

## MEDIA RELEASE

### LANE COVE TUNNEL TRAFFIC FLOW IMPROVEMENTS – WHAT'S THE LONG TERM IMPACT ON THE COMMUNITY?

Sydney, Tuesday 16<sup>th</sup> January 2006

*Immediate release*

The cycling community has expressed great concern at the proposed changes to the Hills M2 Motorway, announced on Friday 12<sup>th</sup> January, which removes the current cycleway on the key carriageway westbound between Lane Cove Road and Beecroft Road, from the end of January 2007.

Research by local community bicycle user group, Bike North, indicates that the proposed alternative cycle route involves congested, hilly roads, many of which have no provision for bicycles and with multiple road crossings this route is potentially unsafe and slow.

Could we be seeing a repeat of the backward steps taken in William Street, related to the Cross City Tunnel, where the government scrapped existing bicycle facilities without offering sensible alternatives that were either adequate or safe?

Bicycle NSW is disappointed by this decision made seemingly without thorough engagement of the community. Chief Executive Officer, Alex Unwin states, "The key risk is that the alternate route will have a counter effect on the continued growth in the use of bicycles as a means of transport in this key corridor, denying the community the triple benefits of improved health, pollution reduction and congestion easing associated with cycling."

"There has been absolutely no consultation, warning, discussion – nothing," commented Bike North Ryde Area Convenor, Doug Stewart. "For many years we have worked together to improve the motorway for all users, and then this fait accompli."

The environmental impact of the decision is also of great community concern. The growing numbers of cyclists that are using the M2 Motorway may now be forced back into their cars. Macquarie University academic and daily bicycle commuter, Fran Griffin explains the likely consequences, "Instead of 10-15 minutes fairly easy riding on that section of the M2, cyclists will now have half an hour of hills, heavy traffic, slow paths and roundabouts. It is hard enough to drive on and survive these busy roundabouts, let alone ride! So, those new [bicycle] commuters, I've noticed on the M2 will now get back in their cars, not the outcome wanted by the lemma government."

Bike North President, Graeme Edwards was shocked at the impact on traffic congestion and pollution this decision will likely have. "Every single cyclist riding to work or to their place of study represents one fewer car. If all the cyclists are forced back into cars, then the extra congestion will be horrific. I don't even want to think about the impact on our environment!"

#### **Issued by Bicycle NSW and Bike North Bicycle User Group**

Bicycle NSW is the peak cycling advocacy organisation in NSW and operates through and in partnership with Bicycle User Groups across the state.

Contact: Alex Unwin, Chief Executive Officer, Bicycle NSW  
aunwin@bicyclensw.org.au | Tel: 02 9218 5410 | Fax: 02 9281 6099 | [www.bicyclensw.org.au](http://www.bicyclensw.org.au)

Contact: Bike North | [info@bikenorth.org.au](mailto:info@bikenorth.org.au) | [www.bikenorth.org.au](http://www.bikenorth.org.au)



Bicycle New South Wales Inc.  
GPO Box 272, Sydney 2001  
t 02 9218 5400  
f 02 9281 6099  
[www.bicyclensw.org.au](http://www.bicyclensw.org.au)  
Established 1976 ABN 26-511 801 801

**Bicycle New South Wales** is a member-funded and -owned, not-for-profit peak community organisation established in 1976 as the Bicycle Institute of NSW, changing to its present name in 1994.

#### **Bicycle NSW Mission**

To promote, advocate, and support cycling in all its forms as an environmentally sustainable and healthy form of transport, recreation and tourism through the engagement of government, industry and the community at all levels.