

General Manager  
Amy Gillett Foundation  
Ground Floor, Building C,  
95 Coventry Street  
South Melbourne 3205  
BNP /M2019

January 31<sup>st</sup>, 2007

## **Proposed M2 Removal of Bicycle Lanes – A Safety Issue**

Dear Melinda,

We are writing to request your support in an effort to prevent or delay the closure of a section of a regional cycle route in Sydney.

On January 12 this year, Transurban, the owner of the M2 motorway in Sydney, announced a proposal to widen the motorway from the current two lanes to three, westbound for a distance of 7km between Dehli Rd, North Ryde and Beecroft Rd at Epping. Space for the third lane is to be made by removing the breakdown/cycle lane, and narrowing the existing traffic lanes.

The M2 cycle lane is part of one of Sydney's most important major regional cycling routes, used by hundreds of commuting cyclists and athletes in training each week. It provides a wide separate lane for cyclists to ride, the best grades in the area and direct travel east and west. The alternate cycle route offered by Transurban is completely unworkable and dangerous for cyclists.

The alternate route is a high stress, circuitous, hilly and strenuous route, passing through a heavily trafficked business district with no provision for cyclists. One section of the proposed route includes a footpath cycleway crossing many driveways from commercial premises, which in peak hour will create a major potential for conflict between bikes and motor vehicles.

Travel times for cyclists who are brave enough to take the alternate route will increase from less than 15 minutes to more than 30 minutes. Instead of a direct and continuous route, cyclists will now be required to make multiple crossings of Epping Rd, negotiate at least 10 roundabouts and use two sections of very slow off-road and footpath cycleway, which in no way meet the national Austroad 14 standard. There is no budget to bring the route up to standard and even if measures were taken to address safety issues, it would still fail to meet required standards of directness and comfort for a regional route.

Transurban and the RTA have planned the M2 widening and proposed cycle route without consulting with the local councils (Ryde and Hornsby), Macquarie University (through which the cycle route was originally planned), emergency services or the cycling community until AFTER the announcement on January 12. The proposed date for the changed road conditions to take effect is 4 February, just before the opening of the Lane Cove Tunnel, which will funnel extra traffic onto the M2.

Transurban believes that erecting signs is all that needs to be done to create a cycle route. Bike North and Bicycle NSW are working with Transurban, the RTA, Ryde and Hornsby Councils, to try to establish a reasonable outcome for cyclists. If this is not possible, then many commuting cyclists will have to drive to work, as the travel times and safety of the alternate cycle route will prevent them using it. The area served by the M2 cycleway is not well served by public transport.

Bike North is one of the largest and most active BUGS in Sydney. Its members live and work in the areas affected by the proposed changes, and so is a key organisation in the effort to stop the cycleway closure. For more detailed information about the M2 widening, visit <http://advocacy.bikenorth.org.au/m2/>.

We request that the Amy Gillett Foundation, in support of cyclists in northern Sydney, approach the following:

Transurban: [enquiries@hillsm2.com.au](mailto:enquiries@hillsm2.com.au),

Eric Roozendahl, NSW Minister for Roads:  
[enquiries.roads@roozendaal.minister.nsw.gov.au](mailto:enquiries.roads@roozendaal.minister.nsw.gov.au),

John Watkins, Member for Ryde and Deputy Premier and Minister for Transport: [ryde@parliament.nsw.gov.au](mailto:ryde@parliament.nsw.gov.au).

Yours sincerely,



Graeme Edwards  
President,  
Bike North