

Parramatta Connect
PLRINF Document Controller
PLRINF.documentcontrol@cpbdjv.com.au
Your Ref: PLR1INF-BECA-ALL-EN-RPT-000001

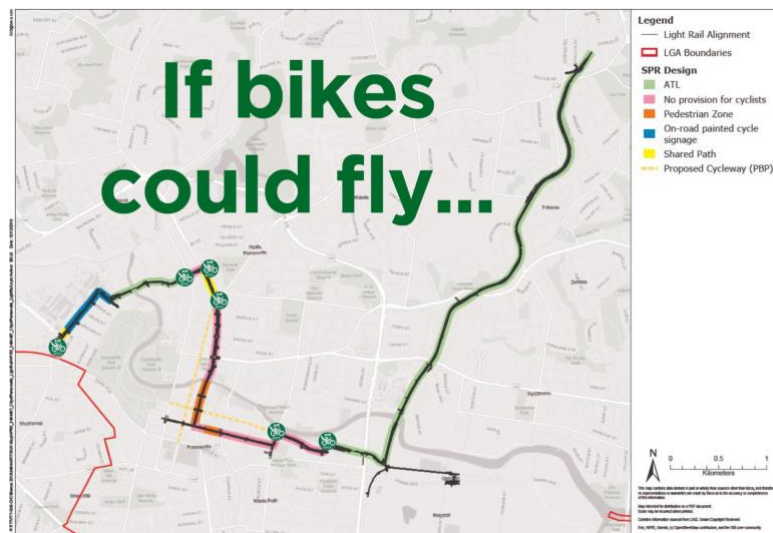
27th May, 2020

Dear Emeline,

Re: Response to [Parramatta Light Rail Pedestrian and Cyclist Network and Facilities Strategy](#)

We appreciate the need in any job for a sense of humor. This document presented us with a unique challenge.

Unless you are aware of a new model of bike that is able to levitate across disconnected fragments of infrastructure, or places where bikes are excluded, your proposed map cannot possibly operate as a 'Cyclist Network'.



If you are able to share details of this new model of flying bike with us, we would be only too happy to accept this as representing some form of strategy. Indeed, it would also represent a unique, innovative transport mode. We added 'air bike' icons at your proposed takeoff and landing points.



However, if you are unaware of any new model of flying bike, then perhaps you will share our incredulity at attempts to call this a cyclist network. Bicycle NSW has participated in meetings, prepared our submission; and worked in good faith, at our expense. We are supported by members who invest in this work in the hope that future provision for bike riding will be safe, well connected, coherent and in accordance with the law, guidelines and regulation we enumerated in our submission.

We have already prepared a 'lessons learned report', at the request of Transport for NSW, following the persistent failure of contractors to meet the basic safety needs of riders and walkers on the Sydney

Light Rail project, and the fatal consequences of failures to address the unsafe design of Newcastle's light rail. Bicycle NSW wrote to Ministers Constanceⁱⁱ and Tooleⁱⁱⁱ offering a new way of working on this project in order to help ensure rider safety in ways that contractors on the Westconnex Rozelle Interchange project^{iv} appear to be unable to do.

You have made a joke of rider safety and severed connections, at a time when the Premier and Transport Minister need as many of us as possible to travel by bike to reduce the spread of COVID-19^v, and the Prime Minister has identified food delivery workers on bikes as essential^{vi}. Bicycle NSW has been invited to suggest pop-up bike lanes^{vii} to connect journeys, even as you propose severing existing connections and delivering a patchwork of disconnected cycling paths:

- through Church Street by turning this into a pedestrian only zone
- by turning a section of Macquarie Street into a pedestrian only zone
- at Horwood Place, the last remaining safe north-south rideable street, by prohibiting through traffic of bikes at George Street and stopping all right turns
- removing existing shared path access without the same facility on Harris Street
- delivering great new paths in North Parramatta and from Carlingford that dump riders onto busy roads a block or two away from existing paths
- recreating the same deadly crossing configurations that pose a risk to cyclists, and that killed Danny Egan in Newcastle. Of the 59 cyclist movements across tracks 46 (78% of instances) are at dangerous angles according to your table of measurements. Banning bike riders is not a network solution, contravenes the requirements at 4.3 to provide safe crossing or safe, legible alternatives and amounts to a failure of design and engineering.

You are forcing cyclists onto busy streets and making large parts of the Parramatta CBD inaccessible to all but the bravest riders. This contravenes the condition of consent and makes a mockery of your undertaking to integrate and conform with the:

- Future Transport 2056 Plan^{viii}
- Road Safety Plan 2020 (Towards Zero)^{ix}
- Disability Inclusion Plan^x
- Tourism & Transport Plan
- Older Persons Transport and Mobility Plan 2018-2022^{xi}
- Austroads Guide to Road Design – Part 6A Walking & Cycling^{xii}
- Australian Standards:
 - AS2890.3 Parking Facilities: Part 3 – Bicycle Parking Facilities
 - AS1742 Manual of Uniform Traffic Control Devices
 - AS1743 Road Signs - Specifications
- RMS 2013 supplements to the Australian Standards including AS1742 Part 9: Bicycle facilities

It also fails to comply with:

- Austroads Guide to Temporary Traffic Management^{xiii}
- Austroads Guide to Road Design^{xiv}
- Austroads Guide to Road Safety^{xv}

There was no genuine consultation, this 'strategy' came after the design was finalised. It is completely unworkable, unsafe, fails to comply with the guidelines and regulations for engineering for bicycles. Bicycle NSW has developed Ray's Corner^{xvi} to draw together and visually explain the relevant guidelines, regulations and laws applicable to engineering for bike riders. We recommend you review it and develop a network reflective of the inability of bicycle riders to fly or levitate.

We are prepared to work in good faith to make this project better, but this falls far short of safe or reasonable standards, and is highly likely to lead to injuries or fatalities. Bicycle NSW and its members

cannot, in good conscience, allow more hazards to be created for riders in the name of the NSW taxpayer. To this end we developed the #NSWBikeFail page^{xvii} to show how the built environment and major projects compromise rider safety.

MP's^{xviii} and other road users^{xix} are speaking up for rider safety. As more people ride bikes following the COVID-19 pandemic we anticipate safety failures will have a greater impact, and meet with more social opprobrium.

Bicycle NSW recommends re-designing this plan to actually become a facilities strategy for cyclists that provides a safe, well connected, coherent network of cycleways, shared paths and safe spaces suitable for riders of all ages to use. We are prepared to provide more detailed engagement, ride through audits (with images and reporting) of detours, temporary facilities and final infrastructure to ensure conformity with current regulations and guidelines.

We want this project to deliver on the investment the people of NSW have made in its success through providing safe active transport that connects with public transport and communities.

Yours faithfully,

Bastien Wallace BA LLB
General Manager – Public Affairs
Bicycle NSW

ⁱBastien Wallace, Bicycle NSW, [Online 26/5/2020] <https://bicyclensw.org.au/wp-content/uploads/2020/05/BNSW-Submission-2020.pdf>

ⁱⁱBastien Wallace, Bicycle NSW, [Online 26/5/2020] https://bicyclensw.org.au/wp-content/uploads/2020/04/20200324-Improving-the-safety-of-Transport-for-NSW-Projects-for-Bike-riders_Constance.pdf

ⁱⁱⁱBastien Wallace, Bicycle NSW, [Online 26/5/2020] https://bicyclensw.org.au/wp-content/uploads/2020/04/20200324-Improving-the-safety-of-Transport-for-NSW-Projects-for-Bike-riders_Toole.pdf

^{iv}Bicycle NSW, [Online 26/5/2020] <https://bicyclensw.org.au/rozelle-interchange/>

^vEden Gillespie, 10 daily (18/5/2020) [Online 26/5/2020] <https://10daily.com.au/news/politics/a200512igksm/nsw-introduces-pop-up-carparks-and-bike-lanes-to-limit-spread-of-coronavirus-20200517>

^{vi} Prime Minister of Australia, The Australian Government (24/3/2020) [Online 26/5/2020] <https://www.pm.gov.au/media/update-coronavirus-measures-24-March-2020>

^{vii}Bastien Wallace, Bicycle NSW (18/5/2020) [Online 26/5/2020] <https://bicyclensw.org.au/do-you-believe-in-magic/>

^{viii}NSW Government, Future Transport 2056 [Online 1/4/2020] <https://future.transport.nsw.gov.au/plans/future-transport-strategy/future-transport-greater-sydney>, Points 3-5

^{ix}NSW Government, Road Safety Plan 2020 (Towards Zero) (2018) [Online 1/4/2020] <https://towardszero.nsw.gov.au/sites/default/files/2018-02/road-safety-plan.pdf>

^xNSW Government, Disability Inclusion Plan (2015) [Online 1/4/2020] <https://www.facs.nsw.gov.au/download?file=313495>

^{xi}NSW Government, Older Persons Transport and Mobility Plan 2018-2022 (2018) [Online 1/4/2020] https://future.transport.nsw.gov.au/sites/default/files/media/documents/2018/Older%20Persons%20Transport%20and%20Mobility%20Plan_0.pdf

^{xii} Austroads Guide to Road Design – Part 6A Walking & Cycling (2017) [Online 1/4/2020] <https://austroads.com.au/publications/road-design/agrd06a>

^{xiii} Austroads Guide to Temporary Traffic Management (2019) [Online 1/4/2020] <https://austroads.com.au/publications/temporary-traffic-management/agttm-set>

^{xiv} Austroads Guide to Road Design (2019) [Online 1/4/2020] <https://austroads.com.au/publications/road-design/agrd-set>

^{xv} Austroads Guide to Road Safety (2019) [Online 1/4/2020] <https://austroads.com.au/publications/road-safety/agrs-set>

^{xvi} Bicycle NSW [Online 26/5/2020] <https://bicyclensw.org.au/trays-corner/>

^{xvii} Bicycle NSW [Online 26/5/2020] <https://bicyclensw.org.au/nswbikefails/>

^{xviii} Bastien Wallace, Bicycle NSW (20/5/2020) [Online 26/5/2020] <https://bicyclensw.org.au/political-consensus-building-for-bike-riding/>

^{xix} Bastien Wallace, Bicycle NSW (7/5/2020) [Online 26/5/2020] <https://bicyclensw.org.au/peddalling-forward/>