



PO Box M59 | Missenden Rd | Camperdown NSW 2050
www.bikesydney.org | ABN 95939852367
Tel +61 2 8213 2437

To:
Department of Planning & Environment

23 October 2017

BIKESydney's submission to Parramatta Light Rail (Stage I) EIS

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 our members and people who ride bicycles who live and work in central Sydney.

The Project must deliver a connected Active Transport link for the entire length of the project in accordance with the NSW Government's "positive provisioning" policy. Cycling will never be mainstreamed while ever high quality walkable and cycleable crossings of major intersections and other 'impermeabilities' such as railways, rivers and other developments are not provided by projects such as the PLR. The Project provides several good crossings, but in many places "loses its nerve", and apparently without good cause. The Project needs to acknowledge its responsibility to upscaling the walkability and rideability of the region and provide active transport links and corridor crossings along its entire length. These links may not always sit within the project footprint, but should be present within the project corridor.

The Department of Planning and Environment (DPE) should condition the Project to deliver a coherent and traffic-separated active transport network along and across the full length of the Project.

DPE should condition the project to deliver walking and cycling links to the Telopea Town Centre, which will experience substantial economic uplift.

DPE should condition the Project to continue the Active Transport Link westward of the proposed Tramway Avenue stop, to connect to the Parramatta River foreshore at Alfred St. Coherent network design is a minimum requirement of the Project's Active Transport Link.

The proposed off-corridor section at Adderton Rd (Telopea) should be re-designed to remain within the project boundary. This continuity disruption risks negating the route's efficacy for inexperienced riders who would be forced to interact with traffic. DPE should condition the Project to provide a grade-separated walking and cycling facility in conjunction with the Adderton Rd overpass.

The proposed closure of the T6 Carlingford Line should provide for a linear park including an active transport link. The railway corridor should be converted to a greenway corridor for walking and cycling that takes advantage of the excellent grade separation under James Ruse Dr and the M4 Motorway and which would activate and lead urban renewal along the corridor. Pedestrian/Rider traffic signals should be installed on Parramatta Rd at Marsh St lights to allow for access to Clyde Station. Access to Clyde will be particularly important for existing users of the Carlingford rail line who in future, may cycle to the heavy rail network to access trains to the city.

Given that there are excellent active transport facilities along the south side of the Parramatta River at both Parramatta and at Wentworth Point, it is important that the PLR project provides the vital missing link for active transport through Camelia. Fig 5.2e of the EIS indicates a section of existing rail track east of the stabling facilities is to be removed. DPE should condition the Project to re-use this corridor as an active transport link.

DPE should condition the Project to ensure that all new and upgraded traffic signals within the Project include walkable and rideable crossings and bicycle lanterns to legalise, enable and message crossings by bike. This is consistent with RMS policy.

DPE should recognise the development, planning, population, social and transport outcomes being prescribed for Parramatta by the Greater Sydney Commission and accordingly should condition the Project to ensure that all streets within the Parramatta CBD are traffic calmed, lane-narrowed and have 30km/h road speed applied to them. Road safety research - including that published by the NSW Centre for Road Safety - confirms that road-traffic borne injuries are substantially reduced where road speeds are lowered to 30km/h.

DPE should condition the Project to ensure that every street within the Parramatta CBD has explicit walking and cycling facilities, including through intersections, and including bicycle lanterns at all intersections. These measures will increase the patronage of the PRL.

DPE should acknowledge the inadequacy of the width of existing shared paths and cycleways such as the Harbour Bridge Cycleway, the Anzac Bridge Shared Path and the shared path link connecting the Pyrmont Bridge to the Kent St Cycleway. These are dangerously narrow. The Project should be conditioned to provide its shared paths to be 4m wide, particularly at rail and river crossings where in general, there are no constraints (eg, the Project's crossing of the Parramatta River at Camelia).

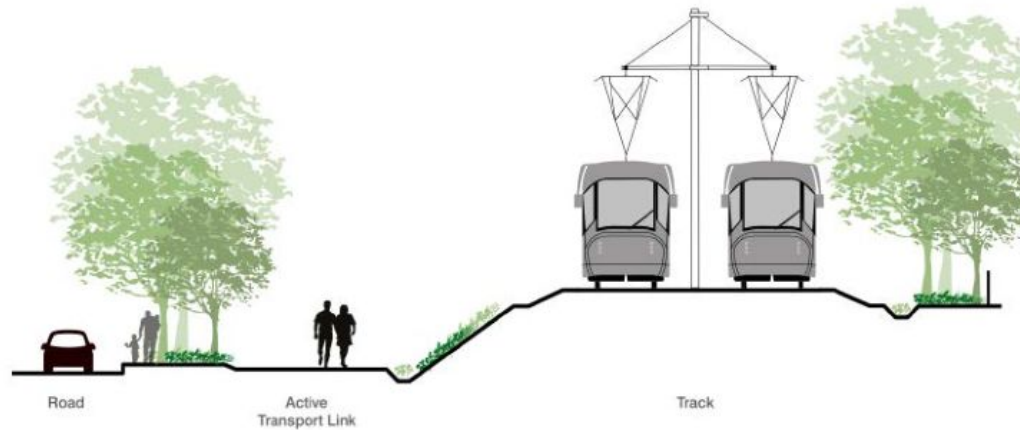
The Project should be conditioned to deliver its walking and cycling infrastructure to be separated from each other.

The Project should be conditioned to furnish an Active Transport Funding Plan which explicitly draws on government and private development contributions. The Sutherland to Cronulla Cycleway was funded from various funding sources. Projects of the scale of PLR should necessarily call on the economic uplift that it will provide.

The Business Impact Paper (Technical Paper 14) should be updated to account quantitatively for the economic spend benefit to retail precincts of preferencing cycleways and at-premises bike parking over local car parking spots. There is Australian research* that indicates a higher spend by riders than drivers at high-turnover retail premises (cafes, metro supermarkets etc).

And why does the EIS exclude bike riders from its depiction of Active Transport?
It's time to enable active transport with a serious effort.

Figure 20: An indicative cross-section for the active transport link



Source: Stage 1 – Westmead to Carlingford via Parramatta CBD and Camellia, Environmental Impact Statement

- * Lee, Alison and March, Alan (2010) 'Recognising the economic role of bikes: sharing parking in Lygon Street, Carlton', *Australian Planner*, 47: 2, 85 — 93

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

Yours sincerely

David Borella

BIKESydney

President

david.borella@bikesydney.org