

Mr Robert Salisbury,
Environment, Planning & Sustainability Manager
Great River City Light Rail Pty Ltd
Level 1, 31 Macquarie St, Parramatta NSW 2150
robert.salisbury@greatrivercity.com.au

Your Ref: PLR-PLR1SOM-GLR-BICYCLNSW-CORR-000001

17th March, 2021

Dear Rob,

**RE: Parramatta Light Rail – SOM Package 5 –
Pedestrian and Cyclist Network and Facilities Strategy**

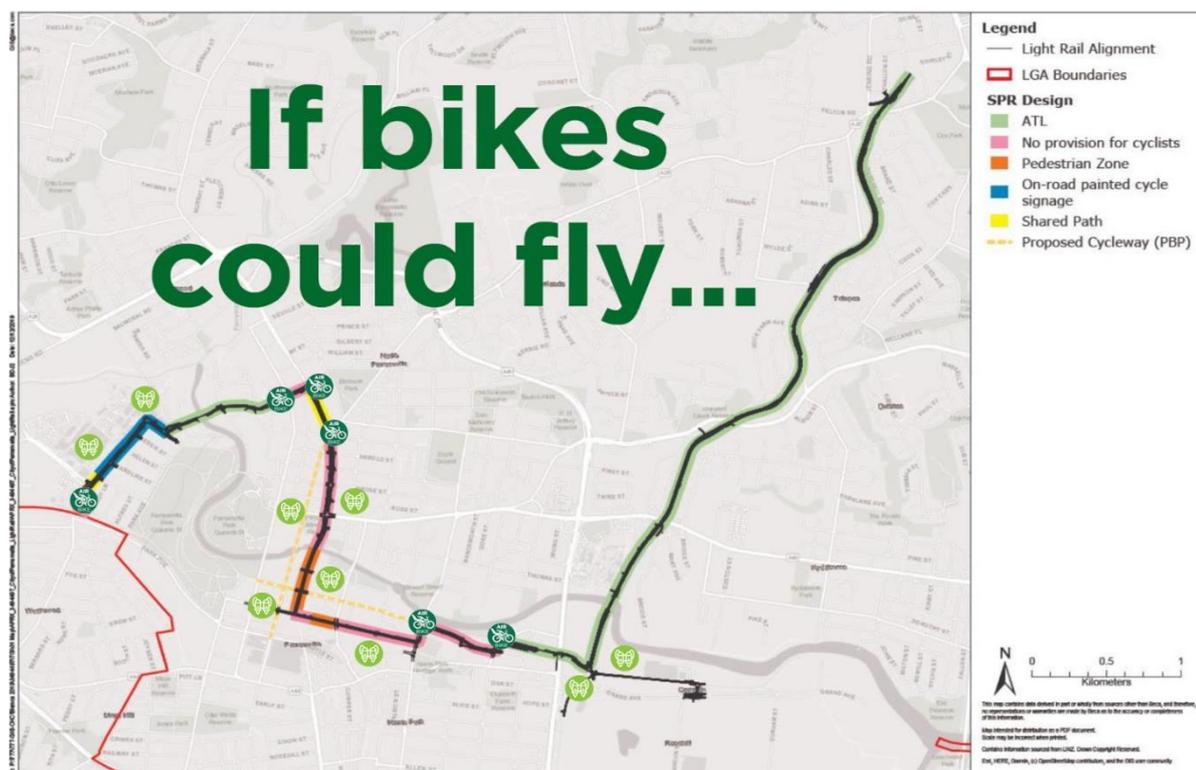
Thank you for the opportunity to comment on the proposed Pedestrian and Cyclist Network and Facilities Strategy. Bicycle NSW has been the peak bicycle advocacy group now in NSW for forty-five years, and has over 30 affiliated local Bicycle User Groups across the state.

I was deeply disappointed to read this strategy, as it fails to address the concerns raised in our last two responses, and in fact makes things worse for riders. I was further concerned by your response that the previous submissions I had written were 'before your time' on the project. I have to question the document control process when submissions made by key stakeholders are lost or disregarded.

Bicycle NSW invests significant expertise and our own resources in developing submissions that are intended to maximize the safety and utility of projects, such as the Parramatta Light Rail for bike riders. Our Members support us to do this work and we are committed to ensuring this project avoids the errors that led to Danny Egan's death in Newcastle. We have also repeatedly provided advice that aligns with the policies, regulations, laws, guidelines and strategies of the NSW Government. Following it at an early stage offers great community benefit and the cost saving of rectification works and re-design. I have attached our two prior submissions for your review and will not be repeating their content.

In our submission of the 27th of May 2020 we used flying bicycles to illustrate each of the places where it was impossible to legally ride the infrastructure map provided by the project. This expressed our frustration that plans had failed to address the issues we raised in our submission of the 2nd of April 2020. The only way to safely and legally navigate, appeared to require a flying bicycle.

Regrettably this plan, together with intervening road modifications, appears even worse. We have enhanced our previous map with jetpacks to indicate the additional problems and we have provided a full list following it of the prohibited movements. Of course bicycle riders are not the only people disadvantaged, people dependent on mobility assistance devices often rely on bike infrastructure.



In our previous submission we used flying bicycles to highlight that it is impossible for bike riders to legally travel in certain directions or across intersections. This has been made worse and we've added jet-packs to reflect this and described the 24 banned bicycle movements below.

Banned Bicycle Movements

Hawkesbury Rd / Darcy Rd

1. Southbound on Darcy into Hawkesbury 2. Westbound on Hawkesbury into Darcy 3. Eastbound on Hawkesbury into Caroline

Hainsworth St / Bridge St

3. Eastbound on Hainsworth at Bridge 4. Westbound on Hainsworth at Bridge 5. Westbound on Bridge into Hainsworth

Fleet St / Factory St

6. Northbound on Fleet into Factory

Church St / Factory St

7. Northbound on Church at Factory 8. Southbound on Factory at Church

Church St / Pennant Hills Rd

9. Northbound on Church into Pennant Hills

Church St / Grose St

10. Southbound on Church west into Grose

Victoria Rd / Church St

11. Westbound on Victoria north into Church

Market St / Church St

12. Eastbound on Market north into Church

Horwood Pl / George St

13. Southbound on Horwood 14. Northbound on Horwood 15. Southbound on Horwood west into George 16. Northbound on Horwood east into George

Macquarie St / Church St

17. Eastbound on Macquarie

Macquarie St / Smith St

18. Southbound on Smith west into Macquarie 19. Northbound on Smith west into Macquarie

George St / Purchase St

20. Eastbound on George into Purchase

George St / Alfred St

21. Eastbound on George 22. Eastbound on George north into Alfred 23. Northbound on Alfred 24. Southbound on Alfred

The  marks 2 places where bike riders can no longer travel due to State Projects. Access along the Parramatta River is blocked due to works related to the Museum relocation, and the  marks areas where diversions are via stairs, making this area inaccessible to all wheelchair users, many parents with prams and most bike riders. The intersection at Horwood place is blocked by this light rail project. No safe or equivalent detours have been provided.

Forcing bike riders off safe infrastructure onto the road contradicts Transport for NSW policies and the Austroads guidelines, and we would urge the project to reconsider this plan in terms of the works during construction and the final state. This is made more important because greater heavy vehicle movement due to construction is especially hazardous to bike riders cycling on the road.

Rather than working to develop cycling infrastructure or facilities in the Camellia Precinct, the plan at 5.7.4 is for riders to share the road with traffic. Given the identified priority of the NSW Government to achieve mode shift to walking and cycling this makes no sense. The Pedestrian and Cyclist Network and Facilities Strategy should uphold government policy and taking the opportunity to develop safe cycling networks to enable a greater proportion of the community to access stations and to travel by bicycle.

We urge you to read our previous submissions and, together with these additional comments reconsider the Pedestrian and Cyclist Network and Facilities Strategy as it currently fails to deliver a safe rideable network, or to support NSW Government Policy. It is highly likely that if constructed as planned, this project will lead to the injury or death of bike riders during or post construction and that it will deter mode shift to active transport. Already, bike riders, wheelchair users and parents with prams find many parts of Parramatta inaccessible as a result of this project together with the Museum relocation.

Bicycle NSW recommends convening a meeting between both projects, Parramatta Council staff, bike, pedestrian, and disability advocates to amend this plan. We are prepared to work in good faith towards solutions that benefit the whole community but this plan, if pursued, will create hazards and reduce safety and amenity.

Yours faithfully,

Bastien Wallace – BA LLB
General Manager Public Affairs
Bicycle NSW