

Submission

No 18

INQUIRY INTO THE UTILISATION OF RAIL CORRIDORS

Name: Dr James Thompson

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Dear Sirs/ Madam,

The rail corridors of Sydney, Newcastle and the Illawarra could be productively used to improve community connections and maintain public health and fitness. All the TV advertising in the world promoting health and exercise won't make a difference if there is nowhere to exercise safely. Urban areas with an increasing density of population need to make space available for children, and with an aging population, for older residents who may lack the confidence to cycle or jog on busy roads.

The Fernleigh track at Newcastle and the rail side cyclepath from Liverpool to Parramatta are outstanding examples of what can be done.

Three areas of particular emphasis for adaptive use of rail corridors in Sydney should be:

- 1) Rail side cyclepaths.
- 2) The "missing link" cyclepath between Gore Hill and the Harbour Bridge (perhaps making use of rail corridor from St Leonards to Waverton then the redundant rail corridor from Waverton to Luna Park).
- 3) The inner west "Greenway" proposal.

BikePlan 2010 and the current NSW Bikeplan (2020) are clear, well thought out plans which have some very good features – specifically relating to rail side cyclepaths.

BikePlan 2010 pages 5 & 6 suggest use of the rail corridors and easements, both on the North Shore Line (not built) and from Parramatta to Liverpool (largely completed).

New South Wales Bikeplan (2020), on page 11 again indicates the proposal for the North Shore cycle trail along the rail corridor.

As a motorist I know how frustrating cyclists can be. As a cyclist I hate the risks taken road riding, merely trying to stay fit or get to work.

The obvious solution is to separate cyclists and motorists as far as possible, and making use of the weed infested, graffiti strewn wastelands that make up the rail corridors are the blindingly obvious solution. Victoria can do it, why can't we ?