



Sarah Bickford <sarah.bickford@bicyclensw.org.au>

Bicycle NSW comments - Toongabbie to Westmead Pedestrian and Cyclist Corridor

1 message

Sarah Bickford <sarah.bickford@bicyclensw.org.au>

7 May 2024 at 19:18

To: transportplanning@cityofparramatta.nsw.gov.au, Mark Crispin <MCrispin@cityofparramatta.nsw.gov.au>

Cc: Peter McLean <peter.mclean@bicyclensw.org.au>, Rob Kemp <robkemp@tpg.com.au>

Dear Mark and the Transport Planning Team,

Thank you for the opportunity to comment on the concept plans to deliver an active transport corridor along the T1 rail line between Westmead and Toongabbie.

Bicycle NSW strongly supports the vision to create a safe and (mostly!) separated cycleway alongside the rail corridor.

- This will be a transformational city-shaping project.
- The corridor is a key component of Parramatta's Bike Plan 2023. It is a long-standing Green Grid corridor, and, more recently, featured as an immediate opportunity in TfNSW's Strategic Cycleway Corridors program for the Central River City. Toongabbie to Westmead forms the core of Strategic Cycleway Corridor 24 - Parramatta to Blacktown.
- We congratulate City of Parramatta for seeking grant funding to kick-start the planning process with such a detailed corridor study. **A remarkable amount of work has gone into this first stage.**
- The study clearly maps the constraints and opportunities. It will allow stakeholders to progress the project, seek funding and maximise opportunities presented by adjacent developments over the coming years.
- Many elements of the project, such as the bridge over the Cumberland Highway, will be game changers for the community and we look forward to supporting design work, funding applications and stakeholder engagement.
- Bicycle NSW will work with our network of local advocates to provide more detailed feedback on sections of the corridor as the various projects progress to detailed design and delivery stages.

We are delighted to see real intent to reallocate road space away from private vehicles.

- Removing parking spaces to create space for walking and cycling infrastructure aligns with the Transport for NSW Road User Space Allocation Policy which prioritises people walking, then riding. Private vehicles should be considered last. The parking of private vehicles must no longer be the priority when allocating road space to different users. A Road User Hierarchy is now embedded in Parramatta's Bike Plan 2023 (Figure 1). Council has committed to apply the hierarchy in road space allocation and transport investment decisions.

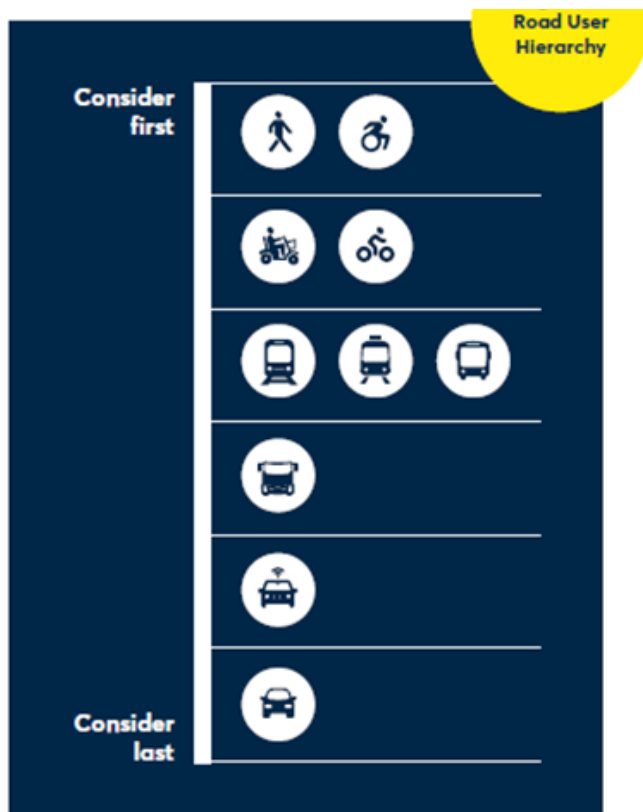


Figure 1: City of Parramatta's Road User Hierarchy (Source: Parramatta Bike Plan 2023)

- It is beyond time to move the dial and transform Sydney from a car-dependent city to a modern, green and sustainable metropolis focused on public and active transport and a Net Zero future.
- The road-related environment is a public asset that must be shared equitably between all road users. Any increase in inconvenience to car drivers, created by reducing road space for driving and parking private vehicles, will incentivise the mode-shift that Transport for NSW and Council seek.
- It is essential to stress to stakeholders that reallocating road space for cycling does not only benefit bike riders. Local residents will have quieter streets, with less pollution, noise and through-traffic. Narrower vehicle lanes encourage slower, safer driving. Pedestrians will have their own dedicated space that is not shared with bikes. Businesses often overestimate the importance of parking and car access – but many studies have shown that easier access by bike and on foot is very good for business.

Bicycle NSW is very impressed by City of Parramatta's approach to analysing parking demand.

- Comprehensive parking surveys were completed along the entire corridor to understand current usage patterns. There is clearly a surplus of parking along the corridor. The parking surveys recorded a total of just over 1,400 on-street car parking spaces, with a peak use of just over 750.
- With transparent data that shows how parking is being used at peak times, the community is more likely to support the loss of spaces to allow the installation of best-practice active transport infrastructure.
- In areas of high demand, particularly around stations, more parking will be retained and reconfigured as needed to accommodate walking and cycling. Between activity centres where parking demand is low, some on-street car parking spaces can be repurposed on the rail side. The current plans will leave a surplus of over 300 parking spaces, including some new spaces created by more efficient use of existing road space. **Great work City of Parramatta!**

We work closely with local Bicycle User Group CAMWEST. Bicycle NSW aligns with CAMWEST's [submission](#) which draws on local knowledge and expertise to make detailed comments on elements of the proposal.

- In particular, we agree that more thought needs to be given to the crossing of Wentworth Avenue to allow bike riders to connect with future and existing local routes on Barangaroo Road, Toongabbie, Ballandella Road, Binalong Road and Glenavy Street.
- It is important to envision the corridor as a 'spine' with a series of local 'ribs' – the connections to the ribs must be seamless and safe for bike riders of all ages and abilities to maximise linkages to useful daily destinations such as schools.
- We also agree that City of Parramatta should strive to achieve a best-practice, future-proofed **3.0m wide separated bicycle path wherever possible.**

We look forward to collaborating with City of Parramatta, City of Cumberland and many other stakeholders to bring the Toongabbie to Westmead Pedestrian and Cyclist Corridor to reality as soon as possible.

Many kind regards,



Sarah Bickford
Bike Planner

Bicycle NSW

Gadigal Country
Tower 2, Level 20,
201 Sussex Street, Sydney, NSW 2000
T: 02 9704 0800 M: 0431 961 520 W: bicyclensw.org.au



JOIN OUR FAMILY

Bicycle NSW has been the peak bicycle advocacy group in NSW for over forty-eight years, and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design