

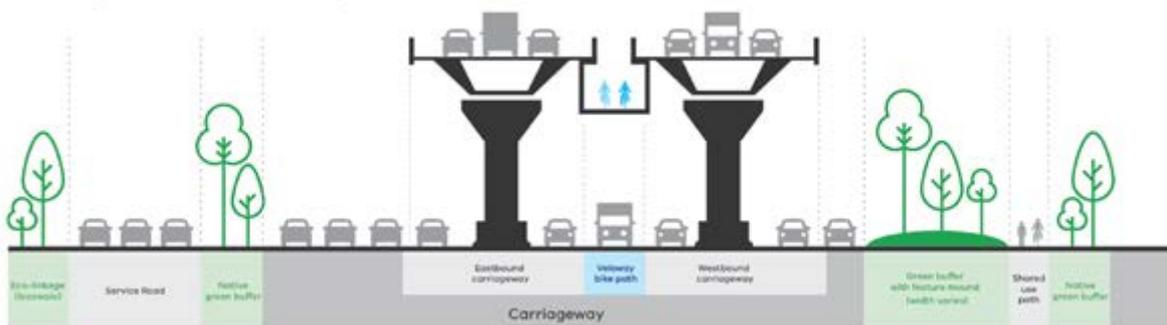
**The government should be urgently building bike infrastructure that prioritises safety and convenience, and that encourages more people to ride.**

Instead, they've tried to sweeten the case for the West Gate Tunnel by tacking on a badly designed bike route. But cyclists will have to endure five years of construction, inconvenience and detours from the Footscray Road bike path.

The government hasn't consulted properly with cyclists, and it really shows. The bike infrastructure they've come up with has clearly not been designed with the needs of cyclists prioritised, and the toll road will make inner Melbourne much less bike friendly thanks to the massive increase in traffic on local streets that it will bring.

### **What bike infrastructure is planned for the West Gate Tunnel?**

The West Gate Tunnel's signature piece of bike infrastructure is the "veloway", which would be located along Footscray Road. The veloway would hang underneath the new toll road, over the top of the existing multi-lane road -- surrounded by traffic and fumes.



*A cross-section of the proposed West Gate Tunnel and veloway*

The veloway would run from near the Moonee Ponds Creek to the Maribyrnong River. It's not clear if it will be possible to get on or off in between these points, which could be a problem for people with flat tyres or those who don't want to be in a confined space at night with no easy escape.

The project also includes a bridge over Footscray Road for cyclists coming south along Moonee Ponds Creek, a bridge over Whitehall Street in Footscray and completion of the Federation Trail to Hyde Street for cyclists coming in from the west. These are welcome improvements, but should happen now, not in five years when the toll road opens.

### **How will cycling in the city change after the West Gate Tunnel is built?**

Once cyclists get into inner Melbourne they will find themselves riding with all the traffic which has just been dumped by the new toll road.

The government estimates that lots of inner city roads will not only have thousands more cars than today, but also thousands more than they would have had in the future if the project didn't go ahead. This is especially true for North and West Melbourne. Cyclists can expect riding to be worse on Latrobe, Dryburgh, Queensberry, Arden, Gatehouse and Grattan Streets.

## **But won't the West Gate Tunnel take trucks off local streets, making the roads safer for cyclists**

We don't need the West Gate Tunnel to get trucks off local streets, there are two much easier and cheaper options.

One option is for the government to bring in truck bans on local streets right now, forcing trucks to use the West Gate Bridge to get to the port. The other option is for the government to build truck off-ramps to take trucks off the West Gate Freeway before the bridge and around the edge of Yarraville on Whitehall St. This is the plan Labor took to the last election, and it would save Victorian taxpayers a billion dollars compared to the West Gate Tunnel project. But it wouldn't make mega profits for Transurban!

Even if the Labor Government and Transurban build the West Gate Tunnel, there's a good chance lots of trucks won't use it and will defy truck bans in the inner west. The trucking industry has already said it doesn't want to be forced to pay tolls, and the government has already admitted they won't properly resource enforcement.

The West Gate Tunnel seems to be more about Transurban's profits than about the needs of the citizens, let alone the cyclists, of Melbourne.

## **What plan do The Greens have to improve the situation for cyclists?**

Melbourne deserves better cycling infrastructure now, not in five years' time in an attempt to sell us a toll road we don't need. The money being spent on the veloway would be better spent fixing dangerous gaps in our bike routes across the west, rather than duplicating the Footscray Road bike route which is actually one of the best bike paths in the west.

There are bits of this route which need fixing. Like the traffic island which overflows with bikes during peak times at the intersection of the Moonee Ponds Creek and Footscray Road. And we need to fix dangerous intersections like the one at Whitehall and Somerville Roads in Yarraville, which claimed the life of young mother Arzu Baglar in March 2017. But these could be fixed with something cheaper than a veloway, leaving lots of money for all the other problem bike routes in the west.

## **Submissions to the Labor Government's report on the West Gate Tunnel (the Environment Effects Statement) are open until 10 July.**

**For more information on the West Gate Tunnel, and to make a submission, go to:  
[www.thetollroadwontwork.org.au](http://www.thetollroadwontwork.org.au)**

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