

Attention: Director, Transport Assessments Planning Services,
Department of Planning, Industry and Environment
GPO Box 39
Sydney, NSW 2001

Tuesday 17th September, 2019

To Whom It May Concern,

Re: Rozelle Interchange Westconnex Application number SSI 7485

Thank you for the opportunity to comment on the Rozelle Interchange Westconnex application SSI 7485.ⁱ Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty two years, and has over 30 affiliated local Bicycle User Groups.

The Future Transport 2056 Strategy (FT2056)ⁱⁱ seeks to enhance sustainability and livability by creating a safe road environment and suitable pathways that make walking and cycling the most convenient option for short trips. Bicycle NSW is committed to this objective, but in order to achieve it we emphasize that most people will not switch to walking or cycling, or allow their children to do so, if they feel unsafe.ⁱⁱⁱ Infrastructure that fails to meet the needs of children and elders, prevents the mode shift essential to provide the congestion relief needed with the current plans for population growth.

In preparing this submission we acknowledge the detailed contributions of members of the Inner West Bicycle Coalition; Mr Col Jones, Mr Robert Moore and Mr Neil Tonkin. Their detailed knowledge of the local area and travel behavior was essential to reviewing these plans. We recognize and applaud their commitment to their local Bicycle User Groups, the community, and their generous donation of time to the preparation of this submission.

This project offers improved access for people riding bikes across the railyards. However some current cycle routes will be lengthened, made more difficult and without modification this plan will reduce safety and amenity for people riding bikes.

We are concerned that we have yet to be informed of the cycling plan for the whole project area, including details of the Anzac Bridge access. This makes it difficult to comment on this modification of one element of the overall project. We are also concerned that safe, direct cycling access be maintained during project construction and we have yet to see plans for this.

The original conditions of approval required at E60 that a Pedestrian and Bicycle Implementation Plan to be completed, and that improvements be made to cycle routes within a 1km radius of the project. We recommend improvements to Johnston St and The Crescent, important North/South routes, to facilitate connections to key destinations including the University of Sydney and Prince Alfred Hospital, Newtown, Balmain.

Condition E58 required that a Cycleway between Springside St and Roberts St on Victoria Rd be completed, subject to separate negotiations between Council and NSW Transport.

Below we have included a 'marked up' image where:

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Bicentennial Drive, Bicentennial Park, Sydney Olympic Park NSW 2127
PO Box 293 Concord West NSW 2138
ABN 26 511 801 801

- Green is a more direct link from Anzac Bridge/Vic Rd,
- Yellow is Johnston St desire line
- Blue is a link to Kentville St.
- Red is the path along the mural side of The Crescent
- Green is the Green Link.

The purple pedestrian down ramp is obscured. The routes south from the light rail to Annandale, e.g. to Annandale St, that the Green Link would facilitate have been omitted.



Figure 4-1 Overview of the proposed modification.

Our response to the modified EIS:

- 1) We accept new Green Link, if there is no alternative, given the height of the flyover next to it.

We would prefer the City West Link be raised enough to allow an underpass for bicycle riders. The tunnel under The Crescent to enable access from Taylor St to The Tramsheds has worked well, as have the tunnels under the light rail along The Greenway. The tunnel would need to be mid-block to accommodate the bus stop and the route from the former Buruwan Park access route to Railway Parade.

- 2) We recommend constructing a down ramp westward to the light rail underpass to link with Railway Parade, which was shown as an option on an earlier version of the project.
- 3) The purple down ramp from the new Green Link at the Light Rail station to The Crescent should be a shared path. This may require changing the positioning of the bus stop.
- 4) The multi stage crossings are an impediment to bike riders and pedestrians. They represent a significant loss of amenity, and a safety risk to riders carrying child passengers. For these riders each stopping or dismounting requirement presents another risk of the bike overbalancing and the child passenger being injured.

We strongly support providing an underpass under The Crescent to provide bike and pedestrian access from Johnston St to the foreshore parklands.

If signalised crossings are the only option to cross The Crescent, Johnston St and Chapman Rd they must have bicycle lanterns added to the pedestrian crossing lanterns, or riders risk being booked for using them. The light phasing should maximise the green times for bike riders, and the frequency of the total light cycle for these intersections.

- 5) The existing bike shoulder on The Crescent after Chapman Rd southbound under the rail bridge should be maintained and continued to a point where cyclists could exit The Crescent and go through the City of Sydney parkland to Chapman Rd, through or around the skate park.

Ideally parking should be removed along the Parkland side of The Crescent and a bike path constructed as far as Nelson St roundabout. Some of The Crescent has 'No Stopping' zones already, there are no residences on the parkland side, and plenty of parking on Chapman Rd.

- 6) The footpath on the western side of The Crescent, from Johnston St to the existing pedestrian refuge opposite the new skate park, needs to be converted to a shared path. This will facilitate access to the Parklands and Chapman Rd.
- 7) The shared path along the south western side of the new line of The Crescent from The City West Link to Johnston St needs to be retained or replaced. This would allow cyclists from Railway Parade to retain their current at grade route alongside the mural, as there will be

access under the rail bridge from Railway Parade to the new lights at the CityWest Link, even though Buruwan Park will be demolished.

- 8) The Green Link will encourage cyclists to cross the railway at Rozelle Light Rail Station, legally requiring they dismount. This requirement will probably be disregarded, leading to complaints and enforcement issues.

Streets radiating from the station into Annandale are fairly low traffic, but have no bike facilities. This needs to be recognized and bike lanes or shared traffic treatments implemented. Bayview St is moderately steep as a connector to and from Railway Parade, steeper than the gradients on the Green Link ramp, which may discourage cyclists. This is the reason for our call for an at grade link in point 7.

- 9) We accept the new shared path horse-shoe bridge over the City West Link, as we don't see any alternative, but we would prefer a more direct link if gradient requirements in the Austroads Guidelines could be met. We ask the NSW Transport and project planners provide a more direct link from the proposed new path under Victoria Rd, rather than a long loop west then back east to get over the City West Link.
- 10) A bike lane or shared path should be installed on the western side of Johnston St from The Crescent to at least Kentville St. Currently there is a bike lane, but it appears to have been removed in the proposed plans. We would recommend the shared path be extended under E60 conditions.
- 11) Cyclists will also use the eastern side of Johnston St to go south. Provision should be made for this at the start of Johnston St, future proofing the route, which could be developed under E60. A design for a cycle path was developed by the former Leichhardt Council, and we recommend building it.

Yours faithfully,
 Bastien Wallace
 General Manager – Public Affairs
 Bicycle NSW

ⁱ WestConnex M4-M5 Link NSW Roads and Maritime Services Rozelle interchange – Modification: The Crescent overpass and active transport links Modification report [Online 17/9/2019]

file:///C:/Users/Bastien%20Wallace/Downloads/M4-M5%20Link%20MOD%20%20Modification%20Report_Main%20Report_Large%20fil_.pdf

ⁱⁱ NSW Government, Future Transport 2056 [Online] <https://future.transport.nsw.gov.au/plans/future-transport-strategy/future-transport-greater-sydney>, Points 3-5

ⁱⁱⁱ Currently 70% of people when surveyed feel too unsafe to ride their bike more often NSW Government, Sydney's Cycling Future (2013) [Online at 17/9/2019]

<https://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/sydneys-cycling-future-web.pdf>