

NSW Major Projects
NSW Government

30th March, 2020.

Dear Sir or Madame,

RE: Western Harbour Tunnel & Warringah Freeway Upgrade

I am writing in support of Bike North and their submission on the Western Harbour Tunnel & Warringah Freeway Upgrade.ⁱ

Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty-three years, and has over 30 affiliated local Bicycle User Groups, including Bike North. Bicycle NSW exists to create a better environment for all bicycle riders and our advocacy is guided by three policy pillars to achieve this namely:

Build it for Everyone: cycling infrastructure should be built suitable for all riders, and we say 'from 8-80' as a reminder that children through to elders should all be able to use it independently

Safe Home: because everyone deserves to arrive home safely and laws, regulation and enforcement need to support this

Invest Now for Health: calls for government to recognise the importance of investment in safe cycling to address the rising impact of inactivity on human health

Bicycle NSW agrees with and supports the objections of Bike North to the proposal on the basis that:

- The proposal would entrench private, environmentally damaging transport at the expense of public and active transport
- The EIS fails to provide a full detailed business case to support this proposal over public transport investment
- The project fails to include delivery of the North Shore Cycleway as part of the project or at least the section between Naremburn and the Sydney Harbour Bridge. This directly contradicts *Sydney's Cycling Future* (NSW Government, Dec 2013) that requires that the '*needs of people on bike be included throughout the planning of new and upgraded road projects*', and that '*bicycle facilities be identified and delivered parallel to major transport corridors*'. This project should not be approved unless it delivers at least this section of the North Shore Cycleway.
- This proposal should not be approved prior to the release and public exhibition of the 'Beaches Link' project, and both are inter-dependent
- This project should not be approved prior to consultation with key cycling stakeholders, and it is a requirement that projects such as this consult with Bicycle NSW. Project approval should not be given until a detailed consultation has been undertaken with Bicycle NSW and Bike North. Advice provided at consultation needs to be followed. Bicycle NSW has participated in consultations and provided advice that has been ignored by the Westconnex Rozelle Interchange Project, the M5 Project, the Sydney and Newcastle light rail projects. Serious injuries and one death have occurred as a consequence. Prior to any project being opened to the public any element where people are allowed or ride bikes should be inspected and approved by Bicycle NSW or it's appointees to ensure safety.

- A number bicycle routes that will be severely impacted during construction. Bicycle NSW received promises that cycling routes and detours through the Rozelle Interchange Project and Sydney Light Rail projects would be safe for people riding bikes. This has not happened. Bicycle NSW regularly receives reports and images of deadly hazards introduced into the riding environment. Approval for this project should be subject to the condition that any temporary or permanent removal of cycling facilities safe, short, involve minimal time delay and conform with the 2019 Austroads Guide for Temporary Traffic Management.
- Any cycling infrastructure that is removed during construction must be re-instated or replaced with alternative provision to the same level of safety, continuity and directness. This EIS fails to identify all existing cycle routes including the Warringah Freeway between Naremburn / Cammeray and North Sydney. This EIS Must have as a condition a requirement for the project to work with Bicycle NSW, Bike North and local government authorities to identify and address all breaks in cycle access.
- Bike North also objects to the failure to take the opportunity to increase safety for pedestrians and bike riders by providing further extending proposed upgrades as recommended in details below.
- Bicycle NSW shares the concerns expressed by Bike North that community engagement for this project proceeded during the COVID-19 pandemic. Community members were unable to fully engage with the issues arising out of the proposed project, and if the project is allowed to proceed without significant amendment it will have serious negative impacts on the lower North Shore Community.

This project fails to conform with the goal of having people use active transport for journeys of under 10 kilometres, or the need for mode shift to active and shared transport contained in the Future Transport 2056 Strategy (FT2056)ⁱⁱ plan.

The project isn't built safely enough for everyone, and it undermines the health and safety of the community. We agree with Bike North that his project should not proceed without significant modification and the application of conditions to ensure it meets the needs of people who ride bikes.

Yours faithfully,
Bastien Wallace
General Manager – Public Affairs
Bicycle NSW

ⁱ Western Harbour Tunnel & Warringah Freeway Upgrade [Online 30/3/2020]
<https://www.planningportal.nsw.gov.au/major-projects/project/10451>

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