing cycling connections in and around Westmead to be maintained, in particular, the link from the new Queens Rd</p>	HIGH

			separated cycleway across Hawkesbury Rd connecting to the Darcy Rd separated cycleway.	
13		Urban design on Hawkesbury Rd	Bike North requests that the Urban Design along Hawkesbury Rd provide for a Boulevard type of environment with a 30kph speed zone along the length of Hawkesbury Rd from Darcy Rd to Hainsworth St.	HIGH
14		Connections at Alfred St	Bike North requests that the project allows for connections from the new Alfred St pedestrian and cycling bridge to the stop at Tramway Ave and onwards towards Parramatta (See Item 7).	HIGH
15		Coordinate with City of Parramatta along George St	Bike North requests that the project coordinates with City of Parramatta along George St, allowing for what City of Parramatta is planning in the reserve along Parramatta River.	MEDIUM
16		Local delivery routes and other options to allow for cyclists	Bike North requests that any options to allow for local car access also allow for cycling with the use of 'BICYCLES EXCEPTED' where possible.	HIGH
17		Bicycle shared corridors through pedestrian plaza zones.	Bike North requests that any pedestrian plaza zones have a cycling corridor included with appropriate on pavement signage to provide for separation.	HIGH
18		City of Parramatta Bike Plan	Bike North requests that Parramatta Light Rail review the current City of Parramatta Bike Plan and coordinate with City of Parramatta to ensure that no Light Rail construction or Operational activities will put barriers that precludes City of Parramatta from implementing its Bike Plan	HIGH

Bike North is a non-profit community based Bicycle User Group or BUG, affiliated with Bicycle NSW and Cycling NSW and covering Hornsby, Hunters Hill, Ku-ring-gai, Willoughby, Lane Cove, North Sydney, Ryde, The Hills & City of Parramatta council areas. Through long years of experience and collaborative work with Local Councils and Government Departments, we have consistently followed through with our motto "Making Cycling Better in Northern Sydney".

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