The Hon. Jenny Aitchison MP
Minister for Roads
Parliament of New South Wales
52 Martin Place
Sydney NSW 2000

2nd June 2025

Via webform

Re: Warringah Freeway Upgrade - urgent opportunity to deliver vital bicycle infrastructure

Dear Minister,

I am writing to request your urgent intervention to ensure that Transport for NSW does not miss an opportunity to fill a critical gap in the cycling network in North Sydney.

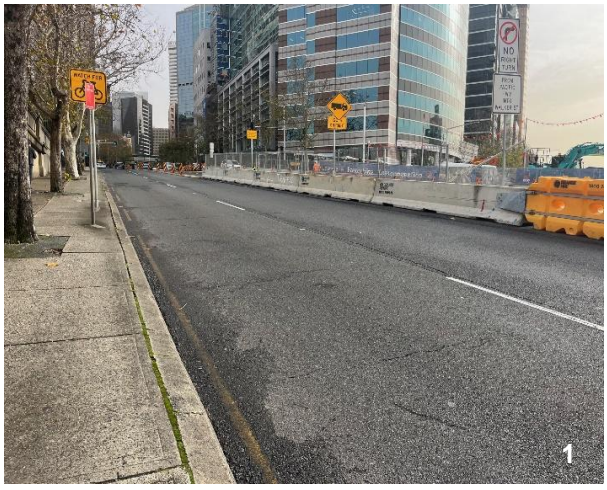
I am sure that you are excited as us about the beautiful ramp that is currently under construction in Milsons Point to provide bike riders of all ages and abilities with access to the Sydney Harbour Bridge cycleway for the first time. The ramp will become a new architectural icon for Sydney and draw new riders from far and wide.

Unfortunately, it will still be very difficult to cycle north through North Sydney to reach destinations such as Crows Nest, Neutral Bay, Cammeray and Chatswood, or to connect with the Gore Hill cycleway towards Lane Cove and Macquarie Park.

As we have set out on submissions, letters and articles, it is a major failure of planning and policy that the Warringah Freeway Upgrade project does not include game-changing upgrades to the active transport network.

The North Sydney Active Transport Network Review (ATNR) identified the highest priority connection in the area - **a separated cycleway along the Pacific Highway** between the Arthur Street underpass and West Street. This route aligns with the NSW Government's Strategic Cycleway Corridor (SCC) program.

The first section of this, between Arthur Street and Blue Street, has an existing shared path (Figure 1). This path is very narrow, divided by a line of mature trees and cluttered with signage. It is **unsafe and wholly unsuitable** for a high-capacity regional cycling route.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This stretch of the Pacific Highway is currently a construction site with a continually changing temporary lane configuration.

It is clear that it will not be possible to reallocate a vehicle lane to create a cycleway. The Warringah Freeway Upgrade has already reduced the northbound lanes from 3 to 2 by removing a bus lane.

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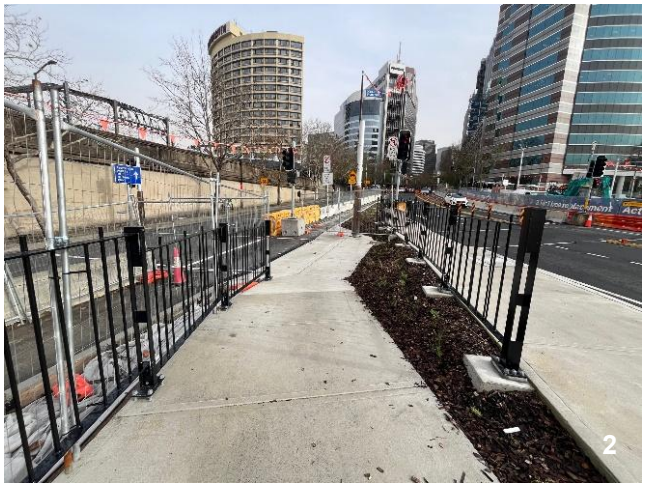
However, Bicycle NSW has become aware that permanent kerbs have now been installed on the northern side of the Pacific Highway (Figure 2).

There is **a wide shoulder** on this side of the road, currently hidden behind concrete barricades (Figure 3).



We urge Transport for NSW to explore reallocating some of this space to widen the shared path. Even an additional 1.5m added to the shared path would make an enormous difference. There would be adequate safe space for bike riders, and pedestrians would have exclusive use of the narrower section on the other side of the trees.

This change to the project needs to happen immediately, before the final lanes are marked out and the contractors pack up and move on.

Bicycle NSW would welcome the opportunity to discuss plans for the Pacific Highway further and look forward to your response.

Yours sincerely,

Peter McLean

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cc:

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Bicycle NSW *is a non-profit membership organisation operating in NSW that represents the interests of people who ride bikes. Bicycle NSW has been promoting bicycle use, behaviour change and effective bicycle user environments since it was established in 1976. Since then, Bicycle NSW has been responsible for many active transport infrastructure outcomes and supporting thousands of people of all ages to safely utilise bicycles for transport and recreational purposes.*

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