

Josh Murray
Secretary
Transport for NSW
231 Elizabeth Street
SYDNEY NSW 200

20th September 2024

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Wilson Street West cycleway

Dear Josh,

I am writing to express my deep concern that the project to extend the Wilson Street cycleway to King Street has been put on ice because it 'is not funded for construction at this stage'.

This short connection that has been a high priority project for many years. It is part of a Strategic Cycleway Corridor. It fills an important missing link that would allow bike riders to transition **safely** between the Wilson Street cycleway, which currently ends abruptly at Erskineville Road, and the important regional routes heading north and west from King Street towards the Inner West.

People currently cycle on the the footpath and pedestrian crossings to make this transition, which impacts pedestrian comfort and safety in a busy area.

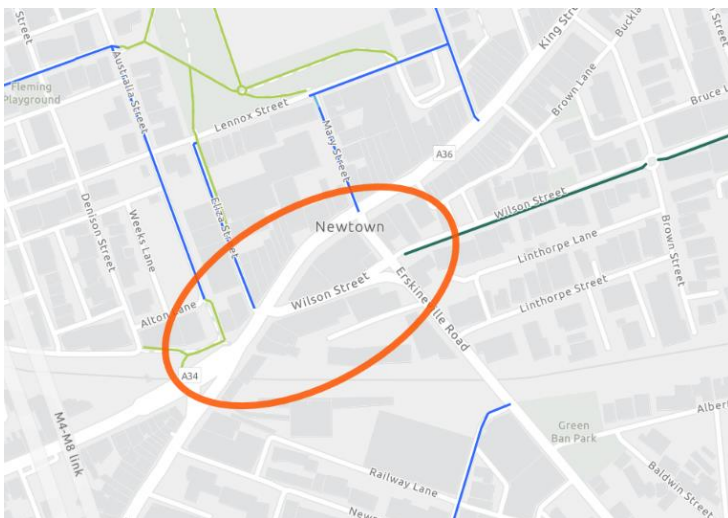


Figure 1: An extract from the TfNSW Cycleway finder map showing the existing gap in the bike network between the end of the Wilson Street cycleway at Erskineville Road and the routes heading north and west (Source: TfNSW)

The missing link is only 200m long. The proposed cycleway uses existing road space. It is not complicated or expensive to construct. We do not believe that funding cannot be found.

Meanwhile, Transport for NSW is pushing ahead with a project to [rebuild Epping Bridge](#) with additional vehicle lanes. This is yet another road expansion project that induces congestion and supports the use of inefficient transport modes. It will funnel more car traffic through an already-degraded town centre and move a bottle neck a few metres west. This directly contravenes Transport for NSW's [Future Transport Strategy](#) which has a direction *E2 Existing infrastructure is optimised* and a response [E2.2 Stabilise Greater Sydney's traffic](#).

And the bill? \$220m. That is double the allocation for Active Transport over the next 4 years! (Noting that we are still waiting an answer to our question about the Get NSW Active funding in the [24/25 NSW Budget](#)).

Wilson Street West is one of a long list of cycleway projects that Transport for NSW is struggling to deliver. For example:

- The **Alexandra Canal cycleway** has been [shelved due to one short missing link](#). This was meant to be an easy win, first off the rank in Transport for NSW's Strategic Cycleway Corridors program.
- The **King Street missing link** in the CBD was promised in 2022 and again in 2024 but there is [no sign of progress](#). Transport for NSW insist that pedestrian space must be removed, and a substandard cycleway (only 2.1m wide in places) provided, to maintain 3 lanes for vehicles. But there are 16 other east-west lanes for vehicles in the CBD and only 1 for bikes.
- Design work on the **Oxford Street East cycleway** is [crawling forwards](#), while community sentiment slides backwards. And we are [still waiting for the permanent cycleway](#) on **Bridge Road** in Glebe.

It shouldn't be this hard to build bike infrastructure in Sydney!

We understand that capacity within the Cities and Active Transport team is constrained. Transport for NSW remains focused on metro, road and bus projects.

However, several of these projects are in City of Sydney LGA. The City has an extremely skilled team that is currently designing, negotiating, consulting on and constructing many kilometres of high-quality cycling infrastructure.

Bicycle NSW suggests that TfNSW hands over the responsibility of delivering projects such as Wilson Street West and King Street to City of Sydney. NSW Government funding would be required to expand the capabilities of the City's Cycleways team, but we are sure that the process would be more efficient.

A final request. Please can you direct the project team to share the detailed plans for Wilson Street West with Bicycle NSW and other key stakeholders? We requested more detail about the proposal in our submission in May. Transport for NSW has not provided any detail about path widths and intersections, and it is not clear how bike riders will transition from the uphill separated bike path on the south side of Wilson St onto the new bi-direction path on the north side when heading west.

We look forward to some progress on important cycleway projects on state roads in the very near future.

Yours sincerely,



Peter McLean

Chief Executive Officer
Bicycle NSW

cc. The Hon. Jo Haylen	Minister for Transport	via website
The Hon. John Graham	Minister for Roads	via website
Clover Moore	Lord Mayor, City of Sydney	cmoore@cityofsydney.nsw.gov.au
Jenny Leong MP	Member for Newtown	newtown@parliament.nsw.gov.au
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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.