

The Sydney Gateway Team  
NSW Transport, Roads and Maritime Services  
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Thursday 20<sup>th</sup> June, 2019

To Whom It May Concern,

**Re: Cycling connections and the Sydney Gateway Project**

Thank you for the opportunity to comment on the Sydney Gateway Project. 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 Sydney Gateway Project (SGP). We were heartened by your response to community concerns and the development of alternatives to removing walking and cycling access along the Alexandra Canal shared path.

The Future Transport 2056 Strategy(FT2056)<sup>i</sup> 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.

The SGP is supposed to make travel easier, faster and safer as the population and airport traffic increases. However it will miss the chance to deliver on this goal and FT2056 objectives, if it fails to connect walking and cycling paths to provide a real alternative to more road and public transport congestion.

This development provides for more motor vehicle and freight traffic, but it has the opportunity to offer safe cycling alternatives by providing:

1. A active travel connection between the new M5 St Peters interchange and the Alexandra Canal shared path
2. A safe active travel crossing of the Cooks River from the South towards the CBD – either via reallocating space on the Giovanni Brunetti Bridge to walking and cycling, or by constructing an alternative to connect to cycleways and paths in the south and east
3. Direct connections between the T1, T2 and T3 airport terminals, the Alexandra Canal shared path and the Bayside Council active transport network
4. Direct active transport connections between Coward St and Sydenham Station
5. The development and maintenance of safe active transport connections during construction

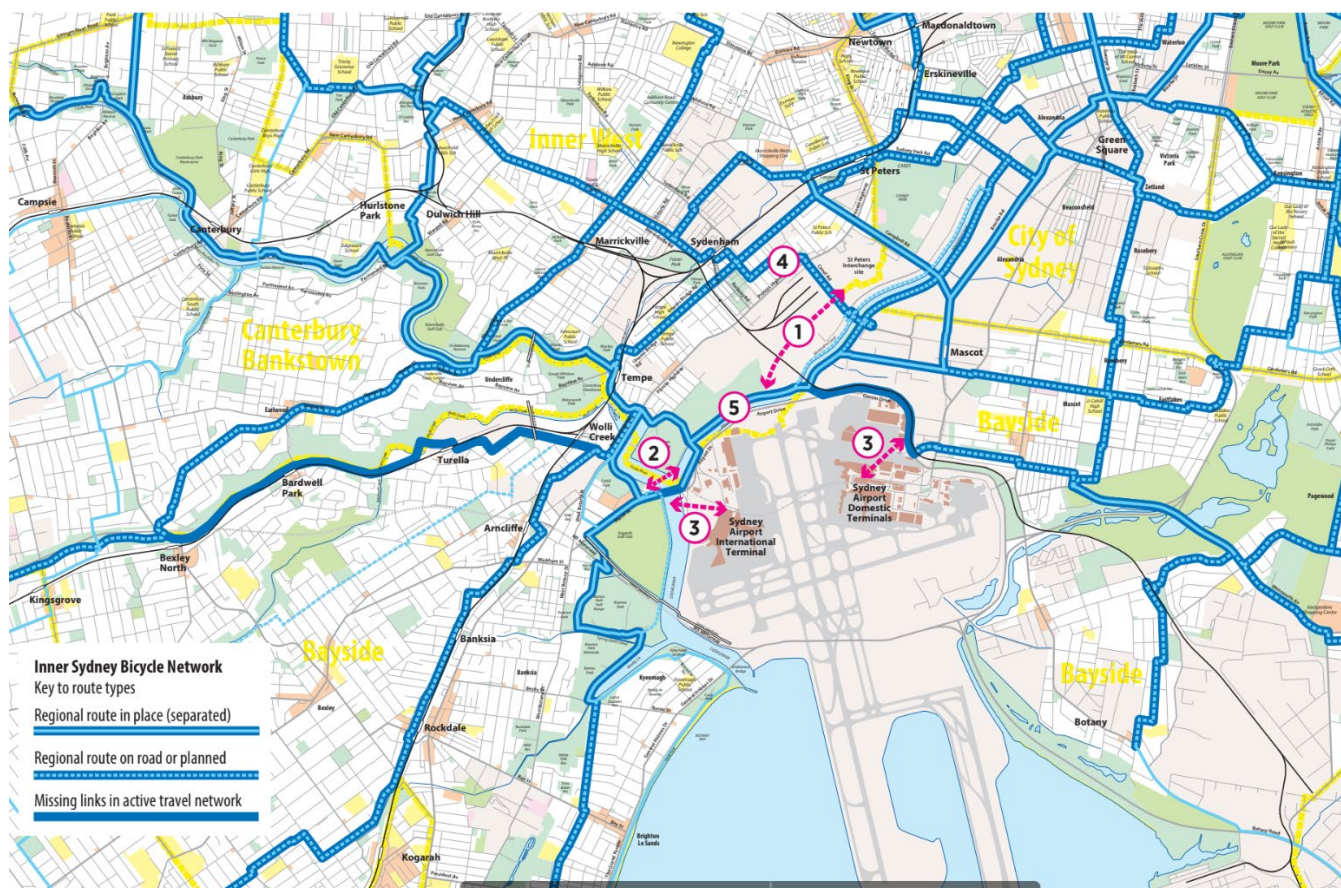
We have attached a map overleaf that details the connections corresponding to the numbers listed above.

These connections would help local people, and those who need to transit through this area, to travel using active transport. This in turn helps those who need to rely on motor vehicles and public transport, by reducing congestion pressure from local journeys.

These connections would also help almost 40,000 staff who live in neighboring suburbs<sup>ii</sup> to use active transport to get to work. That would reduce the pressure on parking and public transport, and these connections could enable domestic passengers to travel to the airport by bike.

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We recommend SGP incorporate these connections in order to realise the full return on its investment in this development in the form of economic, public health, congestion reductions and local community improvements.



Yours Faithfully,

Bastien Wallace  
General Manager – Public Affairs  
Bicycle NSW

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

<sup>ii</sup> Sydney Airport Annual Report [Online] [https://assets.ctfassets.net/v228i5y5k0x4/6nKbfG2HrgWPKFg7cvmr7B/b590dcb9ac7f438cc1537fa7da34ae18/Sydney\\_Airport\\_Annual\\_Report\\_April.pdf](https://assets.ctfassets.net/v228i5y5k0x4/6nKbfG2HrgWPKFg7cvmr7B/b590dcb9ac7f438cc1537fa7da34ae18/Sydney_Airport_Annual_Report_April.pdf)