

INQUIRY INTO CROSS CITY TUNNEL

Organisation:

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Theme:

Summary

From: Morison Alethea
To: "crosscitytunnel@parliament.nsw.gov.au"
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Date: Tue, May 30, 2006 12:16 pm
Subject: Lane Cove Tunnel and provision for cycling

I would like briefly express my very strong support for the full implementation of a high standard bicycle route as part of the Lane Cove Tunnel project, consistent with representations from the North Shore Bicycle Group and Bike North.

My support is based firstly on the importance of such a facility to me and my family (2 adults and children aged 5 and 9) for our personal use. We live in Artarmon, have no car and rely totally on walking, cycling and public transport to pursue a full range of "normal" activities including visiting very elderly (also non-driving) parents/grand-parents living in Lane Cove, only 2 km from our home. Currently the walking and driving conditions between our homes are extremely hazardous with my young son having been knocked down at the entry ramp of the Gore Hill Freeway off Pacific Hwy, while crossing with his father and with a walk signal. (We are keenly aware of cars and trucks! simply not observing the red light at this location). The new bicycle route providing it is implemented as recommended by North Shore Bicycle Group and BikeNorth as a continuous high quality route will give us a great safe route to visit Lane Cove and our family, shops and the swimming pool and other services we rely on in and around Lane Cove.

My personal need for this route links to my broader reasons for supporting a bicycle route. With concerns for obesity and diabetes, greenhouse emissions and the growth of our ecological footprint, oil depletion/insecurity and rising petrol prices, we need as a society to show a much greater and fully funded commitment to active, sustainable transport. As widely discussed recently (eg in last week's Fenner conference on Urbanism, Environment and Health in Canberra and the federal House of Representatives inquiry into Sustainable Cities) we need to avoid severance and loss of amenity when we implement road projects, to actually improve and connect urban spaces so people can walk and cycle, to ensure that people (who in modern life are very often starved for time) can meet their exercise needs as they go about their ordinary daily activities, to provide a choice for those who have a firm philosophical commitment to walking and cycling (or those who just enjoy it) and to avoid the need for short highly inefficient, polluting and congesting car journeys, which are increasingly costly to both the individual traveller as well as the community and the environment.

For these reasons, I trust fully implementing the bikeroute to the highest standard and linking it into and extending the regional bicycle route network will be top priorities in the Lane Cove Tunnel project.

Regards

Alethea Morison

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