

Josh Murray  
Secretary  
Transport for NSW  
231 Elizabeth Street  
SYDNEY NSW 2000

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Email: [secretary@transport.nsw.gov.au](mailto:secretary@transport.nsw.gov.au)

## Memorial Avenue, Kellyville

Dear Josh,

I have been alerted to a very disappointing intersection that is under construction as part of the project to widen Memorial Drive in Kellyville.

As is typical across Sydney, the feeder roads widen to include slip lanes and multiple turning lanes. This creates an oversized intersection offering very poor conditions for people outside cars. Although there are some decent new shared paths on both sides of Memorial Avenue, pedestrians are faced with painfully slow multi-stage crossings. I pity the poor bus passengers who must cross several roads as part of every trip.

### **A key issue is that there is no pedestrian crossing on the eastern side of the intersection.**

The Strangers Creek corridor includes shared paths on the creek side of Arnold Ave and Severn Vale Drive. These have long been truncated at Memorial Avenue. The Memorial Avenue duplication and upgrade project provided an obvious opportunity to join up the paths and fill a missing link in the network.

The maps below show the situation. Someone travelling north south on the Strangers Creek shared path will have to cross **six intersection segments**, each with separate traffic signals, to cross Memorial Avenue.

I have the following questions that I hope you can answer in your capacity as Transport Secretary:

1. Why has the intersection design been allowed to reach this stage in contravention of the [Transport for NSW's own standard](#) on **Providing signalised crossings on all intersection legs**?
2. Can the project team explain the decision not to provide crossings on all four sides?
3. Was there a Safety In Design workshop? What were the outcomes?
4. What are you doing to ensure that the amenity, safety, and convenience of people walking and riding bikes is not sacrificed in future road projects?

Bicycle NSW is very tired of battling transport projects which take our collective goals for health, emissions, air quality, congestion, active transport and liveability in the wrong direction.

The Memorial Avenue upgrade is yet another example of how Transport for NSW's road planning continues to be completely misaligned with a raft of excellent NSW Government policies and strategies that aim to reduce private vehicle use and improve conditions for active transport.

I recognise that this project was designed and planned under the previous administration. Once again, I urge you to stand up to entrenched car-first thinking at Transport for NSW and establish a different trajectory for Sydney's suburbs.

A deep dive into the planning of the Memorial Avenue project will hopefully initiate a step change in the way NSW Government plans the transport network in Greater Sydney and beyond.

**Transport for NSW should not require a member of the public to notice that an important crossing is missing from a project of this scale.**

Yours sincerely,



Peter McLean

Chief Executive Officer  
Bicycle NSW

cc. The Hon. Jo Haylen  
The Hon. John Graham  
Dr Michelle Byrne  
Ray Williams MP  
Anna Bradley  
Tim Selby

Minister for Transport  
Minister for Roads  
Mayor, The Hills Shire  
Member for Kellyville  
Executive Director, Cities and Active Transport, TfNSW  
Director Strategy, Planning and Integration, TfNSW

via website  
via website  
mayor.byrne@thehills.nsw.gov.au  
kellyville@parliament.nsw.gov.au  
anna.bradley@transport.nsw.gov.au  
tim.selby@transport.nsw.gov.au

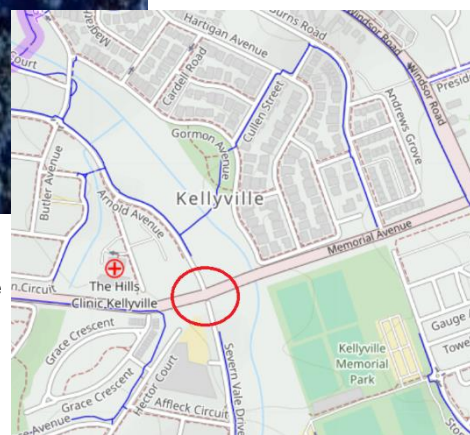


Figure 1:  
The inset plan shows the gap in the path network that the shared paths delivered by the Memorial Avenue project will fill. However, the missing crossing on the eastern side will force path users travelling from north to south to cross six road sections (main image). Note that there Kellyville Grove Shopping Centre in the south west corner is a key local destination but access from bus stops will very difficult. (Images: Open Street Map / Google Maps / CAMWEST)

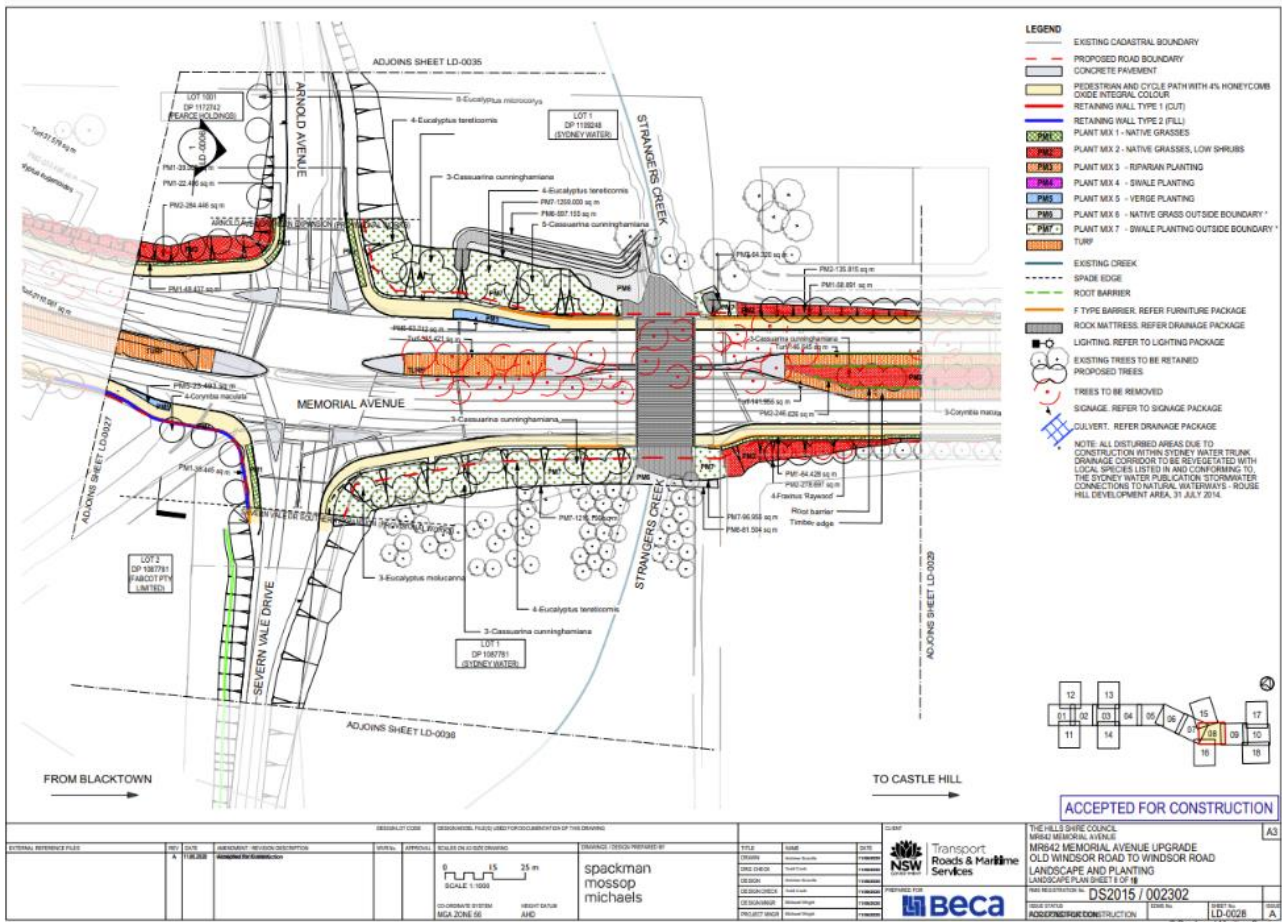


Figure 2: The [2020 construction plans](#) clearly show that no crossing is planned for the eastern side of the intersection (Image: Transport for NSW)