Peter McLean
CEO, Bicycle NSW

Cc: Sarah Bickford
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Advocacy on Sydney and Illawarra projects OTS24/04162

Dear Sarah,

Thank you for your email of 24 September and the five attached letters of 18, 19 and 20 September from Bicycle NSW CEO Peter McLean regarding various projects of concern to Bicycle NSW, as well as a copy of a letter to Minister Haylen regarding Sydney Park Junction.

Transport acknowledges the matters raised in the letters and notes the following feedback – with each matter to be responded to separately below.

Sydney Park Junction

Transport is committed to delivering the Sydney Park Junction project to ensure improved safety and connectivity for people walking and bike riding in the local community. While there are some changes to the design being considered, following feedback received during the Review of Environmental Factors, the key features of the project remain.

The project will be delivered in stages and will provide the following improvements:

- A permanent, separated two-way cycleway on Sydney Park Road with a concrete median that separates bike riders from vehicles and people walking.
- Widened kerb ramp connections at either end of the new cycleway into the existing shared path for easier access and safety mirrors on the shared path corners to enable better visibility for people walking and bike riding.
- A new connection between the Sydney Park Road cycleway and the Mitchell Road cycleway.
- New permanent, two-way, separated on-road cycleway on the western side of King Street/Princes Highway between the intersection of Sydney Park Road and Barwon Park Road.
- Widened shared pedestrian and bike crossings at the intersection of King Street and Sydney Park Road.

We are expecting work to begin on the first stage of the project in coming months and will provide an update to the community before this work begins. We will also keep the community informed as we finalise the detailed design for the additional stages.

For more information go to:

www.transport.nsw.gov.au/projects/current-projects/sydney-park-junction.

Strategic Cycleway Corridors Program – Eastern Harbour City

As Bicycle NSW is aware, the Strategic Cycleway Corridors (SCC) Program provides the foundation for establishing safe and convenient cycleways that better connect centres, precincts and places, while supporting council's local bike networks.

The prioritisation, as well as the subsequent design of each corridor has and will consider a range of factors with the infrastructure response to support bike riding by all ages and abilities based on the corridor's local setting. Further to this, routes and infrastructure types proposed for routes will need to balance the wider needs of all road users. In response to the specific queries:

What is planned for the Inner West LGA?

A permanent active transport link running between Sydenham and Bankstown will be ready for cyclists and pedestrians a year after Southwest Metro services opening. An interim cycleway and pedestrian path between Sydenham and Marrickville stations has opened to support communities to get around during the conversion of the T3 Bankstown Line to metro standards.

Various strategic cycleway corridors are also being investigated in the inner west area as part of a Program Final business case.

In addition to the above, Transport has funded Council through the Get NSW Active program for the design of the East-West Pedestrian and Cycle Link (EWPCL) between Sydenham and Bankstown, construction of the Greenway from Iron Cove to Cooks River, construction of the Carrington Road bike path upgrade, construction of the Livingstone Road cycleway, construction of the off-road Longport Street cycleway, the design of the Lilyfield Road cycleway and the construction of the Bay Run Path and Lighting Upgrade.

When will the EHC 'immediate priorities' be reinstated on the to-do list?

Corridors will be developed in stages to progressively expand the connected network. As part of this, there may be overlaps between priority routes identified in the SCC Program and Council led projects with a need to ensure local partnerships occur for the Program delivery. Transport will consult with Councils and coordinate appropriate funding pathways as per normal planning processes.

The status of previously announced immediate opportunities for investigation in Eastern Harbour City are as follows:

Newtown and Green Square connection

Design work associated with Wilson Street is on-going with the aim of establishing costs for its delivery. Public consultation of Wilson St west cycleway was previously undertaken, noting a mix of feedback as part of this engagement from a relatively large number of respondents.

The concept design of additional Swanson Street cycling improvements near Erskineville station is also underway following on from the initial interim treatment that was implemented in March 2024.

Wider investigations for this entire connection are also underway as part of the business case process.

Alexandra Canal connection

Designs along the Canal have been paused at strategic design phase given concerns regarding the cost over a short section of the route on private land that were not envisaged at the time of the original announcement, as per previous correspondence and discussions with Bicycle NSW.

Alternate route investigations from the Canal toward Mascot town centre will commence shortly.

Lilyfield connection

As indicated earlier, Inner West Council were funded via the 2023/24 Get NSW Active Program to progress designs for a cycleway on Lilyfield Rd.

Rozelle Parklands was opened in December 2023 and includes a visually separated footpath and cycleway.

North Sydney connections

A North Sydney active transport network review (ATNR) was prepared in 2023, including public consultation from June to July.

Transport is progressing investigations of selected routes in North Sydney in consultation with Bicycle NSW, Bike North and North Sydney Council.

North Sydney Council were funded through the 2022/23 Get NSW Active Program for the construction of the West Street south cycleway, from Ridge Street to Pacific Highway.

St Leonards and Artarmon connection

Willoughby Council were funded through the 2023/24 Get NSW Active Program for the design of a separated cycleway between St Leonards and Chatswood, along Herbert Street and Hampden Road.

Willoughby Council were funded through the 2024/25 Get NSW Active Program for construction (stage 1) of a separated cycleway between Artarmon and St Leonards, along Herbert Street and Hampden Road.

How do you plan to communicate to the public about the changed priorities?

Transport is preparing a SCC Program final business case across the six cities. The effective staged development and subsequent delivery of corridors is subject to future funding. Transport will collaborate with partners such as councils, bike groups and other key stakeholders to support the development and delivery of these priorities. Communities will be consulted as each corridor is developed ensuring local needs and integrated outcomes are considered.

Wilson Street West cycleway

As indicated in the feedback on the strategic cycleway corridors for Eastern Harbour City, the importance of the Wilson Street west link is as part of the Newtown and Green Square connection is acknowledged by Transport.

Design is being finalised with public consultation of Wilson St west cycleway previously undertaken. As highlighted previously, Transport received a mix of feedback as part of this engagement, with a relatively large number of respondents indicating both support and concerns, with the need to try and mitigate the identified issues as far as possible. This includes investigating options for additional loading zones in the area for a future Review of Environmental Factors (REF) once funding is secured.

Pyrmont Bridge Road

The Pyrmont-Ultimo Transport Plan (PUTP – May 2024) supports the delivery of the NSW Government's Place Strategy and long-term vision for the Precinct. It furthers the long-term place strategies and their visions for the Precinct by outlining the timing and step-change transport responses required within the Precinct as the state-significant changes in transport infrastructure and land use planning are delivered.

The PUTP was developed by Transport in consultation with City of Sydney, Department of Planning, Housing and Infrastructure, Greater Cities Commission and NSW Government Architect, and refined based on community and stakeholder feedback received during public exhibition of the draft Transport Plan in late 2023.

The overarching Plan seeks to encourage travel by sustainable modes of transport, balance movement and place on key corridors and support connectivity to the future Sydney Metro West Pyrmont Station. Such initiatives reflect a specific objective in the Plan to improve the safety and attractiveness of active transport by reallocating road space and prioritising walking and cycling as the preferred mode for trips to, from and within the precinct (Objective 11).

As part of the above during the development of the Plan, broad investigations undertaken to date regarding the reallocation of road space on Pyrmont Bridge Road east of Harris St in the short to medium term identified the priority need for wider footpaths on the northern side of Pyrmont Bridge Road east of Bank Street. As part of this, the Plan includes a medium to long term initiative to support and provide a safe and comfortable connection between Pyrmont Bridge and Blackwattle Bay by reallocating at least one lane of traffic to increase footpath width on Pyrmont Bridge Road, with the initiative not precluding further enhancements for active transport.

Construction of the New Sydney Fish Markets is underway by Infrastructure NSW, with a shared path along the northern side of Bridge Road being delivered by the project.

Oak Flats Shared Path

Transport will follow up directly with Shellharbour City Council to understand why this alteration to the shared path was made.

Transport will also discuss with Shellharbour City Council the missing link between Pioneer Drive and the Oak Flats Station.

You will also be pleased to know that a response to Mr Steyer was sent via the Member for Shellharbour on the 27th September following the site visit.

Transport for NSW will also continue planning for an upgrade of the New Lake Entrance Road and Pioneer Drive Intersection which is considering the long-term connection needs for cyclists, pedestrians, and motorist with a focus on improving safety.

Shellharbour Hospital active transport connections

The NSW Government has announced a funding package of $722 million towards the New Shellharbour Hospital and Integrated Services Project.

The construction of an active transport link generally adjacent to the rail corridor connecting the new hospital to Shellharbour Junction Station was included in the determination of the Hospital project.

To support NSW Health deliver on this requirement, Transport is working closely with the Health Infrastructure team and Sydney Trains to assess all options. This work will also include working with Shellharbour City Council to integrate with the existing active transport network.

The key next steps will be to continue our technical investigations into the requirements of placing a shared path in the rail corridor to fully understand the constraints. Following this, work will begin on design and feasibility of the shared path, at which stage Transport and Health Infrastructure will consult more broadly.

I trust the detailed responses to each of your letters will clarify some of the questions and concerns raised by Bicycle NSW. If you like any further information on these projects, I encourage you to contact Anna Bradley, Executive Director, Active Transport & Vibrancy at anna.bradley@transport.nsw.gov.au.

Your sincerely

Josh Murray
Transport Secretary

25 November 2024