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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**

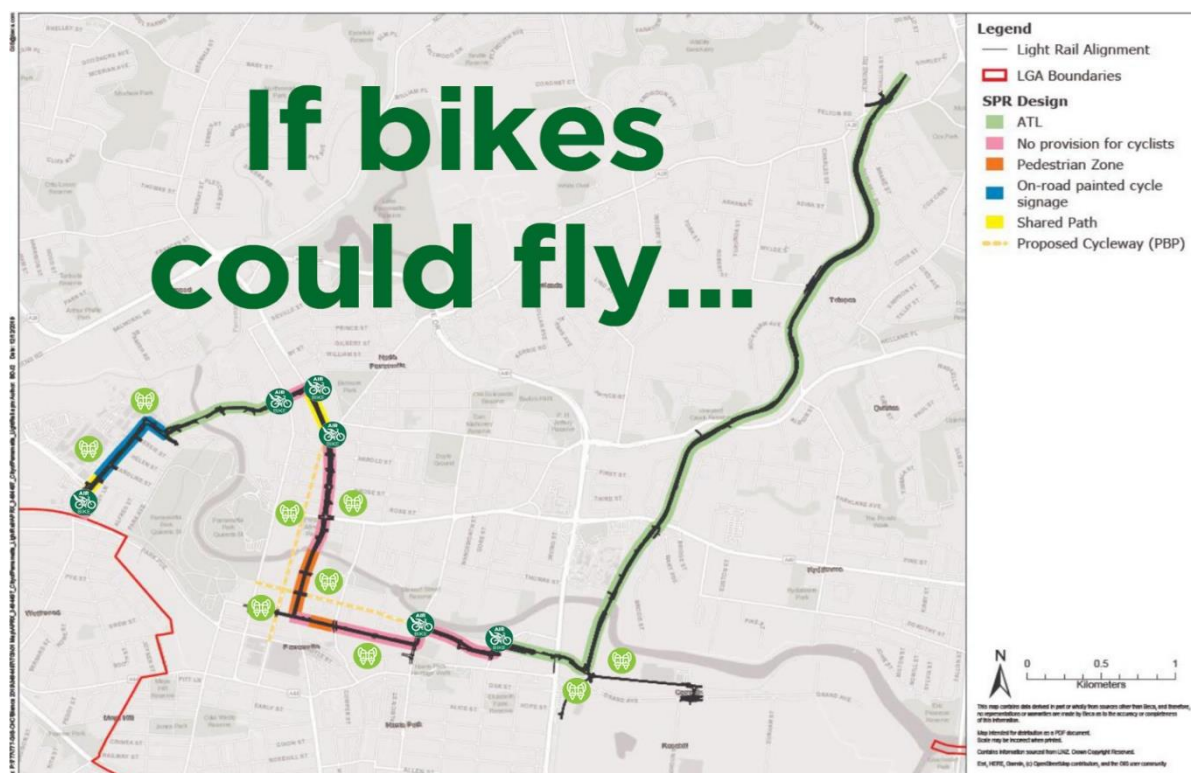
Thank you for the opportunity to comment on the proposed Pedestrian and Cyclist Network and Facilities Strategy. Bicycle NSW has been the peak bicycle advocacy group now in NSW for forty-five years, and has over 30 affiliated local Bicycle User Groups across the state.

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 27<sup>th</sup> 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 2<sup>nd</sup> 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

At page 6 of the Executive Summary of the Parramatta Light Rail Pedestrian and Cyclist Network and Facilities Strategy, it says the Austroads cycle design principles informed the design, however safety, directness and legibility are sadly lacking in this project design.

At page 15 E14(c) the strategy references outdated Austroads Guidelines for managing cyclists during the construction phase. We previously advised you of this error in our submission of the 27<sup>th</sup> of May. The current and correct set of guides are:

- Austroads Guide to Temporary Traffic Management<sup>1</sup>
- Austroads Guide to Road Design<sup>2</sup>
- Austroads Guide to Road Safety<sup>3</sup>

We strongly advise rectification to conform with the current guides, as this is an ordinary requirement of contracting to deliver Transport for NSW Projects.

I note since these previous submissions, Transport for NSW has released a range of new policies that this project is obliged to conform with. Bicycle NSW applauds this excellent work and we share the expectation of Transport for NSW, that they will be followed. The [Movement and Place Framework](#), the [Road User Space Allocation Policy](#) and the [Providing for Walking and Cycling in Transport Projects Policy](#) all apply to this project and the [Cycleway Design Toolbox: Designing for Cycling and Micromobility](#) provides resources and examples to in your efforts to design infrastructure for bike riders.

It appears none of the intersections with dangerous crossing angles outlined in our previous submissions have been rectified and made safe for bicycle riders, wheelchair users or parents with prams. People travelling from, to or through Parramatta will really need jetpacks, and the Museum works diversion have compounded the problems for bike riders.

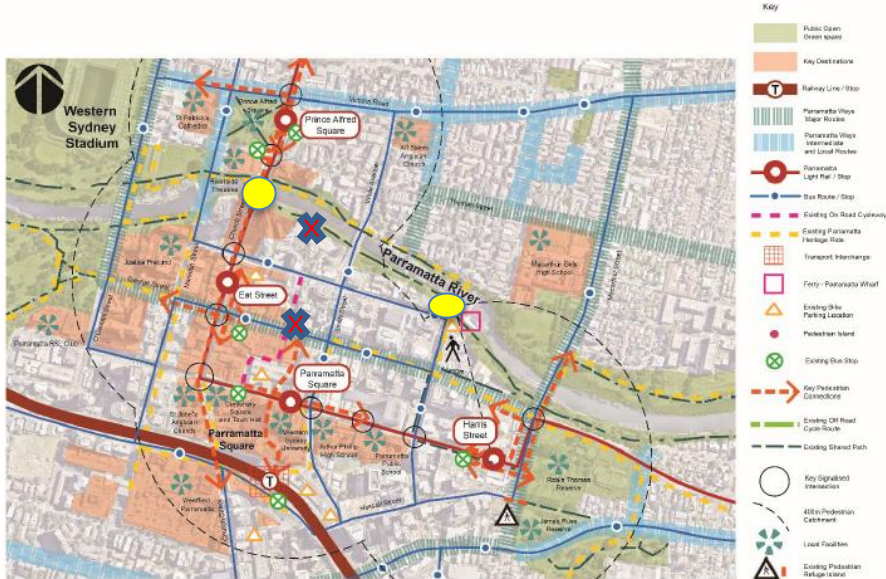




Figure 5-5: Parramatta CBD Precinct – Existing Walking and Cycling Infrastructure (Refer to Appendix C for full size map)

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

<sup>2</sup> Austroads Guide to Road Design (2019) [Online 1/4/2020] <https://austroads.com.au/publications/road-design/agrd-set>

<sup>3</sup> Austroads Guide to Road Safety (2019) [Online 1/4/2020] <https://austroads.com.au/publications/road-safety/agrs-set>

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