

Andrew Davidson
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Victoria Road Upgrade
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November 17th 2008

Re: Submission Re Victoria Road Upgrade

Many thanks for taking the trouble to meet with us earlier this month to discuss some of the detail around this project. It is always useful for us to gain a deeper understanding of the range of project constraints and broader stakeholder needs surrounding a large and important project such as this and we greatly appreciate you and your team taking the trouble to brief us on where the project is up to.

Much of our comment remains as set out in our submission to the project dated 21 February 2008, the key thrust of which was the need to consider the project in the context of the part it can play in improving the amenity of, and so encourage community use of, some key bicycle transport corridors – notably **key commuter routes**; to the north into Drummoyne and over the Gladesville bridge, west to link with routes to Sydney Olympic Park and beyond to Parramatta, and south along the Iron Cove to Cook's River Greenway corridor through Marrickville and Canterbury to link with the existing Cook's River Cycleway and the **key recreational facility** of the Bay Run around Iron Cove.

We also draw to your attention the recent submission by the City of Sydney to **Infrastructure Australia** which includes a proposal developed in partnership with a number of key Local and State Government agencies, including the NSW Roads and Traffic Authority, for an **Inner Sydney Strategic Cycle Network**. The recommendations contained therein include the provision of bicycle infrastructure along the key corridors referenced above.

Copies of our original submission and the Inner Sydney Strategic Cycle Network submission are attached for reference and these are available for download from our website.

The plans as presented were encouraging in the above respects and in particular we endorse the intention to develop effective and safe links with the Bay Run and links with the approaches from the proposed routes in Rozelle and Drummoyne respectively at either end of the bridge. In addition we commend the provision of the alternative routes to the north and south of Victoria Road in Rozelle – offering useful local links into the shops in Rozelle village – while preserving and improving the direct route along Victoria Road for more direct cycle commuter access to and from the city. We note the future opportunities as canvassed to create links at relatively low cost with the bicycle path facilities to be developed as part of the White Bay reconstruction project heading west through the disused Rozelle Goods Yard to the Greenway corridor as detailed above.

We thank you for the work your team has so far undertaken in consulting with our affiliated local Bicycle User Groups in Canada Bay and Leichhardt for their feedback on the detail of routes and specific design solutions, and we request that this process continue as the project develops. We encourage the proposed early works on the project in respect of the alternate routes and bridge approaches referenced above, such work will help to deliver improvements to the local amenity.

Yours sincerely,

Alex S Unwin
Chief Executive Officer

Copies to: Elizabeth Hole Chief Operating Officer Bicycle NSW, Werner Steyer Advocacy Volunteer Bicycle NSW, Graeme Edwards Chair Bicycle NSW BUGs Council, Bob Moore Leichhardt Bicycle User Group, Rolf Muller Canada Bay Bicycle User Group

