

The Hon. Jo Haylen MP
Transport Minister
52 Martin Place
SYDNEY NSW 2000

19th September 2024

Email: [via website](#)

Sydney Park Junction

Dear Jo,

I am writing to ensure that you are aware of deep community concern about design changes to the Sydney Park Junction project.

Bicycle NSW has advocated for the transformation of the roads to the north and west of Sydney Park for 3 years. The 6-lane Princess Highway would be narrowed to 4 lanes, speed limits lowered to 40km/h, and road space reallocated to separated bicycle paths, widened footpaths and new landscaping. The proposals provided exciting evidence that Sydney can move forward from decades of car domination and set a benchmark for reimagining unloved arterial roads.

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

The first inkling we had about changes to the scope was at a meeting in early August, when a representative from Transport for NSW's Active Transport team admitted that Transport had abandoned the makeover of the intersection of Sydney Park Road with Mitchell Road. This upgrade was to provide a seamless, safe connection between two disjointed sections of separated cycleway, and add a much-needed pedestrian crossing of Sydney Park Road.



Figure 1: An artist's impression of the Mitchell Road intersection, looking north. The cycleway would separate bike riders from vehicles and pedestrians improving safety for all road users. This image is from the [March 2022 community update](#), the last information presented to the public about the public domain upgrade elements of the Sydney Park Junction project (Image: Transport for NSW/Bicycle NSW)

I [wrote to Josh Murray](#) requesting clarification. I reminded Transport for NSW that it must follow its own policies and meet the conditions of consent for WestConnex. I asked for Transport's evidence that the [updated Road User Space Allocation Policy](#) has been corrected applied at the intersections of Sydney Park Road with Mitchell Road and King Street.

A month later, I received [a very unsatisfactory reply from Steven Issa](#). Mr Issa acknowledged that the shared path connection between the Mitchell Road cycleway and the Sydney Park Road cycleway is narrow and that Transport “is investigating options to provide improved connectivity between the two on-road cycleways.”

But this investigation was done years ago, in 2017, as *required* by Condition of Consent B50!

A shared path is not an adequate solution. In its current configuration, the existing path does not meet Transport for NSW's *own* design standards for [a footpath](#), never mind a shared path. The [Cycleway Design Toolbox](#) states that the ‘desired minimum width of a shared path is 4.0m’. [Austroads](#) says that 3.0m is a workable minimum in a location like this. Of course, shared paths should *only* be used where walking and cycling volumes are low. Not in the dense inner city next to major park.

There are many other unknowns about this project as it gets closer to construction. For example, what happened to the 270-metre separated cycleway between Mitchell Road and Euston Road? Or the mid-block crossings on the Princes Highway near Goodsell Street and Short Street? Or the widened shared crossings at the intersection of King Street and Sydney Park Road that were meant to frame St Peters Square, a ‘multi-modal hub’. Will Princes Hwy still be reduced from 6 lanes to 4? The speed limit from 60km/h to 40km/h?

The [Lord Mayor of Sydney](#) has also been chasing more information.

Bicycle NSW has published [an article](#) to raise awareness of the project changes. Better Streets volunteer Jake Coppinger has [undertaken a deep dive](#) into the planning documents, the conditions of consent, the relevant standards that should apply and the promises made to Council and the community.

Please can you ask the project team to send all stakeholders the current plans and a clear list of what has been cut from the project scope?

This should be a project to be proud of. Bicycle NSW urges Transport for NSW to deliver the transformation of Sydney Park Junction 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: Josh Murray
The Hon. John Graham
Clover Moore
The Hon. Ron Hoenig MP
Jenny Leong MP
Anna Bradley

Transport Secretary
Minister for Roads
Lord Mayor, City of Sydney
Member for Heffron
Member for Newtown
Executive Director, Cities and Active Transport, TfNSW

secretary@transport.nsw.gov.au
via website
cmoore@cityofsydney.nsw.gov.au
heffron@parliament.nsw.gov.au
newtown@parliament.nsw.gov.au
anna.bradley@transport.nsw.gov.au

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.