

4 April 2023

The Honourable Joanna Haylen MP, Minister for Transport
The Honourable Michael John Graham MLC, Minister for Roads
The Honourable Jennifer Aitchison MP, Minister for Regional Transport and Roads

RE: Meeting request with Better Streets coalition

Dear Ministers Haylen, Graham and Aitchison,

On behalf of the Better Streets coalition, I would like to congratulate you on your recent election result and confirmation as Minister for Transport, Minister for Roads and Minister for Regional Transport and Roads respectively. We are excited about the possibilities that your Ministerial roles bring to promote sustainable transport and better streets for communities throughout New South Wales.

Thank you Ms Haylen for responding on 16 March to our email request for a meeting. We understand it was a busy time and very much appreciate you taking the time to respond. Our not-for-profit coalition of business and community groups, experts, active transport professionals, businesses and individuals has been established expressly for the purpose of facilitating positive engagement between governments, communities and businesses; and to assist in the rapid acceleration of street improvements and active transport.

We would like to extend our request to meet with each of you to discuss how Better Streets can help you and Transport for NSW harness community and business support to succeed across Sydney and NSW in order to:

1. Accelerate delivery of active transport infrastructure with:
 - 2,500 pedestrian crossings
 - 1,000km of safe cycling routes
2. Deliver street place improvements on:
 - High Streets
 - Local quiet streets
3. Improve and leverage NSW Government walking and cycling policies including:
 - Active Travel to Schools (noting that NSW is one of the only states without an Active Travel to Schools program)
 - Road space reallocation policy that **actually** takes space from cars to support walking and cycling
 - Executive performance targets to make Transport leadership accountable for delivering outcomes, based on Transport for London precedent.

In your email response to us on 16 March you said that “Labor is not only fully committed to the existing funding envelope for active transport, which includes funding such as grants programs, funding for road and public transport infrastructure, and other significant planning projects but has also **committed to doubling standalone funding for active transport** in the transport budget from \$60 million to \$120 million.”

We commend Labor for this commitment and extend our support. In this spirit, we are sharing with you the projected budget spend on active transport that was laid out by the previous Liberal government under the Active Transport minister Rob Stokes. The table shows **\$1.2 billion** allocated to active transport over four years (2022-23 to 2026-27). This allocation was across all portfolios including DPE and the WestInvest program. The allocation for the Get Active program was intended to triple from \$60 million a year to around \$184 million a year.

We have provided a list of potential initiatives with key benefits and approximate costs for your consideration (please see **Attachment A**).

We also acknowledge that the government faces funding challenges. Reallocating funds from the following projects will help fund an expanded Active Transport portfolio and the new initiatives proposed. We believe the following projects should be de-prioritized by the new NSW Government, with justification for each provided in the table below. These savings of over \$5.3 billion would go a long way towards improving local accessibility, schools and businesses across the state through the better streets initiatives in our attached proposal.

De-prioritise project	Cost over 4 years	Justification for reallocating funding
Western Distributor Network Improvements	\$300 - \$400 million (TfNSW have not provided details in any budget documents)	<ul style="list-style-type: none"> • expensive solution for a minor safety problem • inconsistent with community expectations • assist profitability of private toll operator
Northern Beaches Tunnel	\$3 billion	<ul style="list-style-type: none"> • expensive solution for minor safety problems • assist profitability of Transurban • inconsistent with community expectations • suggest instead fund Mona Vale Road upgrades and Wakehurst Parkway upgrades
Great Western Highway - Blackheath Tunnel	\$2 billion	<ul style="list-style-type: none"> • shifts freight away from rail network to the road network • expensive solution for minor safety problems

We would like to meet with you and your team to walk you through the previous government's investments and how the processes, grant funding and relationship between state and local governments could be improved to ensure deliverability, and to assist your government's commendable commitment to double Active Transport funding.

We would be delighted to provide you with an overview of the Better Streets coalition's work to date and explore opportunities to collaborate on how we can make this change happen with strong community support across the state.

Thank you for your consideration, and we look forward to hearing from you soon.

Regards,



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