



**Transport  
for NSW**



PCU033489

Andrew Beattie  
Senior Planner  
Infrastructure Projects  
Department of Planning & Infrastructure  
GPO Box 39  
SYDNEY NSW 2001



Dear Mr Beattie

**Exhibition of Environmental Assessment for Homebush Bay Bridge (MP10\_0192)**

Thank you for your letter dated 16 March 2012, requesting comment on the Environmental Assessment of the proposed Homebush Bay Bridge, between Rhodes and Homebush Bay West.

Transport for NSW requests that you take the following comments into consideration in your appraisal of this Environmental Assessment:

**Bus Operations**

Transport for NSW supports the use of the bridge for local bus services, and accepts the proposed width of the bus carriageway as satisfactory for bus operations.

Further information will be required as planning for the bridge continues as to the timing of the bridge construction and the level of demand for bus services, in order to determine which routes will best serve Homebush Bay West, Rhodes and the wider community. A copy of the 2011 Wentworth Point TMAP referred to in the Environmental Assessment may assist in undertaking this review.

In providing the bridge as bus infrastructure, Transport for NSW requests that the Department note that STA bus and support vehicles will require access to the bridge 24 hours a day, seven days a week.

**Pedestrians & Cyclists**

Transport for NSW supports the safety benefits in providing the proposed separation of pedestrians from cyclists. However, a shared path may be a better option for this bridge given that younger children riding bikes, skateboards and/or scooters, and inexperienced adult cyclists who are not confident riding in traffic next to heavy vehicles, are likely to ride along the pedestrian path.

The high speed differential between cyclists and buses (especially uphill on the approach road) is of concern with respect to the safety of cyclists. Buses and service vehicles are likely to drive close to the speed limit given the lack of traffic, which will create conflict

and/or frustration when these vehicles are limited by bicycle speeds. This may increase the safety risks to bicycle users as the heavy vehicles seek to move around bicycle users.

Transport for NSW recommends that the developer give further consideration to the provision of a bridge based on options 2a or 2b. Should option 2b be preferred, careful consideration should be given to the available width of clear path on the narrower approach road and around seating.

Should you wish to discuss any of the issues raised in this letter please contact James Li, Senior Land Use and Transport Planner, on 8202 2196 or [james.li@transport.nsw.gov.au](mailto:james.li@transport.nsw.gov.au).

Yours sincerely



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Mark Ozinga

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