



Sutherland Shire

Environment Centre Inc.

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Director, Planning and Environment  
Transport Infrastructure Development Corporation  
Locked Bag 6501  
St Leonards NSW 2065

Dear Sir

**Duplication of Sutherland to Cronulla Railway Line:  
Provision of cycling facilities**

Firstly, Sutherland Shire Environment Centre would like to congratulate the State Government for moving ahead with the duplication of the Sutherland-Cronulla Railway Line. Lack of integrated land use and transport planning has resulted in a Shire that is poorly accessed by pedestrians, a lack of cycleway networks, and inadequate public transport, with resultant increases in motor vehicle use, congestion and air and noise pollution. Duplication of the railway line will help to redress these problems.

In this submission we would like to focus our attention on the possibility of the inclusion of a rail trail as part of the duplication process.

Cycling is widely recognised as providing benefits not only to the environment (reduced air pollution and greenhouse gas emissions), but also to community and individual health and to the economy. While cycling is very popular in the Shire for recreation, there is huge potential for increased use of bikes as substitutes for cars for short trips. However, a lack of cycling facilities and a perception that there are "too many cars" works against this.

We have been provided with a copy of the report by PBAI Australia, *Sutherland to Cronulla Railway Corridor, Potential Cycleway Facility, Scoping Report* (October 2005) prepared on behalf of TIDC. We are surprised that this report is not mentioned in the REF. We agree with the report's recommendations that "only certain segments of the railway corridor could realistically facilitate a cycleway path".

Together with SharkBike, the local Bicycle User Group, the Centre has recently produced a map of a bicycle route from Sutherland to Cronulla (a copy is enclosed with this submission). This route links all major trip generators, a number of educational facilities and all stations and shopping centres along the railway line.

We feel that it would be possible to combine elements from the SharkBike route and the PBAI route to create a truly worthwhile and cost effective facility.

The great challenge in regard to government infrastructure decisions is to find the balance between providing the best public facilities on the one hand and keeping costs under control on the other. Cycling facilities have been shown to provide very good cost-benefit ratios, with small investments in infrastructure quickly repaying many times over in their benefits to transport and health budgets, and stimulation to local economies.

We prefer the SharkBike route between Sutherland and Miranda. The route is direct and avoids major roads. (We would have liked to have seen an in-corridor off road link on the northern side of the railway line between Bath Road and Gynea Station,

and especially some suggestions for improvement for the crossing of Wandella Road in Miranda which we see as the most problematic part of the route.)

We submit for your consideration the following recommendations:

1. **Construction of an in-corridor off-road path between Miranda Station and Kareena Road.** We strongly support the provision of an in-corridor off-road shared path between Miranda Station and Kareena Road as recommended in the PBAI report. This would not only add to the usefulness of the whole route; it would be of particular benefit as a safe, off-road connection for cyclists, pedestrians and people with disabilities (e.g. in motorised wheelchairs, mobility scooters) between services at Miranda (which include a great many medical providers) and Sutherland Hospital.
2. **Reinvestigation of the section between Kareena and Willarong Roads in Caringbah with a view to construction of an in-corridor off-road path.** From our observations there is sufficient room in the railway corridor in this area for a shared path. (If not, perhaps there is at least the possibility of widening the existing off-road footpaths between Taren and Willarong Roads by using a portion of the rail corridor?)
3. **Construction of a shared off-road path along one side of Denman Avenue, supported by some form of cyclist priority crossing at Gannons Road.** From Caringbah Station, we believe that the SharkBike route would be vastly improved if an off-road shared path was constructed down one side of the full length of Denman Avenue. This road (on the northern side of the line) provides the best linkages with other existing cycling routes to Kurnell and Taren Point, the preferred connection being down Woolooware Road North.

The Government faces a “once in a lifetime” opportunity to provide a facility that will benefit our whole community into the future. It will be a long time indeed before the Sutherland-Cronulla railway line is being considered in this way again.

We urge you to include provision for cyclists in your construction plans, and we reiterate our willingness to support our views directly through a delegation if you so desire.

Yours sincerely



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