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9 February 2015

## **BIKESydney's submission to the Barangaroo Ferry Stop Environmental Impact Statement (EIS)**

### **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.

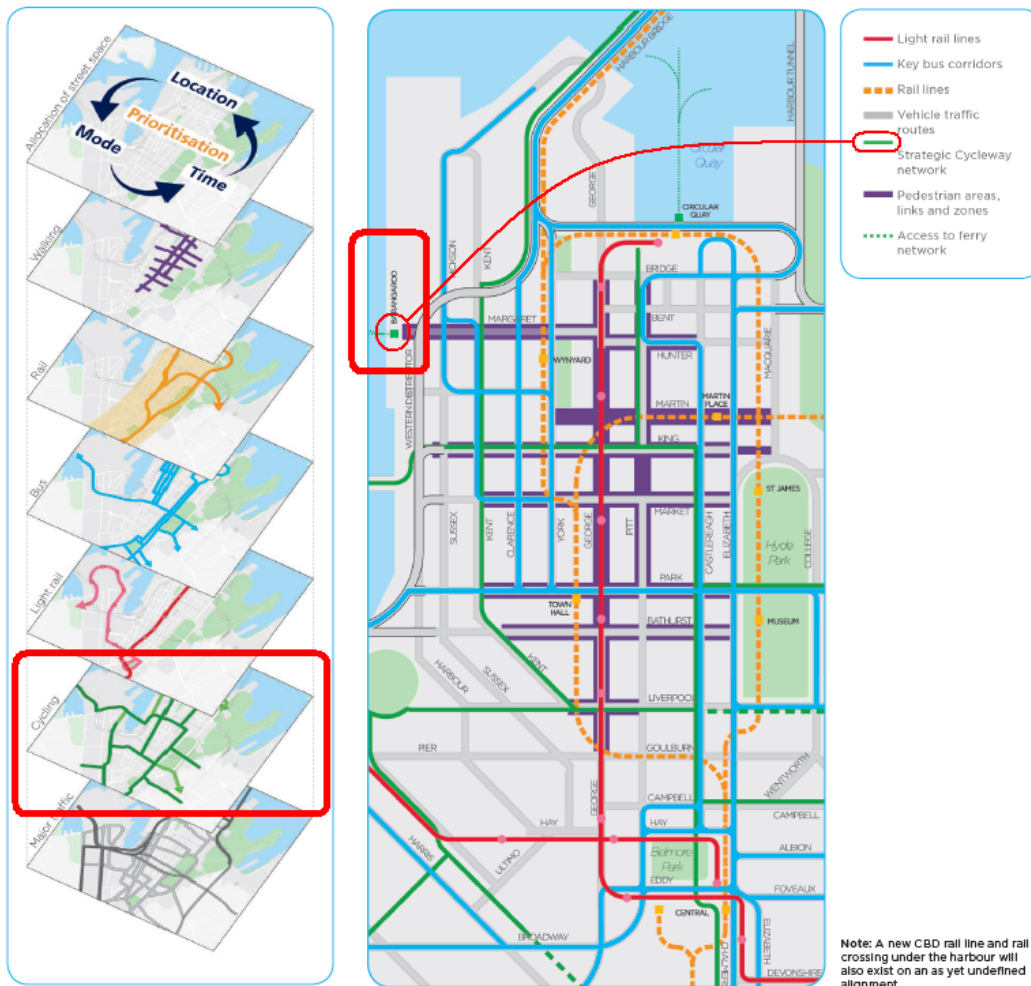
We advocate on behalf of our members and people who ride bicycles who live and work in central Sydney.

# NSW Framework - Transport for NSW's Sydney's Cycling Future

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

- 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).

BIKESydney also supports Transport for NSW's (TfNSW) **"Sydney City Centre Access Strategy"** and its **"Sydney's Cycling Future"** transport blueprints which prescribe Barangaroo cycling links to the Ferry Hub.



### Completed strategic cycleway network



## BIKESydney supports the principle of the Ferry Hub

**BIKESydney, a key stakeholder, supports the introduction of a Ferry Hub for Barangaroo but calls for the proposal to be amended to include cycling links and bicycle parking as mandated in the Government's Long Term Transport Masterplan and Sydney City Centre Access Strategy.**

The proposal should be updated to:

- address how the proposal serves the State's goal of doubling cycling's mode share (**NSW 2021**, Goal 8);
- explicitly enunciate the *strategies* that it will adopt to encourage cycling as a transport and commuter option;
- adopt the principle to provide safe, connected cycling links to the Ferry Hub that eliminate conflict with pedestrians and motorised traffic;
- be updated to include the assessment of external and internal cycling catchments and "desire lines" to, and bicycle parking demand for the Ferry Hub;
- be updated to explicitly identify internal and external (to Barangaroo) cycling links to the Ferry Hub. Left implicit, the links will likely never be developed. By comparison, the proposal (rightly) clearly assesses and explicitly identifies the pedestrian network;
- commit to providing a quantum of convenient and secure bike parking at the Ferry Hub that can be increased later if required;
- commit to providing signalised cycling crossings at road intersections into/out of Barangaroo;
- specifically address the cycling desire line between the Harbour Bridge cycleway and the northern entrance to Barangaroo via Watson Rd, Argyle Pl and Dalgety Rd. The proposal does not address this route which will likely be favoured by many riders;
- be updated to clearly enunciate the cycling provision along the entire Barangaroo foreshore (in keeping with the requirement to provide foreshore access prescribed by the **Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005**, and **Sharing Sydney Harbour Access Plan**);
- commit to having internal cycling links to the Ferry Hub delivered as part of the first tranche of Barangaroo's transport network;

- be updated to explicitly address the requirements of the [Planning] Secretary's Environmental Assessment Requirements (SEAR's) in relation to:

*"...assessment and modelling of ...bicycle parking requirements" and*

*"...assessment of ...impacts on cyclist and pedestrian access and safety, including consideration of opportunities to integrate cycling and pedestrian elements with the public domain"*

- be updated to include mitigation and management measures to address impacts on riders from construction trucking movements particularly along Hickson Rd (as shown in Figures 6-5 and 6-6 of the EIS);
- commit to including lead cycling stakeholder groups such as Bicycle NSW and BIKESydney in the detailed design of the Ferry Hub (as called for in Section 5.2.2 of the EIS. BIKESydney was not consulted in the development of the EIS as was required by the projects SEAR's).

**The Customer and Operational Benefits of these measures include:**

- Creation of a direct, efficient, fast autonomous travel choice;
- Increased ferry service patronage;
- Origin-side decongestion benefits (reduced car "drop offs");
- Reduction of private vehicle use and releasing seats on buses and trains ("mode-shifting");
- Increase in (origin-side) ferry patronage catchments;
- Health benefits.

The Barangaroo precinct is expected to accommodate up to 23,000 office workers, include a residential community of about 2,500 people and attract up to 33,000 visitors per day when complete. The great majority of these people will travel to and within the precinct by sustainable transport modes (walking, riding, and public transport, including the subject ferry service.) Accordingly, the Barangaroo Ferry Hub is a primary opportunity to achieve the State's **NSW 2021** cycling goal of doubling cycling's mode share.

We urge Transport for NSW and the Department of Planning and Environment to consider that Barangaroo will generate a significant number of commuter cycling trips irrespective of the cycling provisioning provided. Providing high-quality and clearly-defined cycling infrastructure within Barangaroo and to the Ferry Hub will increase the facility and safety of all users, not merely those who ride. The absence of cycling provisioning will not absent riders.

Could you please advise us directly once Transport for NSW has completed its EIS Submissions Report for this consultation?

Yours sincerely  
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