

Department of Planning, Industry and Environment
 Draft Macquarie Park Place Strategy Submission
 Locked Bag 5022,
 Parramatta NSW 2124

7th August 2021

To Whom It May Concern

RE: Draft Macquarie Park Place Strategy

Thank you for the opportunity to comment on the draft strategy for Draft Macquarie Park Place Strategy. Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty-five years, and has over 30 affiliated local Bicycle User Groups.

Our mission is to make NSW better for all bicycle riders, and we advocate for new cycling routes and infrastructure that provide connections to jobs, schools and services for daily transport and recreation. Cycling provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and can be enjoyable for all ages with the correct infrastructure design.

More journeys taken by bike reduces congestion on roads and public transport. They also reduce the need for parking space for park private vehicles on the street and enable curbsides to be used more inclusively to hail ride-share vehicles, provide access for parents with prams and people using mobility assistance.

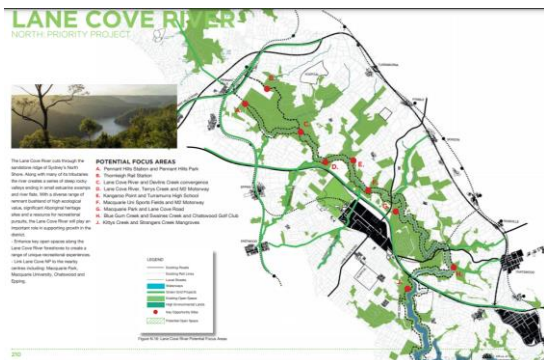
This plan is for 20,000 jobs and up to 7,650 homes in the investigation area.ⁱ However plans will need to change if they are to achieve ‘Move 3’:

“Rebalance transport uses: improving the quality of how people and goods move around Macquarie Park through a new movement and place framework that encourages walking, cycling and public transport use, rather than the prevalence of private car use that exists today”ⁱⁱ

Or reflect the Movement and Place principles or follow the two excellent Transport for NSW policies:

- Providing for Walking and Cycling in Transport Projects Policy CP21001ⁱⁱⁱ
- Road User Space Allocation Policy CP21000^{iv}

We note efforts to align with Transport for NSW Future Transport 2056 Plan^v, however 70% of people who work in Macquarie Park currently travel by car.^{vi} In order to entice more people to shift transport mode the Macquarie Park Place Strategy needs to provide active transport modes with high amenity, legibility, convenience and safety for commuters to and from the precinct as well as travellers through it. These also need to integrate well with the Sydney Green Grid^{vii} connections, the Principle Bike Network, and connections to transport hubs.



Issues and recommendations:

The 'woven ways' cited within the plan may allow active transport use, but the planned volumes of people for this prescient would mean that shared paths are not suitable infrastructure for areas with high pedestrian and cycling activity and will not lead to an acceptable level of amenity and safety for either walkers, riders, parents with prams and people dependent on mobility assistance devices.

Recommendation: Provide separated infrastructure for walking and cycling that is well connected from the outset

A number of elements of this plan reflect a 'disconnect' with current circumstances. This is evident from the image of mono-wheel and helmetless bicycle riders on page 40,^{viii} to the planned funding allocation to complete works contained in the Macquarie Park: Strategic Infrastructure and Service Assessment^{ix} that depends on the \$6.5 billion required to complete the works till 2036 coming from Special Infrastructure Funding Contributions and that Local Governments would also receive developer contributions. In reality mono-wheels are prohibited from use in the road related environment, bicycle riders are fined for failing to wear helmets, and proposed reforms would mean that developers could defer payment of infrastructure contributions until after construction and that payments to Councils could be reduced or uncertain.^x

Recommendation: This plan needs revision to reflect the actual legal, regulatory and fiscal environment.

Recommendation: Specific funding and timeframes need to be set for the delivery of bike infrastructure rather than aspirational statements

The requirement on State projects to consult on active transport plans falls a year after project commencement. Regrettably this is too late. In the course of our meetings with Transport for NSW staff Bicycle NSW has been advised that once a contract has been signed it is 'too late' to change it. This makes consultation a year post-commencement on active transport virtually meaningless. It also makes the job of keeping riders safe during the construction process virtually impossible on large projects where we have found many contractors refuse to accommodate the needs of bike riders. Newcastle Light Rail, Sydney Light Rail, Parramatta Light Rail and Westconnex all demonstrate that failure to get the plans right up front could condemn local people to decades of disruption and safety issues, provoke mode shift away from active transport and necessitate costly corrective works.

Recommendation: Develop the active transport plans up from, consult early and make their provision a condition of planning consent.

Recommendation: Commit to active transport infrastructure delivery as early as possible in the project in order to encourage mode-shift when people move to the precinct, and to keep riders and walkers safely separated from construction vehicles

There are opportunities at Macquarie Park to take a positive step-change in the way major State Government projects are delivered in NSW that will save money, lives and accelerate the delivery of the government's carbon emissions, health and congestion reduction goals. Bicycle NSW hopes that these recommendations will be taken up in order to realise this potential for positive change.

Yours faithfully,

***Bastien Wallace* – BA LLB**

General Manager of Public Affairs
Bicycle NSW

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- ⁱ Department of Planning, Industry and Environment, Draft Macquarie Park Place Strategy [Online as at 6/8/2021] https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/GOVP1468_DPIE_MACQUARIE_PARK_STRATEGY_FA_ACCESSIBLE_FINAL_V2.pdf P9
- ⁱⁱ Department of Planning, Industry and Environment, Draft Macquarie Park Place Strategy [Online as at 6/8/2021] https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/GOVP1468_DPIE_MACQUARIE_PARK_STRATEGY_FA_ACCESSIBLE_FINAL_V2.pdf P6
- ⁱⁱⁱ NSW Government, Providing for Walking and Cycling in Transport Projects Policy CP21001, [Online as at 19/2/2021] www.transport.nsw.gov.au/system/files/media/documents/2021/providing-for-walking-and-cycling-in-transport-projects-policy.pdf
- ^{iv} NSW Government, Road User Space Allocation Policy CP21000, [Online as at 19/2/2021] www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf
- ^v 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
- ^{vi} Department of Planning, Industry and Environment, Draft Macquarie Park Place Strategy [Online as at 6/8/2021] https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/GOVP1468_DPIE_MACQUARIE_PARK_STRATEGY_FA_ACCESSIBLE_FINAL_V2.pdf P17
- ^{vii} Sydney Green Grid, Central District. Tyrrell Studio, 2017. <https://www.governmentarchitect.nsw.gov.au/resources/ga/media/files/ga/plans/sydney-green-grid-plan-4-central-district-2017.pdf>
- ^{viii} Department of Planning, Industry and Environment, Draft Macquarie Park Place Strategy [Online as at 6/8/2021] https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/GOVP1468_DPIE_MACQUARIE_PARK_STRATEGY_FA_ACCESSIBLE_FINAL_V2.pdf P40
- ^{ix} The Macquarie Park: Strategic Infrastructure and Service Assessment [Online as at 6/8/2021] [https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/0000-SIA/SISA+\(June+2021\)+v2c.pdf](https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/0000-SIA/SISA+(June+2021)+v2c.pdf) P 27-8
- ^x Government News, Judy Skatssoon, Minister vows to press ahead with infrastructure contribution changes (19/7/2021) [Online as at 7/8/2021] <https://www.governmentnews.com.au/minister-wants-to-press-ahead-with-levies-reform/>