

27 June, 2016

Department Planning & Environment
GPO Box 39
Sydney NSW 2001

Sydney Metro, City & Southwest - EIS

Thank you for the opportunity to comment on the EIS for the Sydney Metro, City & Southwest. Bicycle NSW has been the peak bicycle advocacy group now in NSW for forty years, and has over 30 affiliated local Bicycle User Groups.

In looking at Active Transport (ie walking and cycling) it is worthwhile considering some facts from TfNSW and other NSW Government publications:

- About 70% of people in NSW or would like to ride more regularly for transport if it were made safer and more convenient.
- There has been a 50% increase in riding to work in metropolitan Sydney since 2006. This would be indicative across the State.
- Bicycle sales exceeded 1.4 million in 2012-13 and have outstripped car sales for over a decade.
- The NSW Government has an aim of reducing cycling fatalities and injuries by at least 30% by 2021. Cycling infrastructure is a proven method of reducing cycling fatalities and injuries.
- The net economic benefit has been calculated as \$1.43 for every kilometre ridden.
- The NSW Government also has an objective of **doubling** the mode share of active transport to 5% by 2016.
- A primary method of achieving this aim is to consider cycling safety in **every infrastructure project**. This strategy is included in the Government's policies.

*"To improve the bike network by making comprehensive provision for bicycles on **all new major road infrastructure projects with a strong preference for off-road cycling.**"*

Bicycle NSW strongly recommends the following items be included in the Project:

1. Each station must have an integrated Local Active Transport Plan. This Local Plan must detail how people will use walking and cycling to travel to the station, and how this will be encouraged via local infrastructure and at the station itself. A radius of 15 to 20 minutes walking or cycling should be used. This local infrastructure must also link to regional walking and cycling routes.
2. Adequate bicycle parking should be provided at each station as part of the overall station planning. Bicycle parking should not be considered a "tack on" located inconveniently away from entrances. The number of bicycle parking spots should be expandable to cater for future demand. The parking should be under cover and secure. TfNSW is current undertaking a

construction program of “bike sheds” at existing stations – and this is to be commended. However, the new Metro Stations should have these facilities integrated from inception.

3. The rolling stock should cater for bicycles to be safely and conveniently carried on the trains, and then exit the stations. The needs of commuters who wish to cycle **from** their destination station to their workplace must be considered.
4. Alongside the above ground rail sections, a parallel Active Transport Link should also be included. Rail corridors provide an excellent opportunity for Active Transport away from roads and intersections. These links can be integrated with both regional and local routes. There is a huge, untapped potential for Active Transport in these corridors which can be unleashed while the Metro works are undertaken.

Yours faithfully,



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