



PO Box M59 | Missenden Rd | Camperdown NSW 2050
www.bikesydney.org | ABN 95939852367
Tel +61 2 8213 2437

To:

Transport Access Program - Museum
Principal Manager Environmental Impact Assessment
Transport for NSW
Locked Bag 6501, St Leonards NSW 2065

Email: projects@transport.nsw.gov.au

10 September 2014

BIKESydney's response to the Museum Station Easy Access Upgrade REF

Introduction

BIKESydney is an incorporated not-for-profit community organisation.

We want to live in a city:

- Where riding a bicycle is part of everyday life
- That is vibrant, healthy, productive, creative and robust
- That values community, mobility, health, wellbeing social equity and sustainability
- Where people of all ages can make easy choices to ride a bicycle, walk and take public transport.

We advocate on behalf of our members and people who ride bicycles who live and work in inner Sydney.

Overview of the Concept Designs

BIKESydney supports the NSW Government's commitment its NSW 2021 Goals:

- More than doubling the mode share of bicycle trips made in the Greater Sydney region, at a local and district level, by 2016 (NSW 2021 Goal 8);
- Promoting healthy lifestyles, including by increasing the mode share of bicycle trips and by reducing overweight and obesity rates (NSW 2021 Goals 8 and 11);
- Improving road safety, reducing fatalities and making NSW roads the safest in the country (NSW 2021 Goal 10).

Preamble

The Review of Environmental Factors (REF) clearly states a commitment to "...deliver seamless travel to and between modes ...and better integrate station interchanges".

Transport for NSW's ***Sydney's Cycling Future*** vision includes many references to "multi-modal transport", "integrated transport", "connected networks ..to transport interchanges" and "a focus for [mode-shifting] short transport trips" that serve ample justification for having this project include provisioning (access and parking) for bicycles.

Our Recommendations

1) The REF (p47) grossly understates the relationship the CBD's present and future cycling infrastructure has to the station. Indeed, by the time of completion of the station upgrade, it is likely that the College St cycleway will have been removed and new cycleways on Castlereagh, Liverpool and Park Sts completed. Notably each of these future cycleways will provide cycling links to the CBD and to Museum Station.

With this, there will be a significant increase in the number of riders seeking multi-modal (bike-train) use of Museum Station. The existing provision for bike parking is significantly inadequate. The REF rather should better analyse and account for the likely significantly increased future demand for bike parking at the station's Hyde Park entrances. Such provisioning is remarkably easy and cost-efficient to provide. The introduction of additional bike parking should be viewed as an opportunity rather than an obligation.

2) Section 3.3.2 Design Standards - should include the standard that that prescribes bike parking rates for large public infrastructure such as train stations? If such a standard is not available, the Proposal should justify how it has determined that the bike parking quantum to be provided by this project is zero. Easily-accessible and secure bike parking should be provided at all Hyde Park station entrances and other entrances where space permits.

3) Section 3.3.3 - Table 1 - Point 7.34 - Safe pedestrian movement - this section states that "*...there are no pedestrian / vehicular crossings within the scope of this project. For areas and items within the project scope, clear signage is being provided and passenger circulation areas are free of obstacles such as poles*". The Proposal has a responsibility to allow for legal and safe cycling crossings of (Elizabeth St) intersections at station entrances. It's inappropriate that the Proposal ignores this responsibility.

4) Impacts on Cyclists during construction works - Section 3.4.1 outlines that "*...Construction is expected to commence in late 2014. The overall duration to complete the Stage 1 works under this Proposal is approximately a year. This does not include the time it would take to undertake Stage 2 and 3 works.*"

The REF appears to have miscalculated that the Liverpool St and Castlereagh St Cycleways are expected to have been completed during the last stages of the station upgrade's construction period (Quarters 3 and 4 of 2015). Accordingly, not only is it incorrect for the REF to assert that "*..There are no designated cycleways in the area that would be affected by the project*", indeed, there will be a significant increase in the number of cyclists accessing the Liverpool/Elizabeth Sts intersection. The REF should clarify whether station construction works would impact these cyclists.

5) Figure 15 of the REF intimates that "Entrance 3" to the station - the entrance at the north-west corner of the Liverpool/Elizabeth Sts intersection - will remain activate. If so, this gives yet more impetus to the need to have the (proposed) Liverpool St cycleway extend further east to Elizabeth St - rather than stop at Castlereagh St - so as to avoid congestion and conflicts on the northern footpath of Liverpool St. As proposed, the Liverpool St Cycleway will end at Castlereagh St (where it should have otherwise continued to connect with Elizabeth St) in order to accommodate another lane of motor vehicles, purportedly so that cars will not queue across Elizabeth St. (Providing the extra lane will in indeed increase queuing, and in any case, this phenomenon should be managed by better traffic signal design and compliance.) This choice has been taken in preference to providing safety and amenity for pedestrian and cyclists;

6) Sections 6.1.1 & 6.1.2 - while there is detailed analysis of the Level of Service (LoS) and impacts on amenity for pedestrians, there is insufficient detail of the station's amenity and ease of access for cyclists. There should be so as there is no reason that the station shouldn't be developed as a multi-modal "bike-and-ride" interchange;

7) New station lifts should be designed to accommodate bicycles, including cargo bikes;

8) Section 6.13 Cumulative Impacts - the project should assure itself that the construction of the Liverpool St Cycleway (mid-2015) will not occur concurrently with construction of the project and therefore give rise to cumulative impacts.

Please feel free to contact us should you require any clarification or wish to discuss other matters.

Yours sincerely

David Borella

BIKESydney

President

david.borella@bikesydney.org