

17 November, 2015

Department Planning & Environment

GPO Box 39

Sydney NSW 2001

Albion Park Rail Bypass

Thank you for the opportunity to comment on the Albion Park Rail Bypass. In looking at Active Transport (ie walking and cycling) it is worthwhile considering some facts from RMS and TfNSW publications:

- About 70% of people in NSW either ride regularly or would like to ride more and say they would if bike riding was made safer for them.
- There has been a 50% increase in riding to work in metropolitan Sydney since 2006. This would be indicative across the State.
- Bicycle sales exceeded 1.4 million in 2012-13 and have outstripped car sales for over a decade.
- The NSW Government has an aim of reducing cycling fatalities and injuries by at least 30% by 2021. Cycling infrastructure is a proven method of reducing cycling fatalities and injuries.
- The NSW Government also has an objective of **doubling** the mode share of active transport to 5%.
- A primary method of achieving this aim is to consider cycling safety in **every infrastructure project**. This strategy is included in the RMS' own Bicycle Guidelines policy (p5)"

*"To improve the bike network by making comprehensive provision for bicycles on **all new major road infrastructure projects with a strong preference for off-road cycling.**"*

We note that the Illawarra Bicycle User Group (iBUG), which is affiliated with Bicycle NSW has previously held meetings with Roads and Maritime Services and achieved improved outcomes for safer cycling and improved Active Transport on this project.

However, we share their concern that a separated cycleway has not been included between Croom Road and Durgadin Drive. This is especially concerning as it involve a **reduction** in cycling amenity and safety as the existing link from the East West Link Road will be severed by the new bypass.

The suggested solution from iBUG (in their attached submission) should be included in the project as a matter of priority so as to achieve the NSW Government's aims set out above. This separated shared path along the north side of the sound barrier is a sensible addition which will promote Active Transport and local community connections.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'Ray Rice', is shown within a light blue rectangular border.

Ray Rice
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Bicycle NSW



Affiliated with



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16 November 2015

Illawarra BUG feedback on the Albion Park Rail Bypass Environmental Impact statement

Thank you for the opportunity to comment on the Albion Park Rail bypass

The Illawarra Bicycle Users Group inc. (iBUG) is a local group supporting cycling in all its forms and we are also affiliated with Bicycle NSW. As I am sure you are aware our membership has a significant interest in local infrastructure that supports our goals of community health, fitness and wellbeing. We are very supportive of initiatives which enhance community wellbeing and sustainability and of course safe cycling facilities. We are focused on working with local government, state government and statutory bodies to develop acceptable standards for cycling infrastructure and to improve amenities and facilities for cyclists and the wider active transport community in the Illawarra.

We are very pleased that most of our suggestions from previous feedback and meetings with the RMS project team have been included in the project. Our concerns with the bypass shoulders have also been addressed with conformation from Mr Vecovski the Project Development Manager that the shoulders will be marked as bicycle lanes including a separation line to provide a buffer zone between cyclists and motorists, this line marking will not impact on the shoulder being used as a break down lane.

Our only outstanding concern is the lack of a separated bicycle route or shared path between Croom Road and Durgadin Drive as the existing link from the East West Link Road will be severed by the new Bypass, forcing cyclists to use the hazardous New Lake Entrance Road interchange.

Our proposal to provide a bicycle shared path along the north side of the sound barrier as seen on the marked-up map 3 would provide a safe route to encourage more people to cycle, without using the motorway. This route would add a substantial link as it would provide a safe route between the existing cycling infrastructure in Croom Reserve and Oak Flats when linked with back streets, the signalised intersection on the Princes Highway and the pedestrian rail crossing.

Our proposal is supported by Shellharbour City Council, who has indicated they would be amenable to allow the shared path to be built on council property if there is insufficient space within the RMS road corridor.

Please do not hesitate to contact us should you have any questions

Sincere regards
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