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Bernera Road Upgrade - Bicycle NSW feedback - FAO Mr John Ajaka

1 message

Sarah Bickford <sarah.bickford@bicyclensw.org.au>

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To: aryam@liverpool.nsw.gov.au, lcc@liverpool.nsw.gov.au, mayor@liverpool.nsw.gov.au
Cc: Stephen Males <stephen.males@gmail.com>, Rob Kemp <robkemp@tpg.com.au>, Peter McLean <peter.mclean@bicyclensw.org.au>, David Knights <david@civille.com.au>

Dear Mr Ajaka,

Thank you for the opportunity to comment on the proposed Bernera Road upgrade (BER REF-1/2024).

Bicycle NSW has been the peak bicycle advocacy group in NSW for forty-eight years and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient, and attractive for all ages with the correct infrastructure design.

We are very pleased that the works to widen Bernera Road include a 2.5m Shared User Path (SUP). This will form part of Regional Route 1 shown on page 59 of the Liverpool Bike Plan, enabling better connectivity for cyclists and pedestrians across the city and between key locations such as Miller TAFE to the north and Ed Square to the south. This also provides an safe, off-road alternative route for pedestrians and cyclists that can be utilised when the M7 shared path regularly floods at Maxwells Creek between Jemma Rd and Kurrajong Rd.

The proposed SUP along this section of road is therefore of high strategic importance for Active Transport (AT) in Western Sydney.

However, the REF plans do not connect this new path with the rest of the network. In particular, they do not address the dangerous and convoluted connection to the M7 shared path. How will users of the proposed SUP navigate the roundabout at Yarrowa Street and the tangle of slip lanes to reach the main M7 shared path on the other side of the motorway? Multiple road/carriageway crossings will be required. The route will be unsafe and a disincentive for the uptake of active transport - in direct contravention of Transport for NSW's excellent policies and strategies which support walking and cycling.

We are concerned that Liverpool Council will miss a key opportunity to deliver active transport infrastructure. It is essential to leverage the upgrade works, with significant investment and community upheaval, to provide a really clear and safe route for bikes through the area.

Bicycle NSW fully supports the detailed suggestions and commentary made by Bicycle User Group CAMWEST in its submission <https://camwest.org.au/docs/CAMWEST-Bernera-Rd-Upgrade-REF-Feedback.pdf>

We urge Council to investigate the options set out by CAMWEST, with a focus on Option 1.

We acknowledge that this missing link falls outside the immediate scope of the project and involves state roads. Of course, the **M7 widening project** offers further opportunities to complete the active transport network. It is essential that the link to Bernera Road is included in the M7 Active Transport Network Review, currently being prepared by TfNSW in collaboration with consultants Civille. This document will focus on identifying priority connections, and aims to ensure that the M7 project creates best practice outcomes for existing and proposed local networks.

Bicycle NSW would be very happy to help Liverpool City Council advocate to Transport for NSW regarding the Bernera Road connections. We look forward to hearing Council's thoughts and working with you to develop better walking and cycling connections in the area.

Many thanks and kind regards,



Sarah Bickford
Bike Planner

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