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Secretary  
Transport for NSW  
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SYDNEY NSW 2000

9th August 2024

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## Sydney Park Road cycleway

Dear Josh,

I am writing to express my deep concern that the permanent cycleway planned for Sydney Park Road will extend only as far as the existing pop-up temporary facility.

Transport for NSW has decided not to construct a safe protected connection with the Mitchell Road cycleway at the eastern end, nor to St. Peter's Station at the western end.

Best-practice solutions for these intersections were clearly set out in the [Sydney Park Junction Review of Environmental Factors](#). The [interactive map](#) still highlights the high-quality designs that the community is expecting.

The artist's impression of the Mitchell Road intersection (Figure 1) shows a cycleway that separates bike riders from vehicle and pedestrians.



Figure 1: Looking north up Mitchell Road from Sydney Park Road  
(Source: Transport for NSW)

City of Sydney has built a separated cycleway on Mitchell Road that ends short of the intersection, awaiting the completion of Transport for NSW's project on Sydney Park Road. In the meantime, bike riders need to use a narrow and congested footpath to navigate the corner, before rejoining the pop-up on Sydney Park Road.

This is NOT a suitable long-term configuration.

We can only assume that Transport for NSW has had second thoughts about reducing road space for vehicles in this location.

It is important to note that the groundbreaking [Road User Space Allocation Policy has been updated](#) following a review. The new version provides Transport for NSW with a stronger mandate to find a better balance between movement and place, with priority given to people walking, cycling and using public transport. Transport for NSW must adhere to these principles ahead of any guidance that seeks to protect or maintain private vehicle level of service

Road user space decisions must be documented, providing evidence and reasons, and the outcomes assessed against strategic intent. Projects must aim for an overall reduction of the mode share of private motor vehicle trips within built-up areas.

Compliance with this Policy and related procedures is mandatory, and projects may be subject to an audit and monitoring process.

Please can you send me Transport for NSW's evidence that the Road User Space Allocation Policy has been corrected applied at the intersections of Sydney Park Road with Mitchell Road and King Street?

Bicycle NSW has advocated for the major transformation of Sydney Park Junction for 3 years. The 6-lane Princess Highway will be narrowed to 4, speed limits lowered to 40km/h, and road space reallocated to separated bicycle paths, widened footpaths and new landscaping. This project provides exciting evidence that the city can move forward from decades of car domination and sets a precedent for better place outcomes throughout Sydney. The improved amenity will facilitate mixed used development, turbocharging both economic activity and new housing supply. It will change the dial on how we measure the success of a movement corridor and set a benchmark for reimagining Sydney's unloved arterial roads.

We wrote a detailed [submission](#) in October 2021 and we are waiting with great excitement for the work to start.

We urge Transport for NSW to deliver the project that the community was promised, with high-quality spaces for walking, cycling and public life.

Yours sincerely,



Peter McLean

Chief Executive Officer  
Bicycle NSW

cc: The Hon. Jo Haylen MP  
Clover Moore  
The Hon. Ron Hoenig MP  
Jenny Leong MP  
Anna Bradley

Minister for Transport  
Lord Mayor, City of Sydney  
Member for Heffron  
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*Bicycle NSW has been the peak bicycle advocacy group in NSW for over 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.*