

The Department of Planning, Industry
and Environment (DPIE)
NSW Transport, Roads and Maritime Services

Thursday 14th November, 2019

To Whom It May Concern,

Re: M12 Motorway

Thank you for the opportunity to comment on the M12 Motorway. 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.

I'm writing to provide feedback on the shared user path along M12 Motorway. We were heartened by your plans to develop shared user path for walking and cycling access along the M12 Motorway.

We appreciate the protection and redesign of the Wylde Mountain Bike Trail. We were also pleased to see the realignment off-road user shared path on the M7 north and south of Elizabeth Drive will be offered before the demolition.

This infrastructure upholds the objectives of the Future Transport 2056 Strategy(FT2056)ⁱ, which seeks to enhance sustainability and livability by creating a safe road environment and suitable pathways that make walking and cycling the most convenient option for short trips.

Current counts for pedestrians and cyclists along the M7 shared path indicate predominantly recreational use. However this will change with the addition of this new active transport infrastructure, together with greater residential development and the airport as a key employment hub.

Sydney Airport has almost 40,000 staffⁱⁱ and we would anticipate similar staffing levels once the Badgerys's Creek Airport is complete. Active transport connections would enable staff who will live in neighboring suburbs to use active transport to get to work, alleviating congestion pressures on roads, public transport, and parking.

The M12 Motorway will be a key transport link and will make travel easier, faster and safer as the population and airport traffic increases in the Western Parkland City. However to 'future proof' against anticipated demand and FT2056 objectives we recommend:

1. Developing fully separated cycling and walking facilities on the proposed user shared path
2. Prioritising to the construction of the realignment off-road user shared path on the M7 north and south of Elizabeth Drive
3. Developing direct active transport connections between the airport terminals for airport workers
4. The development and maintenance of safe active transport connections during construction

Developing a separated walking and cycling path will provide greater capacity to accommodate population growth, improve amenity and safety through reducing conflict between people walking and cycling. Rapid demand increases in areas like Parramatta have forced the re-working of paths to achieve separation within a few years of opening, and we recommend building for this from the outset.

Overall we support walking and cycling provision as part of the M12 Motorway and the opportunities it offers to: reduce reliance on motor vehicles, alleviate congestion pressures, contribute to economic growth, to improve public health and community amenity.

Yours Faithfully,

Alistair Ferguson
Chief Executive Officer
Bicycle NSW

ⁱ NSW Government, Future Transport 2056 [Online] <https://future.transport.nsw.gov.au/plans/future-transport-strategy/future-transport-greater-sydney>, Points 3-5

ⁱⁱ Sydney Airport Annual Report [Online] https://assets.ctfassets.net/v228i5y5k0x4/6nKbfG2HrgWPKFg7cvmr7B/b590dcb9ac7f438cc1537fa7da34ae18/Sydney_Airport_Annual_Report_April.pdf