



*Life's better on a bike!*

## **Bicycle NSW submission**

**to the NSW Department of Planning  
on the**

## **Environmental Assessment of Sydney's CBD Metro**

**October 2009**

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## Summary

BicycleNSW is keen for cycling to be mainstreamed into transport planning, including project design and operation of public transport, such as the new metro railway system.

The DG's Requirements for the assessment report do include walking and cycling, yet these seem to have been overlooked by SydneyMetro in its EA report. To assist SydneyMetro to achieve its laudable goal of operational sustainability, we have made a number of specific suggestions to amend the Draft Statement of Commitment (SoC).

We welcome any questions or clarifications of our submission.

## 1. About Bicycle NSW

Bicycle NSW is an incorporated member based association operating as a not for profit peak community organization established in 1976. It has since grown to close to 11,000 members today.

In recognition of the environmental importance of cycling, the Federal Government has accepted the Bicycle NSW Environmental Trust onto the register of Environmental Organisations, with consequent taxation benefits for donors.

Bicycle NSW has 50 affiliated local community-based Bicycle User Groups (BUGs) around NSW - both Leichhardt Bicycle User Group (LBUG) and BikeSydney are within the area of the CBDMetro.

A key role for Bicycle NSW and BUGs is to work closely with State and Local Government to assist in the planning, design and delivery of bicycle infrastructure. BUGs also run over 100 community based rides throughout NSW every month. These rides help to encourage members of the community to take up riding regularly and to gain the benefits of regular physical activity. Other activities of BUGs include running stalls at festivals to distribute maps and information and provide advice, providing 'valet bicycle parking'. Some volunteers have also completed Ride Leader training and lead bicycle rides and serve as 'buddy cyclists' (or even Bike Bus leaders) to people wishing to ride on the roads or find a safer route to work.

We work collaboratively with many areas of government, industry and the community (including over 800 committed volunteers) to deliver broad-based community participation cycling events and programmes. These play a key role in lifting the profile of cycling and encouraging members of the community to engage in healthy physical activity in a safe and enjoyable social setting.

The organisation provides a range of insurance products and cycling-related services to its members. Bicycle NSW also publishes a national bi monthly magazine Australian Cyclist six times a year regular electronic newsletters and a website:

[www.bicyclensw.org.au/content/home](http://www.bicyclensw.org.au/content/home)

## 2. BicycleNSW strategic interest in CBDMetro

BicycleNSW's strategy is for more people to cycle more often. There are huge public benefits of a higher level of cycling, including for the congested road network and the segments of overcrowded public transport services.

BicycleNSW welcomes being included in ongoing consultations about the CBDMetro as the first project in the development of a new metro railway system for Sydney that will be connected and integrated with other networks, including local and regional cycling networks.

## 3. The framework for comments: requirements of assessment, conditions, and approval

Bicycle NSW comments on the EA for the CBDMetro are influenced by the statutory obligations of the proponent, SydneyMetro, a statutory body whose responsibilities relate to all aspects of a new metro railway system including ancillary functions<sup>1</sup>.

As a major development, we understand assessment and project approval is to be granted under the requirements of Part 3A *Environmental Planning and Assessment Act 1979* (EP&AA), the *EP&AA Regulation 2000*, NSW Department of Planning Director-General's requirements (DG's requirements).

One of the DG's Requirements is for the SydneyMetro to produce a draft statement of commitment<sup>2</sup> at Chapter 20. The DG's Requirements includes:

*A strategy to ensure that the new rail stations will be integrated with existing and proposed transport infrastructure and networks, facilitate efficient mode change and improved accessibility, including for pedestrians and cyclists.*

In Appendix A, the DG's requirements are indexed by their location in the EA report.

## 4. DG's Requirements: General requirements

### ***NSW Transport Blueprint Sydney's Long-term Transport Plan and the CBD Metro Project***

The EA Summary (p.i) refers to SydneyMetro's intention that this CBD Metro project should become part of the NSW Transport Blueprint a 30 year long-term plan (under preparation and not in the public domain). We also note that the Transport

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<sup>1</sup> *Transport Administration Act 1988* Parts 6A and 8.

<sup>2</sup> EASummary 'Environmental Assessment' p.iii and Chapter 21, shown in Volume One: Summary and Table of Contents, "Sydney Metro Network Stage 1 (CBD Metro): Environmental Assessment", Prepared by Sinclair Knight Merz and Manidis Roberts, September 2009.

<http://www.sydneymetro.nsw.gov.au/>

Blueprint Reference Panel has referred to aligning this Blueprint with the Government's Metropolitan Strategy on urban planning, published as *City of Cities: A Plan for Sydney's Future* with plans for City Centres and sub-regions. These policies are referenced in the DG's Requirements.

BicycleNSW made a submission to the Reference Panel for the NSW Transport Blueprint, a copy of which has been sent to the Minister for Planning as the consent authority for the CBD Metro.

BicycleNSW is proposing key pointers for the direction of Sydney's futures transport system, each of which is relevant to the new metro railway system of which the CBD Metro is a beginning:

- Mainstreaming cycling into the transport system
- Improve safety for cycling and walking, for access to stations
- Build cycling infrastructure, to access stations
- Governance for greater inclusion of cycling by governments, including statutory bodies like SydneyMetro
- Funding for cycling services - an investment owing to benefits including raising public transport patronage.

From the EA, the CBDMetro is a project with long-term implications over the next 30 years or more. With this time frame, it is obviously useful to build-in possible or even likely scenarios affecting Sydney's transport system, such as the population, spatial demographics, the taxation regime, the availability of petrol (rationing expected by some analysts within 5 years) and climate change policies (well past the 5 year exemption period for private motor transport).

In this context, the EA is flawed to re-allocate railway land to provide for the expansion of the M4 motorway; it is inconsistent with the key actions for transport contained in the Draft Subregional Strategy for the Inner West (undated).

The EA report conveys the intent of SydneyMetro, the statutory body, that its intent is for the CBDMetro Project to be the forerunner of a much larger 'metro railway system', with lines to the west, north-west, and south-east.

BicycleNSW notes the variability between Sydney's sub-regions on:

- urban densities
- levels of service of public transport
- levels of cycling and proposed cycling infrastructures.

For an EA, there seems little consideration of the transport task being undertaken a wider mix of modes, such as the concurrent building of light rail to feed future Metro stations particularly beyond the CBD Metro. The EA on the CBDMetro project is ahead of the overall metropolitan-wide plan showing inter-connecting networks and centres and major activity centres/trip generators.

**“Assess the potential impacts (both direct and indirect) of the project, in accordance with relevant policies and guidelines”**

BicycleNSW notes the discussion of climate change in Chapter 4 and sees no recognition of the fact that each station will and needs to attract people to it. How

people travel to the station is regarded as an indirect impact in terms of assessing greenhouse gas emissions (Scope 3).

### ***Key issues: strategic justification***

#### ***Comments on objectives of the project, Ch 4***

Although the text appears to review the relevant policies, it seems to have not been aware of the growing relevance of cycling in planning for the future.

Again, although the text makes general statements about climate change, it shows little understanding that good sustainable buildings, with Green Star ratings, are required to include sustainable transport as an element - locating proximally to public transport and having secure bicycle parking and end-of-trip-facilities.

The preliminary text is focussed on top-down planning rather than being able to deliver a service to people who live within 5 km of the proposed CBD Metro stations.

For example, the text refers to The City of Sydney's Sustainability Strategy and omits to mention the Cycling Strategy. The City of Sydney's Cycle Strategy and Action Plan 2007-2017 has a target of 10 percent of all trips in the City being made by bike by 2016. The current budget allocation to bicycle related works can be found on the website\*, it is \$76 million over four years.

Chapter 4 unfortunately cites the statistic of 1% of journeys-to-work for cycling which is a metropolitan-wide figure and understates the level in the geographic area of the CBD Metro, and fails to reflect the inexorable trend to more people cycling, more often, even during the peak traffic periods!

It is also apparent that policies relevant to cycling have been omitted from the CBD Metro's objectives, for example

- an objective for linking land use and transport planning (4) and
- an objective contributing to environmental sustainability, lifestyle options, best practice sustainable design for the metro railway design(5) - see Appendix for the wording of these objectives.

#### ***DG Requirement: effect on existing/proposed transport corridors***

The D-G's Requirements also mandate consideration of the project's interaction with and/or protection of existing and proposed transport infrastructure and corridors. The EA has not satisfactorily addressed this Requirement and BicycleNSW is concerned that Metro does not reflect holistic transport planning.

Specifically the project appears to render the two corridors under the CBD, identified in the 2005 *Metropolitan Rail Expansion Programme*, unusable for heavy rail and therefore the desired relief for the existing heavy rail network may not be achievable under this plan. It is of crucial importance that this issue be clarified and resolved in favour of future generations having flexibility to expand the heavy rail network.

Other than general statements about the efficacy of Metro operations generally the EA does not address these significant concerns. The EA contemplates, as an overall object of Sydney Metro, the inclusion of rapid lines to the North-West and

Parramatta/Westmead, and ultimately to the north-east and south-east, but the project as it stands holds little potential for improvement for the majority of persons who use the CityRail system today. The great improvements in service possible for commuters from the south-west, for example, comes with not only completion of the South West Rail link, but its integration into a system that serves the 'global arc' of Sydney as was to be the case under the 2005 MREP.

### ***Relevant policies and guidelines***

The DG's requirements, its general requirements and strategic justification calls for the CBDMetro Project to be assessed in accordance with relevant policies and guidelines.

An explicit reference is the Government's Metropolitan Strategy on urban planning, published as *City of Cities: A Plan for Sydney's Future* with plans for City Centres and sub-regions. This Strategy seeks to improve the integration of public transport within each subregion and to enhance the public transport experience by providing, amongst other things, "access for all levels of mobility". Most travel is local travel, as is well known to transport planners.

Key transport planning policies are set out on the Planning website:

<http://www.planning.nsw.gov.au/PlansforAction/Transportplanning/tabid/164/Default.aspx>

Practice guidelines, published jointly by Planning, the Ministry of Transport and the RTA set out how to implement the policy (Improving Transport Choice):

[http://www.planning.nsw.gov.au/programservices/pdf/prg\\_transport.pdf](http://www.planning.nsw.gov.au/programservices/pdf/prg_transport.pdf)

These guidelines contain Principle 6. Improve pedestrian access and Principle 7. Improve cycle access. It seems both Principles have been overlooked. These must be incorporated into the Design Stage and Operational Commitments of the Draft SoC in order to be consistent with the intent of reducing reliance on car travel!

Utilising and applying these policies is undoubtedly warranted given the additional DG's Requirement under Operational Transport Impacts and Interactions, where new rail stations are to be integrated with existing and proposed transport infrastructure and networks including for pedestrians and cyclists.

We expect to see transport access to the stations as part of the CBDMetro Project, and this should include cycling and safe crossings for people walking and cycling. Works should be planned and completed in readiness for the proposed use of each station. BicycleNSW concurs with the submissions of local bicycle user groups, that the funding and scheduling should not be left to the local council even under a memorandum of understanding. If one exists, it needed to have been appended to the Draft SoC.

Given the legislative framework of encouraging ESD, the Metro Strategy and transport planning policies, the CBDMetro objectives need to reduce the need to drive a car to its stations.

Strategy includes "improve local and regional walking and cycling networks" such that these networks align with public transport routes to improve accessibility to public transport.

## **Key issues: project justification**

The DG's Requirements expressly calls for "achieving additional public transport capacity to, from and within the Sydney CBD" to be demonstrated as to how the [proponents'] preferred design meets the transport objectives.

In our view, this express requirement has been overlooked with respect to any analysis of the station walking and cycling catchments, let alone alternative rail-systems; this omission is inconsistent with the objects of encouraging Ecologically Sustainable Development (EP&AA s5(a)(vii)). It needs remedy and amendment of the Draft SoC.

## **Station walking and cycling catchments**

The use of multi-modal travel will be a strong feature of any efficient transit system in Sydney. That is why consideration of the needs of cyclists and cyclist catchment areas will be central to the success of the CBD Metro project. BicycleNSW believes that, for questions of affordability, accessibility and equity the CBD Metro needs to consider the needs of cyclists prominently in the hierarchy of Metro user travel modes.

In planning public transport, planning measures to encourage walking and cycling are inherent to integrated planning as they support each other and public transport patronage, and to good services for people. The Senate Transport Committee Report (2009) stated:

*Cycling can greatly increase the catchment of train stations, while almost all public transport trips have a walking component. (xi)*

Cycling is very suitable to replace many short car trips to stations, replacing demands for car parking or space for 'kiss 'n ride'. An easy bicycle ride can cover 4-5 times the walking distance and up to 20 x the geographic catchment, thereby including more trip generators. New data from the Parsons Brinkerhoff studies of cycling catchments for centres, as part of the Draft NSW Bike Plan confirm a cycling catchment of 5 km.

The Senate Report quoted with approval submissions stating:

*Cycling has to be seen as part of the mainstream transport system...There is a very strong body of science that says that the value of public transport use is multiplied several times when you increase the connectivity between cycling and walking activity and using buses and trains. (p.38).*

Cycling catchments can be a valuable adjunct to demand and service planning, as recommended in the NSW Department of Planning-RTA *Planning Guidelines for Walking and Cycling* (consultative review in late 2008 with minor revisions July 2009) and the NSW *Service Planning Guidelines for Bus Services in Metropolitan Sydney* (expressing useful transport planning principles).

Maximising catchment potential is explicitly listed as a goal under Chapter 5 to Technical Paper 1 of this EA. It is also stated that CBD Metro stations are located and designed to integrate with existing pedestrian, cycle and public transport networks and services. It is noted that bicycles are 'a supported access mode'<sup>3</sup> for

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<sup>3</sup> Ibid., p50

CBD Metro stations. The maximising of catchments approach needs to be strengthened as part of this project.

Transport infrastructure planners who overlook or disregard these interconnections can create less safe road environments for vulnerable users. A sad testimony is evident at Redfern Station bounded by Lawson Street and Gibbons Road where buses cannot unload.

The rise in cycling levels and projected increases with the City of Sydney's Cycling Strategy has significant consequences for CBD Metro transport planners. BicycleNSW considers that the CBD Metro project should be adopting bicycle-friendly policies, practices and budgets and make a break with the past business-as-usual practices.

Since February 2009, the cycling community has been requesting SydneyMetro to include part of their budget for designing safe access to each station by people walking and riding bicycles in the respective walking and cycling catchments. Further, at the CBD Metro Community Information Sessions cyclists have asked about the use of cycling catchments (say 5km radius) in their demand planning for patronage levels and provision of station bicycle parking.

An explanation of the methods used by SydneyMetro was provided in reply, a copy **attached** in the Appendix. For example,

*Both walking and cycling are considered as options for access to public transport. The two are considered together within the models but the feasible distance to walk or cycle to access another mode is sufficiently flexible to reflect a slightly broader cycling catchment. [emphasis added]*

It is evident that SydneyMetro has not turned its attention to how it might encourage walking and cycling to its stations. SydneyMetro have only used a macro-level transport model that excludes cycling. It does not seem to have made use of the available data on dual mode use, nor the rise in cycling journeys-to-work between Census years. Knowledge of the trip generators within the cycling catchment would also be an indicator of future growth in cycling levels. The EA claims<sup>4</sup> that, despite high levels of bike ownership, when bicycles are used cyclists currently prefer to cycle for their entire trip, rather than in combination with public transport. There are limited data on dual mode use, and the difficulty of combining bicycle use with public transport in Sydney understates the latent demand.

Nonetheless, SydneyMetro needed to have given some consideration to each of the City of Sydney Cycling Strategy and Leichhardt Council bike plans. We welcome the potential for gathering greater knowledge about relations for further developments of the metro railway system.

### ***'Operational transport impacts and interactions': integration for improved accessibility***

#### ***Bicycles to, at and on the metro rail system***

Cycling can integrate well with rail services. Therefore, in our view cycling infrastructure needs to be installed to enable people to:

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<sup>4</sup> Technical Paper 1 *Transport and Traffic* to this EA

- ride safely to transport interchanges, stations, and ferry wharves
- utilise secure parking at the stations for their bicycles, or
- take their bicycles on the train (ferry, or on the bus in particular circumstances).

Bicycles become part of the ‘envelope’ in terms of the space occupied by a traveler, sometimes the bicycle can be stored like luggage.

### **Bicycles and metro-rail in Sydney**

The advent of metro-rail for Sydney, provides a welcome opportunity to integrate cycling into the fabric of the transport planning for this CBD Metro project - in the design stage, construction stage (even off site) and operational stage. Therefore, inclusion of cycling can readily be undertaken and the Draft Statement of Commitment amended in several places, notably **Reference #73** “sustainability is embedded in the operations of the project.”

Bicycle NSW understands that the Sydney Metro, a statutory corporation, plans to:

- restrict some bicycles on the Metro system, between Rozelle and Central
- complete negotiated Memoranda of Understandings (MOU) with each of the City of Sydney Council and Leichhardt Council, among other matters, on safe bicycle routes within the catchment of each station.

BicycleNSW suggests that that the carriage of bicycles *on* the proposed West Metro line needs to be considered concurrently. Suggestions that bicycle carriage will be superseded by bicycle-sharing schemes operating at railway stations seem overly ambitious. To assist in the discussion, Leichhardt Bicycle User Group has produced a highly informative paper with references to international best practice. (Copy available on request)

The EA states that bikes (other than folding bikes) will not be allowed on Metro trains. The justification given is that it will be "the same as other metro networks". This is not an entirely accurate description of other networks. BicycleNSW believes that the stated reasons for not allowing bicycles on some deep-tunnel metro systems such as Sydney can, in many locations, be modified by simple responses.

The risk of injury on escalators can be avoided through providing for lifts, necessary to promote access for the mobility-impaired. BicycleNSW submits that ‘the risk of bicycles slowing down the evacuation from Metro trains and stations’ is more illusory than real. Similarly the benefits to be provided to the system through promotion of cycling connections with Metro substantially outweigh the potential ‘impacts on train dwell times and ... network efficiency and reliability.’

Arguments that platform doors, the need for short dwell times and concerns that congestion in circulating areas brings special challenges to bike riders are difficult to understand when luggage, prams and wheelchairs will be designed for, and allowed to travel without restriction.

This decision would affect not just the residential end of trips, but also the employment end, where future expansion into less dense employment areas like Parramatta will surely lead to some desire to get off the Metro and travel beyond

the walking catchment directly to the destination. Without having brought a bike from home, this journey will not be possible without interchanging to buses, which are subject to timetables and do not serve every address as directly as your own bike. The further from the CBD the Metro is extended, the more this problem will impact catchment, since the density of connecting public transport reduces as one moves further out from the CBD.

The Metro should be designed with bike carriage in mind, and for at least partial access for bikes, perhaps for a trial period after opening, or with only a peak hour ban. International best practice should be studied carefully.

Therefore, the **Draft SoC Ref#1Ac**, 'A methodology for embedding sustainability initiatives in the design, development and construction process' could readily include knowledge development of best sustainable practice on accommodating people with bicycles, and should be amended accordingly.

### **Welcome CBDMetro partnerships with councils and local bicycle user groups**

BicycleNSW welcomes the 'partnerships with local councils and local bicycle user groups to develop promotional and educational initiatives' contemplated in the EA (p.51). The initiatives described, include promotion of:

- (i) Cycle-to-Metro days with discounted ticketing for cyclists;
- (ii) Ride guides or bike buddies for regular cycle to Metro users to share safe routes with non-riders;
- (iii) The provision of maps and other bicycle information, including travel isochrones bicycle maps and location of bicycle parking as part of the [www.131500.com.au](http://www.131500.com.au) website or as part of existing interactive online route finders, or where cyclists can share safe on-street bicycle routes (e.g. [www.bikely.com](http://www.bikely.com)); and
- (iv) Sponsorship of community cycling activities, including riding schools/cycle training (or other methods to instil proficiency and confidence in cyclists) for children, and adults including bicycle repair workshops.

These initiatives need to be energetically pursued, and funded by CBD Metro Project!

## **5. Statement of Commitment (SoC), chapter 21**

BicycleNSW requests consideration that it be represented on this committee and panel, described in the Design Stage SoC, given the value accorded to community benefit.

Owing to the oversight in considering some transport planning references as in the DG's requirements, BicycleNSW suggests the Draft SoC be amended as in italics in relation to the following numbered References:

*# 3e - Demand management measures to reduce building energy consumption and reduce transport energy consumption by promoting walking, cycling, other modes at stations, and car sharing.*

# 7b - High quality public domain around stations *and way-finding to access to connected, continuous, safe walking and cycling routes*

# 8 - 5 Green Star Office Design *entails sustainable transport provisions of bicycle parking, small car parking preference (see Ref #3 (e) above)*

# 9b - Traffic and Transport Liaison Group *to include consideration of walking and cycling, invite cycling representative as observers*

# 10 - Project design fully integrated with urban context and urban form by Panel with expertise in transport *and specifically expertise in walking and cycling*

# 51 - Minimisation of disruption to traffic and pedestrian **and cycling** environment during construction *[to avoid risk of omission]; ensure CTMPs and TCPs include both pedestrian and cycling and variable message signs do not block paths of travel for people walking or cycling.*

# 52 - Transport authorities are well informed of project activities. *Suggest amendment to nominate particular representatives for walking and cycling.*

# 65 Construction carbon and energy management objectives *amended to include minimise energy demand from staff travel to work, and as it applies to green office proposal Ref 66 h.*

Many industrial sites use bikes for staff transport around site. Given the safety critical nature of the tasks around the site, staff tend to be highly trained, all road and rail movements are at low speed, are generally carefully planned, and surfaces are well maintained and lit. This makes an ideal cycling environment. The fact that the depot will be busiest at noise sensitive times like 04.00 and 20.00 means there are big advantages for neighbouring properties from the use of staff bicycles instead of internal combustion vehicles. There are also cost, pollution and health benefits accruing from the use of bikes rather than vehicles. Bicycle parking around the site is much easier to provide than car parking and turning facilities, reducing on-site congestion and the amount of vehicle parking at every building. The EA states that bicycles will not be allowed around the site, and only proposes very limited bike parking at the entrances. BicycleNSW believes that this is missing the opportunity for good practice.

The SoC should stipulate that the train operator (IMO contractor) should be encouraged to provide facilities for, and the use of, fleet bikes for staff transport around the Rozelle Maintenance Depot site.

# 71 b - capacity building and generation of skilled employment in green buildings *include skills in green transport/sustainable transport owing to the transport energy intensity of buildings as recognised in green building rating systems.*

#73 - Operational Sustainability Management, corporate governance framework and review of sustainability drivers material to the operation of the metro - *ensure inclusion of sustainable transport in getting to metro stations (Scope 3 in the Greenhouse Gas Protocol); provision for bicycles and car sharing spaces etc.*

Thank you!

## APPENDICES

### ***Appendix 1 – SydneyMetro’s reply on its treatment of cycling and walking in demand forecasting***

----- Forwarded Message -----

**From:** Deborah Palmer <[Deborah.Palmer@sydneymetro.nsw.gov.au](mailto:Deborah.Palmer@sydneymetro.nsw.gov.au)>

**To:** "[robertmoore131@yahoo.com.au](mailto:robertmoore131@yahoo.com.au)" <robertmoore131@yahoo.com..au>

**Sent:** Friday, 10 July, 2009 11:05:15 AM

**Subject:** Response to your query at the CBD Metro Community Information Session held 4 July

Hi Robert

Thank you for attending the CBD Metro Community Information Session at the Balmain Town Hall on Saturday 4 July. At the session, you asked one of our team for further information about how Sydney Metro factored in cycle catchment into our demand planning for usage, and we undertook to come back to you with further detail.

Demand planning firstly quantifies the amount of travel that is expected to occur across the entire metropolitan area, where trips will start and end and what is the purpose of the trip (such as to work, to school, to shopping). When forecasting into the future, the expected population changes are taken into account, including the location of future residential growth and employment centres.

Forecasting then considers which mode of transport people will chose, taking into account the available modes. Car, train, bus and metro are considered as "primary" modes. The choice of mode is based on quite sophisticated behavioural research but in essence boils down to choosing between options on the basis of availability, time and cost.

The model also considers the way people would access a primary mode, such as by walking or cycling or taking a bus to the train or kiss-and-ride. Very short trips made by walking or cycling (such as neighbourhood trips to school or shopping) are not included in wider metropolitan network models. Because of their small number compared to all other modes, it is very difficult to model commuting cyclists with any statistical reliability so they are also excluded from the modelling.

Both walking and cycling are considered as options for access to public transport. The two are considered together within the models but the feasible distance to walk or cycle to access another mode is sufficiently flexible to reflect a slightly broader cycling catchment. The models do not artificially constrain the distance that people are prepared to walk or cycle, but a practical limit arises when the total time and cost of the trip is compared with other options.

The demand for walking and cycling access from the forecasting model is in turn used by station precinct planners, along with other local information, as they consider in more detail the level of cycle facilities required at each station.

I hope this information is of assistance. If you have any further questions at all please contact me at any stage.

Kind regards

**Deborah Palmer**

Place Manager

**SydneyMetro**

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## **Appendix 2 – Extract CBD Metro objectives 4 and 5**

### Page 57 - 4.7 CBD Metro objectives

4 Soundly link land use planning with transport planning to deliver on the state's strategic objectives for improved urban environments with reliable transport.

- Provision of a metro station at Barangaroo that supports the planned development by being well linked into it and providing the gateway for it.
- Provision of a station at White Bay to support planned development at the Bays Precinct.

5 Contribute to the environmental and social sustainability and strong economic global position of the city.

- Opportunity for sustainable land use and lifestyle options along the CBD Metro corridor.
- Improved safety.
- Improved environmental outcomes.
- Application of best practice sustainability principles in the metro design.
- Project provides positive economic agglomeration benefits to the Sydney CBD.
- Delivery model provides value for money

## REFERENCES

City of Sydney (2009) *Corporate plan budget*,  
<http://www.cityofsydney.nsw.gov.au/Council/FormsPoliciesPublication/CorporatePlan.asp>

Senate Transport Committee Report (2009), *Investment of Commonwealth and State funds in public passenger transport infrastructure and services*.

*Planning guidelines for walking and cycling* revised July 2009

The Government is keen to support NSW councils, communities and the development industry to improve planning for walking and cycling. It recognises that whilst there may be broad support for this aim, the challenge is how it can be integrated into the day-to-day work of urban planners and related professionals. These guidelines include information, concepts, case studies and illustrations designed to assist planners in meeting this challenge.

<http://www.planning.nsw.gov.au/PlansforAction/Transportplanning/PlanningGuidelinesforWalkingandCycling/tabid/182/Default.aspx>

<http://www.transport.nsw.gov.au/abouttrans/planners-guidelines.html>