

12th December, 2019

The Sydney Gateway Team
NSW Transport, Roads and Maritime Services
sydneygateway@rms.nsw.gov.au

To Whom It May Concern,

RE: Sydney Gateway Road Project

Thank you for the opportunity to comment on the Sydney Gateway Project. Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty two years, and has over 30 affiliated local Bicycle User Groups.

In our submission of the 20th of June 2019 we recommended that the Sydney Gateway Road Project be upgraded to deliver on FT2056 objectives, increase active transport use and reduce congestion by including:

- An active travel connection between the new M5 St Peters interchange and the Alexandra Canal shared path
- A safe active travel crossing of the Cooks River from the South towards the CBD – either via reallocating space on the Giovanni Brunetti Bridge to walking and cycling, or by constructing an alternative to connect to cycleways and paths in the south and east
- Direct connections between the T1, T2 and T3 airport terminals, the Alexandra Canal shared path and the Bayside Council active transport network
- Direct active transport connections between Coward St and Sydenham Station
- The development and maintenance of safe active transport connections during construction

We are pleased that this proposal retains the Alexandra Canal shared path, however the project needs to deliver improved connectivity to local destinations in order to enable more community members and airport staff to travel using active transport. This includes:

- A north-south link through Tempe Reserve, Alexandra Canal to Sydney Park
- Extending the east-west Mill Pond to Sydenham Metro Station
- Connecting the Alexandra Canal shared path to Domestic (T2) link from the West
- Linking Wentworth Avenue to Domestic (T2) from the East
- Improving the Cooks River crossing from Cahill Park to Tempe Reserve
- An Alexandra Canal to Mascot link via Coward and Ricketty Streets

We remain concerned that so little of the plans, assessments and studies were devoted to cycling and active transport and the opportunities it offers to improve health, livability, community amenity and congestion. 38% of stakeholder concern raised during consultation related to active transport, so this is obviously a priority.

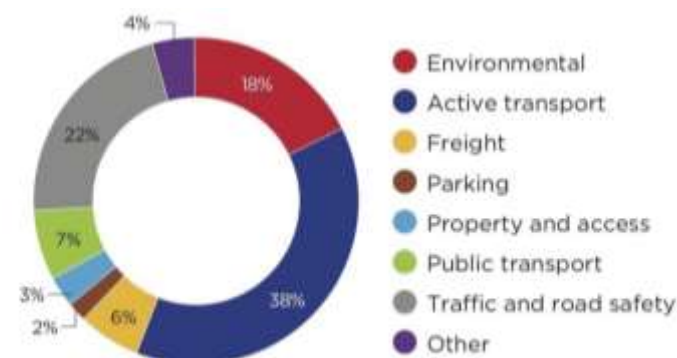


Figure ES.2 Community feedback about the project

On this basis, as well as in light of the stated intention of the project to reduce congestion, incorporate sustainability principles and improve safety, we recommend enhancing walking and cycling connections.

Sydney Gateway Road Project

Technical Working Paper 1 – Transport, Traffic and Access

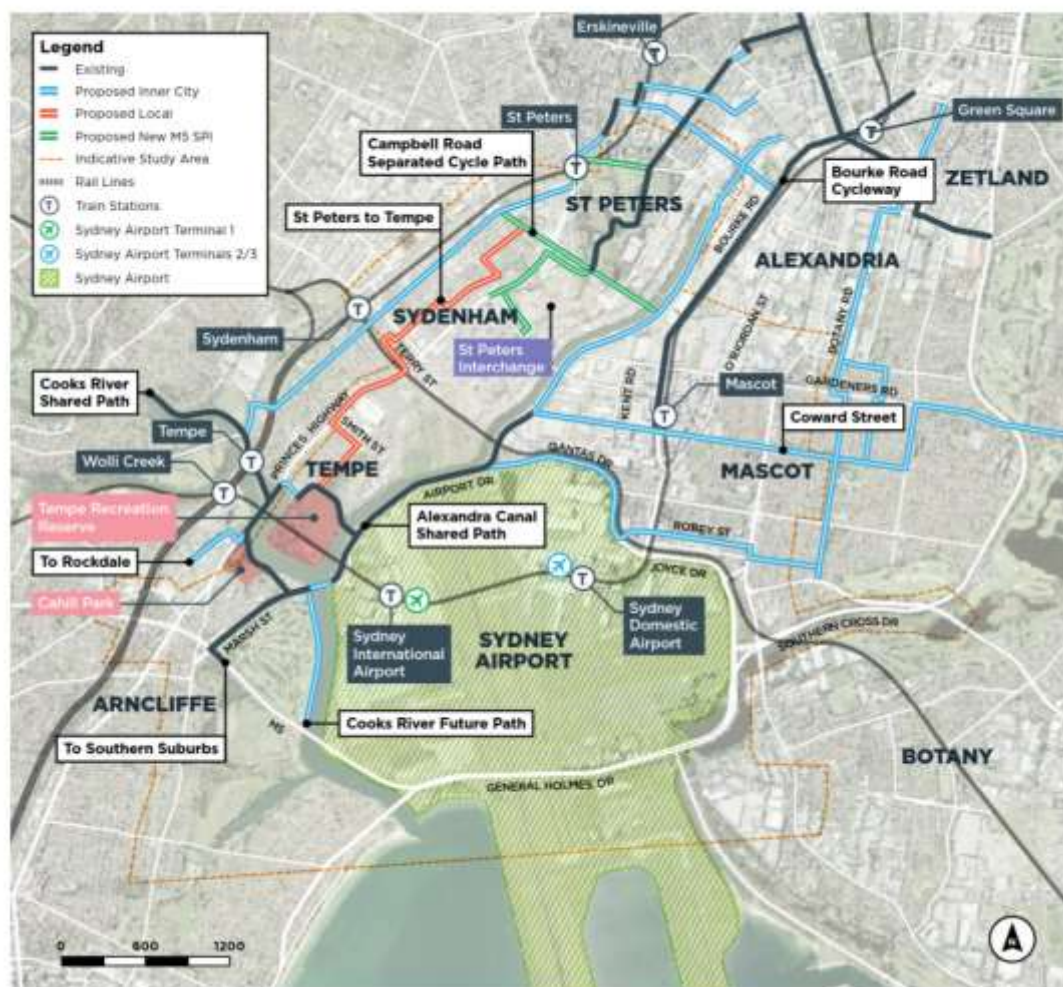


Figure 4-8 Existing and proposed cycle routes within the study area

Delivering the walking and cycling connections within the study area and adding the enhancements we have recommended will help ‘future-proof’ this project from anticipated population increases and 60,000 vehicle movements per day¹ by providing people with safe, rideable alternatives and helping to reduce road congestion. Transport for NSW has positive provisioning as a core principle, and this project needs to deliver for people walking and cycling, not just for motor vehicles.

Current measurement indicates that the Alexandra Canal carries around 600 cyclists per day and 100 pedestrians per day however demand is currently suppressed due to a scarcity of safe cycling connections to this route, the Domestic T2 Terminal and around Sydney Airport. This project plans for increased motor vehicle traffic in the area, especially heavy vehicles, which increases the hazard to pedestrians and cyclists if safe, separated alternatives are not provided.

¹ As described in project benefits
 (02) 9704 0800 | info@bicyclensw.org.au | www.bicyclensw.org.au
 Bicentennial Drive, Bicentennial Park, Sydney Olympic Park NSW 2127
 PO Box 293 Concord West NSW 2138
 ABN 26 511 801 801

Bicycle NSW recommends the development of separated facilities for walking and cycling to accommodate increased demand and, where this is not possible, that shared paths be built at least 5 meters wide. This conforms with the Austroads Guide to Road Design.

Transport for NSW has shared with Councils the plan for Sydney's new principle bicycle network. Whilst Bicycle NSW has yet to see this, we recommend that this project connects to it seamlessly to maximize travel by bicycle and reduce road congestion.

Bicycle NSW is also concerned that infrastructure be built of a suitable standard. Our 'Build it for Everyone' policy pillar² articulates the need for infrastructure standards to meet the needs of children and elders to ride on independently. When it does, this changes travel behavior enabling more people to change their transport mode, and reducing congestion on roads and public transport.

Bicycle NSW is concerned that safe, direct, rideable connections are maintained during the works. We have seen the negative impacts of a failure to plan for this on other major projects, such as the Rozelle Interchange and the Sydney Light Rail. Detours should be, safe, direct, well signed, lit at night, have clear lines of sight, smooth surfaces, utilise widths and gradients specified in the [Austroads Guide to Road Design Part 6a: Paths for Walking and Cycling](#)³.

The Sydney Gateway Road Project is a 'once in a generation opportunity' to transform travel behavior. We recommend maximizing cycling and active transport amenity to reduce the pressure on roads and public transport, enhance connectivity, improve community amenity, reduce carbon emissions and increase human health.

Yours faithfully,

Bastien Wallace

Bastien Wallace
General Manager of Public Affairs
Bicycle NSW

² <https://bicyclensw.org.au/our-policy/>

³ https://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/austroads-supplements/roaddesign_part6a-agrd-paths-walking-cycling.pdf
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