

**Supplementary
Submission**

No 120a

INQUIRY INTO CROSS CITY TUNNEL

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Theme:

Summary

Bicycle NSW is a democratically constituted, member funded, not for profit peak community organization established in 1976. This submission is authorised by the Board.

Mission Statement

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.

Bicycle NSW in the Community

With over 50 affiliated Bicycle Users Groups comprised of volunteers from local communities throughout NSW, Bicycle NSW is well placed to understand and act upon a range of community needs.

Cross City Tunnel - Lane Cove Tunnel

This submission has been prepared in response to the widening of the terms of reference of the inquiry into the Cross City Tunnel to include the Lane Cove Tunnel, and for completeness includes material from the initial submission from Bicycle NSW dated 18th January 2006.

Both the Cross City and Lane Cove Tunnels are of interest Bicycle NSW because of the role they play in delivering NSW Government policy towards improving the quality of life offered to people who live, work or play in Sydney and NSW through the provision of infrastructure for bicycles. Such infrastructure opens up the opportunity for key community benefits traditionally delivered across a range of Ministerial portfolios:

- Community Health through encouragement of active lifestyles
- Environmental Sustainability through pollution reduction
- Improved Transport Infrastructure Capacity through better utilisation to ease congestion, with associated economic and quality of life benefits
- Building Social Capital through participation in sport, recreation and tourism

NSW Government Policy re Bicycle Infrastructure

Documented in 3 key places:

1. *NSW Bicycle Guidelines* - RTA Nov 03, latest electronic update July 05 available from:

http://www.rta.nsw.gov.au/trafficinformation/downloads/technicalmanuals_dl1.html

2. *Bike Plan 2010* - NSW Government/RTA Sept 99 available from:

http://www.rta.nsw.gov.au/trafficinformation/downloads/bicycbikep_dl1.html

3. *Planning Guidelines for Walking and Cycling* - NSW Government 2004 available from:

www.dipnr.nsw.gov.au/cycling.html

Specific Comment based on the Inquiry Terms of Reference

- a) At time of writing work on bicycle infrastructure remains to be completed in accordance with the project conditions of consent. However, in negotiating the contract with the Cross City Tunnel Consortium, the RTA and other Government agencies were not entirely successful in securing terms consistent with expressed NSW Government policy with respect to bicycle infrastructure. For example, in failing to provide adequate off road cycle paths the bicycle facilities planned and being developed as part of the project do not meet the standards set out in the NSW bicycle guidelines (see 1. above) published by the RTA.
- b) Affiliated local community Bicycle User Group (BikeSydney) participated in the community consultation processes. Feedback suggests that much of the input provided by the participants would have become diluted through the process.
- c) See a) above. The outcome suggests that improvements could be made to the methodology. Bicycle NSW recommends the use of suitably qualified independent subject matter experts which, when coupled with an explicit review process for the delivery of appropriate project milestones, could do much to ensure compliance with NSW Government policy in specialist areas such as bicycle infrastructure.
- d) Bicycle NSW advocates full disclosure and transparency in all contractual and associated documentation.

- e) The failure of the project to fully deliver NSW Government policy with respect to bicycle infrastructure indicates some shortcomings in the communication and accountability mechanisms between ministers and their respective agencies. To better assist the Government in bringing the relevant agencies to account Bicycle NSW recommends:
- A greater level of direct contact between community organizations such as Bicycle NSW and relevant Government Ministers and the Premier.
 - Use of an independent quality audit to ensure project delivery complies with stated Government policy in the relevant areas.
- f) In entering into public private partnership agreements, Government agencies should be guided by what is in the long term best interest of the community they serve, and with this in mind the rationale and justification for any partnerships should be transparent and clear to the community. Importantly any short term savings in infrastructure investment NSW Government Agencies may make through the use of private capital should be balanced against the following:
- Total cost to the community, including economic but also lifestyle and amenity impact
 - The extent and arrangements for the sharing of risk and reward with private capital
 - The cost of private capital compared with cost of capital available directly to government in its own right in the form of debt funding for infrastructure investment.
 - The impact and conflict with other government agencies and community resource providers such as public transport through such things as non competition and associated penalty clauses
- g) At time of writing work on bicycle infrastructure remains to be completed in accordance with the project conditions of consent. However, in negotiating the contract with the Lane Cove Tunnel Consortium, the RTA and other Government agencies were not entirely successful in securing terms consistent with expressed NSW Government policy with respect to bicycle infrastructure. For example, in failing to provide adequate off road cycle paths the bicycle facilities planned and being developed as part of the project do not meet the standards set out in the NSW bicycle guidelines (see 1. above) published by the RTA.

- h) Affiliated local community Bicycle User Group (Bike North) participated in the community consultation processes. Feedback indicates that there was a great deal of consultation over this project and a wide range of opinions on the cycling facility have been provided from cycling groups and a range of other community groups and some of the recommendations flowing from the consultation processes appear to have been followed. However in general terms this has been fairly minimal, especially at the EIS stage when opportunities for change were much higher. By way of example during the EIS phase there was a failure to take on board local pedestrian concerns, supported by North Sydney Council and Bicycle NSW around the Falcon St ramps and the need for a separate grade separated crossing of the Warringah Freeway – quite contrary to the stated objective 'to improve conditions for ... cyclists and pedestrians'
- i) See a) and c) above. The outcome suggests that improvements could be made to the methodology. Bicycle NSW recommends the use of suitably qualified independent subject matter experts which, when coupled with an explicit review process for the delivery of appropriate project milestones, could do much to ensure compliance with NSW Government policy in specialist areas such as bicycle infrastructure.
- j) It is important to note that positive outcomes can come from major public/private partnerships, provided the appropriate project management control and discipline ensures that policy deliverables are met. The recently opened Westlink M7 Western Sydney orbital road is an example of where the provision of bicycle infrastructure has closely reflected NSW Government policy through the provision of some 40kms of off road cycleway and walking path and over 60 connection points into local communities in western Sydney along the length of the path.

Alex S Unwin

Chief Executive Officer

Bicycle New South Wales

May 2006