



The word on the street: BUILD the 4-LINK BIKEPLAN!

■ **WEB SITE** <http://www.rumble.net/4linkplan/> ■ **E-MAIL** 4linkplan@cascade.taz.net.au ■ **HOT LINE** 9614 0777

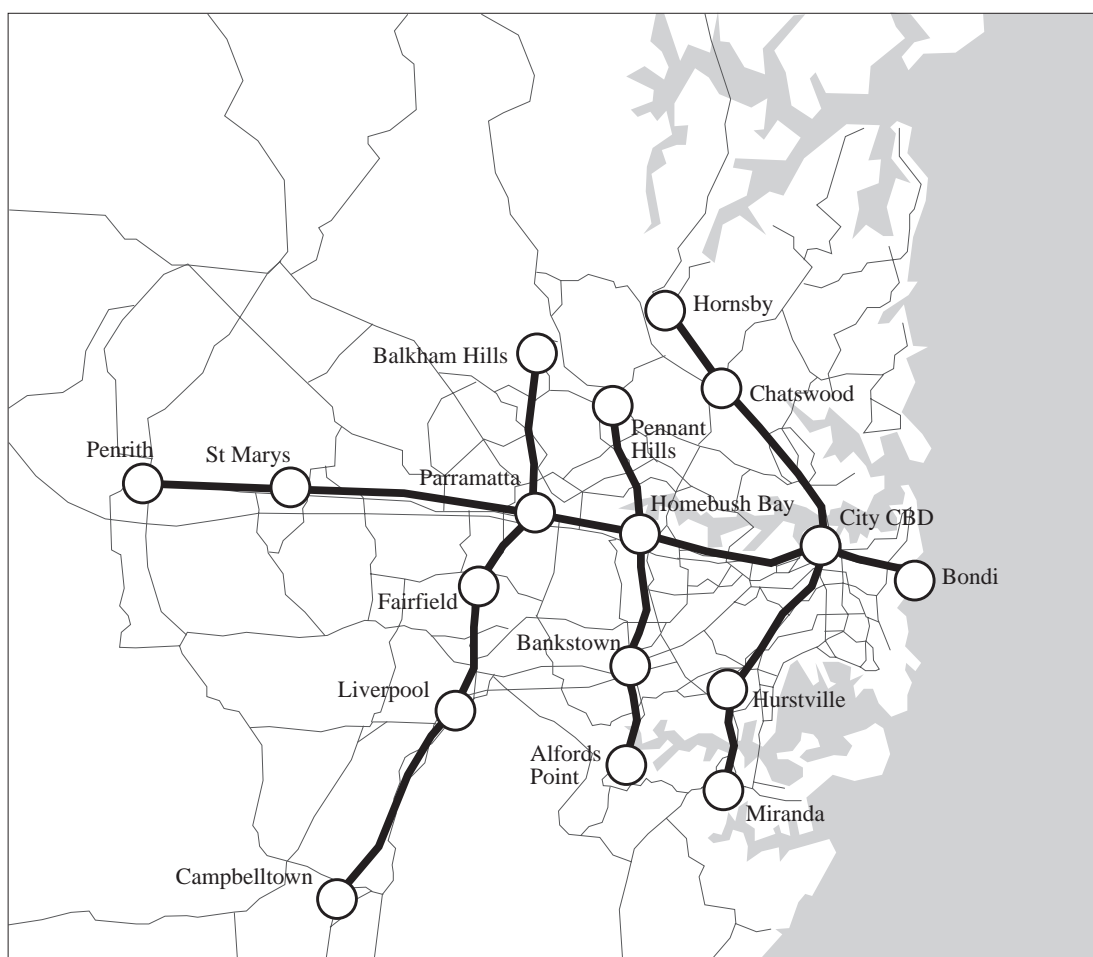
Everybody knows that Sydney is suffering from chronic traffic congestion, record smog levels and that Sydney's transport network is nowhere near as good as it could be.

Many people have felt overwhelmed by these problems, asking "What can we do to make a difference? How can we begin the enormous task of turning Sydney's transport network around? How can we make it sustainable in the long term?"

The 4-Link BikePlan is a first step in the right direction. It is achievable, can be built within two years, and will not cost the earth. In fact it could be built for the price of four kilometres of freeway (about \$100m). And what's more, the 4-Link BikePlan is for everyone in Sydney because it covers the entire metropolitan region.

In the last decade there have been three attempts to produce a bicycle network for the Sydney Metropolitan Region. These have been the ARUP plan from 1990, the Rhodes-Thompson plan commissioned in 1993 and the current piece-meal strategy adopted by the Roads and Traffic Authority (RTA).

These RTA plans have not worked in practice. On the ground, segments of bicycle paths can be found scattered throughout the entire region. These ad-hoc pieces have failed to produce a comprehensive 'network'.



▲ **The 4-Link BikePlan, a testament to civic pride and community vision!**

It is not uncommon to find a kilometre or two of bike path in one district, with no bike paths linking it to the kilometre or two of bike path in a neighbouring district. Similarly, it is not uncommon to have a bike path run down one side of road, disappear for several hundred metres, before reappearing on the opposite side of the road.

The 4-Link BikePlan provides a way of solving the errors of the past. Where there has been confusion, the 4-Link BikePlan provides a clear vision.

The plan consists of four dedicated cycleways which would be of a high-quality surface, separated from motor vehicle traffic by a physical barrier. The crux

of the plan is a cycleway running east-west, from Bondi Beach to the City, through Homebush Bay to Parramatta, St Marys and west to Penrith. Three north-south spines run across this central link. In the west, a dedicated cycle route would run from Campbelltown, to Liverpool, Fairfield, Parramatta and Bankham Hills. A second link from Alford's Point runs through Bankstown to Homebush Bay and Pennant Hills. The final link in the proposed backbone runs through Miranda, Hurstville, the CBD and Chatswood to Hornsby.

The significance of this proposed skeleton is that it includes major travel trip generators such as Bondi Beach and the Olympic

site, goes through major population centres, and connects with public transport.

It also provides a structure which can be the basis for future regional and local cycleway network development.

People deserve the choice to be able to ride to the supermarket, the railway station, or their place of work. An integrated cycle network would provide this choice.

Amsterdam, Copenhagen and many Australian cities manage to combine public transport, pedestrian and cycling facilities. In these cities it is possible to travel quickly and cheaply by bike or by a combination of walking and public transport. People in Sydney also deserve this choice.

This initiative has emerged from the passion and optimism of cyclists who live in Sydney. Once a threatened species, they are now proud and multiplying quickly.



Help build the 4-Link Plan for Sydney! Turn over to find out how

Please distribute this letter to your friends and colleagues. Feel free to make as many photocopies as you like.

Why have Sydney's cyclists been given such a raw deal?

At a time when Sydney residents have been overwhelmed by increases in air pollution, you might expect Government to adopt a transport policy which focuses on cycling, walking and public transport rather than urban motorway development. But this has not happened.

You might also expect the Roads and Traffic Authority (RTA) to make an effort to integrate its plans with public transport. And you would definitely expect to see an emphasis on providing cycleway networks.

The RTA spent 0.4% of its annual budget on bicycles in 96/97. In dollar terms this amounted to \$8.9m. Only \$6.6m was actually spent on the construction of cycleways. The remaining \$2.3m was spent on advertising campaigns for car drivers and bicycle promotion events like Bike Week.

Still \$6.6m isn't too bad. But is it?

It is when you realise that \$6.6m is for the entire state of New South Wales, not just for Sydney. The actual

total for Sydney is \$3.2m. Now let's put that into perspective.

In Perth, a city of 1 million people, the WA Government has committed \$25m towards construction of an extensive cycleway network over the next 4 years, or \$6.25m per year. Sydney is a city of 3.8 million people and we spend less than half this amount.

What can you do with \$3.2m? To give a concrete example, construction of a cycleway from Illawong (a suburb in Sydney's south) to a neighbouring suburb Menai, cost approximately \$300,000 in 91/92. This section of cycleway was 2kms in length.

Now is the time for Sydney to begin what many

other cities around the world take for granted—construction of a comprehensive cycleway network suitable for cycling commuting as well as weekend and recreational rides. Cycling is an important and vital part of a city's transport network and it must be adequately resourced.

In Sydney, a comprehensive cycle network will enable more people to use their bicycles. Lower suburban speed limits, a pedestrianised car free CBD, bicycle lanes and dedicated bicycle paths will all increase cycling safety and increase bicycle and pedestrian traffic. Transport should be about moving people, not cars.

THE BENEFITS OF BICYCLES

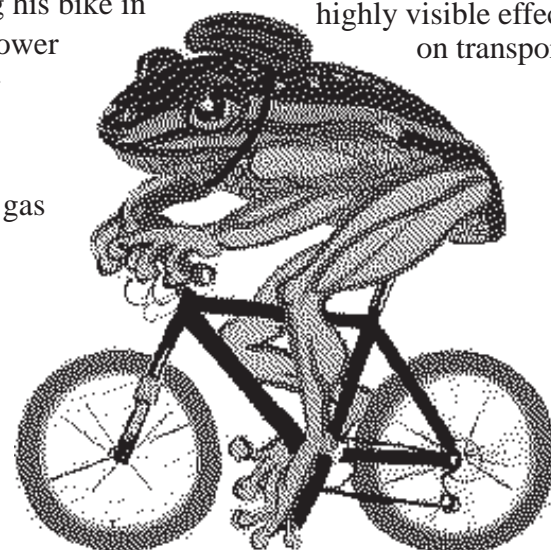
Cycling is not only the most energy efficient form of transport ever invented, it also saves you and the government money!

Cycling is a form of transport, able to be used by most people including children, the poor, government Ministers and other minority groups. The benefits of a comprehensive cycle network (which can be valued at many hundreds of millions of dollars) include: improved safety (for example, a twelve year old boy was killed recently when he was hit by a car while riding his bike in Buronga), lower levels of air pollution, fewer greenhouse gas emissions, less motorised traffic congestion and a healthier population.

a factor of 20. Particularly pertinent in Sydney are the health effects of air pollution. Any decrease in the number of cars will improve air quality and reduce traffic-related injuries and therefore bring large health benefits to the community.

The Quick Solution to Pollution

A sincere government commitment to cycling infrastructure would have a highly visible effect on transport



The Cheap Solution to Pollution

At \$80,000 per kilometre, a purpose built 'Rolls Royce' version urban cycleway is a bargain compared with \$24 million a kilometre for an urban freeway. The public good value of cycleways makes the secret deals, contracts and private gain of the current crop of tollway owners seem dubious indeed.

in metropolitan Sydney in two to three years. Within a parliamentary term, huge numbers of Sydneysiders could be using a comprehensive cycle network, and thereby easing car congestion, reducing air pollution and providing safe access for children and those who cannot drive. This would increase Sydney's attractiveness as a place to live, work and play.

Health Benefits

Clearly, the community benefits of cycling are enormous. The British Medical Association in 1992 estimated that the health benefits of cycling outweigh the cost of cycling-related injuries by

Traffic congestion

A small increase in the number of people choosing to cycle could have a massive impact on this car congestion. For example, reducing the number of cars by 10% during peak hour would reduce travel times by approximately 25%.

A LETTER OF REQUEST

Mr Carl Scully
Minister for Transport and Roads
Parliament House
Macquarie Street
Sydney NSW 2000

Dear Mr Scully

For too long, Cyclists in Sydney have been given a raw deal. I am writing to request that you begin construction of the 4-Link BikePlan as soon as possible.

The 4-Link BikePlan will benefit everyone in Sydney because:

- it is a metropolitan-wide plan which will allow cyclists to travel over long distances as well as short distances;
- it would form the skeleton for the development of a comprehensive cycling network for the whole of Sydney in the years to come;
- resources spent by Local Government will be more valuable because the development of local and regional cycleway constructions will be part of a metropolitan-wide network
- the 4-Link BikePlan will provide cyclists with easy and high quality access to the Olympics site at Homebush Bay, easing traffic congestion and helping to protect the environment.

I believe cycling forms an important part of Sydney's transport system. Cyclists need a comprehensive cycle network and the 4-Link BikePlan provides this vision!

name _____

address _____

date _____ signature _____