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Department Planning & Environment

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### **WestConnex – M4 East EIS**

Thank you for the opportunity to comment on the West Connex – M4 East EIS. 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 proposed design **include very little provision of safe cycleways**. In fact, some of the cycleway proposals are retrograde in nature and unsafe. The present plan is **unacceptable from an Active Transport perspective**, and requires major revision. We would be pleased to meet with the NSW Government to discuss this further.

In particular, we wish to mention three areas:

#### **1/ Homebush Bay Drive – east bound.**

The plan for the new cycleway in this area shows it deviating in a series of turns through Sydney Olympic Park Authority (SOPA) land, and then travelling under Homebush Bay Drive using the existing tunnel known as the "Mouse Hole".

This plan is unacceptable and unsafe for the following reasons:

- The path through SOPA land conflicts with traffic and parking during major events.
- The deviated route contains a number of tight turns

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- The Mouse Hole will be unsafe if it is to accommodate bi-directional bus flow and a 3 metre wide cycleway.

This unacceptable plan has been mooted since late 2014, and consistently be shown as problematic. It is high time for a better plan – before it is too late and the opportunity is lost.

## 2/ Use of Motorway shoulder for a cycleway:

It is unacceptable that millions of dollars are being spent on the M4, and the end result is that bicycle riders will be back using the motorway shoulder as a cycleway. This is a **cheap and nasty solution** – and one that would not even be considered in other States. A completely separated, parallel cycleway must be included. A good example of this is the M7 Cycleway, which provides a safe route, with full grade separation at intersections.

## 3/ Connections near Pomeroy St and Concord Rd:

This project provides an excellent opportunity for providing better cycling connections to existing local and regional bicycle routes. The existing north-south active transport crossing of the M4 at Pomeroy St should be linked to a separated, parallel M4 cycleway. See the yellow line on the diagram below.

Furthermore, the connection of the separated, parallel M4 cycleway across the norther railway line should be included – see blue line on diagram. This would provide good connections to Strathfield Station by using the unused capacity on eastern side of the existing railway bridge over Parramatta Road (pink line on diagram).

Better connections to existing local and regional routes (Gipps and Princess St) could also be made by providing a separated bi-directional cycleway along the western side of Queen St. (red line on diagram).

Yours faithfully,



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