



PO Box 714  
THE JUNCTION NSW  
2291

ABN: 62380958213

Dear Sir/Madam,

**RE: Newcastle Inner City Bypass (Rankin Park to Jesmond) – EIS design December 2016**

The following represents our submission to the exhibited Environmental Impact Statement for the subject project.

The Hunter CycleSafe Network organisation is an alliance of leading business, community and health groups seeking to attract funding for the construction of a regional active transport network. It includes representatives from the Heart Foundation, the Newcastle Cycleways Movement, the University of Newcastle, the Tom Farrell Institute for the Environment, Hunter Health, Genesis Gyms and others. We are determined to help bring about the widespread acceptance of the desire by the community for active transport facilities alongside each and every piece of new transport infrastructure built in New South Wales. The initiative has been recognised as a worthy goal for inclusion within the recently released Hunter Regional Plan 2036.

The CycleSafe Network (CSN) is a system of family safe, easily navigated and usefully connected cycling, walking and shared paths across the Newcastle and Lake Macquarie local government areas. The proposal is to connect 90km of existing paths with 140km of new construction to deliver an active transport network that will encourage locals to cycle or walk every day to work, school, university, shops and other locations.

It is evident from the EIS release of plans for this project that the RMS is prepared to degrade active transport facilities for the sake of completing this short stretch of high speed road. Guidelines and management plans at all three levels of government speak at length about the importance of increased cycling and walking in the transport mix, and the expectation that all transport infrastructure projects should provide safe facilities for these activities, so as to encourage more people to walk and cycle for their daily short to medium trips. There is a demonstrable and measurable benefit from investment in these facilities, and the construction of new roads should in no way degrade existing facilities, but in fact enhance and expand them. The extensive budget for this short section of road should provide ample room for safe, separated shared pathways both along and across the roadways.

Current popular access between the University and the Hospital, and between Newcastle and Wallsend, is in danger of being interrupted by the inadequate facilities provided in this plan. In particular, we are concerned that while the currently inadequate signalised crossing of Newcastle Road at Jesmond Park is to be upgraded to a shared pathway bridge, the same will not be provided for the much wider, faster and busier Inner City Bypass roadways in the northern interchange. This is unacceptable, as three sets of signals will be dangerous to cyclists and pedestrians to negotiate, and will discourage active travel along this route.

We urge you to take serious regard of the opportunity to upgrade, rather than degrade, important cycling facilities in the region and to find solutions to enable and enhance the continued access



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across and along the new roadway. These may be in the form of overpasses or underpasses, but should be provided from the initial design, so that they can be incorporated at low incremental cost.

Details of suggested alternatives can be found in submissions from our allied organisations, in particular from the Newcastle Cycleways Movement, who have been actively promoting the expansion of cycling infrastructure in the region for 40 years.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Sam Reich', is written over a faint, light blue circular stamp that contains the text 'CYCLESafe' and 'NEWCASTLE'.

Sam Reich

Secretary