



**Rozelle Interchange and Iron Cove Link
Submission to the Urban Design Landscape Plan
3 September 2020**

Inner West Bicycle Coalition is comprised of Ashfield Bicycle Group, Bike Leichhardt and Bike Marrickville. We are affiliated with Bicycle NSW. Our aim is to advocate for bicycle use as a means of personal mobility for reasons of community health, a cleaner, safer, quieter environment and social equity. We have been operating in our local areas for in excess of 30 years and have gained acceptance from local councils and the state government for providing constructive and practical assistance in the task of building an Active Transport network in the inner west of Sydney.

The land covered by the project under SSI 7485 is of considerable interest to people who wish to cycle for transport as it includes an existing bicycle network allowing access to the city from the west, north and south. This bicycle network was only achieved after hard fought battles with authorities distracted by motor vehicle dominance. It is far from perfect, but it works. On any one day the cycle route to the city via the Anzac Bridge is the second busiest entering the CBD.

After the City of Sydney, the Inner West Council has had the second highest level of participation in cycling in NSW. The municipality is closely settled with a fine-grained network of streets that favour cycling for personal mobility. The take up of cycling by the greater community could increase substantially if safe places to ride were made available.

The community benefits of increased physical and mental health, fitness, improved accessibility to work, education and leisure could be further realised if cycling were allowed to flourish. Currently there is perceived and actual danger caused by private motor vehicle dominance. Inadequate safe spaces to ride with neighbourhoods bisected by fast moving connector roads are a major impediment to universal bicycle use in the inner west.

The project promises improved facilities in parts of that network and also offers the possibility of improved access across the former Rozelle Rail Yards. The UDLP is supported in general terms in that it provides 5m wide separated pathways in recognition of the regional cycle routes traversing through the Rozelle Rail Yard parklands and good connections to the many local cycle routes surrounding the project area.

However, the UDLP fails to adequately cater for the major cycling corridor adjacent to Victoria Rd from the Iron Cove Bridge to City West Link. It is clear that motor vehicle access has been improved considerably with the Iron Cove Link but the existing poor quality, dangerous cycling conditions along Victoria Rd are left to continue unabated.

Furthermore, the UDLP has reduced the directness of the cycling link from Annandale to Rozelle/Balmain by the non-replacement of the Beattie Bush Bridge.

On these two points we question the transport inequity inherent in the document. They mar a genuine attempt to provide for Active Transport in favour of the use of private motor vehicles. A cursory glance at Figure 11-4 shows the disconnected nature of the surface works proposed for cycling and walking. This reveals the lack of understanding of how 'network' is applied to cycling in the Proponent's mind, whilst no effort is spared in providing for motor vehicle network efficiency.

We are looking to Transport for NSW to resolve these issues as part of their obligations to improve Active Transport for the benefit of all. This of even greater importance in the changed conditions imposed by Covid19.

Attention to detail is essential in gaining good outcomes in planning cycle facilities and we offer these comments in good faith to ensure they are addressed in the final design and implementation:

Item	Comment	Resolution
1	Objectives Community Safety/CPTED Part 11.3 specifies there are to be no 90-degree bends, yet Figures 11-7 and 5-10 clearly show 90-degree intersections of the East-West path and the links up to Victoria Rd west and the Green Link from the south.	Improve safety and convenience by better design with improved sight lines and merging. See Items 16, 17 and 18 on A3 below.
2	Road Safety Audits Part 11.5, Page 11-3. Only SOME findings are mentioned. We ask that these audits specify 'ride throughs' before opening the facilities.	Given the evasive history of JHCBP and TfNSW on this subject during construction we ask that the complete findings of these safety audits be revealed.
3	Separation of paths is not defined.	We ask that separation is not just paint markings,

		but provided by low vegetation or grass beds flush with the pathways. Sunken beds as separators should be avoided. This would assist inexperienced cyclists to avoid crashes by over balancing on the edges.
4	Condition of Approval E58 in respect of Springside St to Roberts St easement has only been partially addressed by the Proponent. TfNSW has jurisdiction over the entire corridor from Iron Cove Bridge to The Crescent intersection with Victoria Rd. Post opening modelling of Iron Cove Link predicts a 50% reduction of motor traffic in this corridor. The current arrangement of crowding on the shared path, conflict with cyclists, pedestrians and bus patrons at bus stops and danger from driveways across the shared path is completely unacceptable for this important transport corridor. This section adjacent to Victoria Rd is known by cyclists as one of the worst shared cycle facilities in Sydney.	TfNSW to intervene and require more space be provided for Active Transport in the Victoria Rd corridor. TfNSW to provide funding for completely upgraded facilities to comply with latest best practice.
5	The outcomes of EIS Modification 2 (Whites Creek Link and The Crescent) are not referred to, yet Pages 1 & 2 of Chapter 11 show pictures of the proposed outcome for the 'Green Link' and the intersection treatment at the corner of Johnston's St and The Crescent.	Provide details of the proposed outcome.
6	The UDLP in Chapter 11 Part 11.5 purports to rely on Standards and Guidelines for cycleway construction yet no mention is made of bicycle lanterns to be required at signalised intersections.	Specify bicycle lanterns at all signalised crossings where cycle users are to access the parklands. This should also include the intersections of Victoria Rd and Terry St and Roberts St and Victoria Rd and City West Link.
7	The UDLP in Chapter 11 specifies access points to the parklands across adjacent streets. Table 11-20 No. D Whites Creek Link Points 2 & 3 and E Points 3-7 refer to works to be completed by Inner West Council. Are these works to be ultimately funded by RMS grants to IWC?	Consideration should be given to funding these works within 1 km of project as in the case of the St Peters WCX interchange.
8	The gradients of the ramps and bridges in A1, A3 and D1 are not indicated.	These should comply with Austroads Guide to Road Design Part 6A: Paths for Cycling and Walking p49. Ideally the

		gradients should be less than 1:20 on long commuter and recreation routes. Wheelchair rests are not recommended on long shared path cycle routes.
9	UDLP makes no mention of a potential cycling link to the future White Bay Metro West station on the Parramatta to Barangaroo metro line. This link would considerably improve access to the Anzac Bridge Cycleway and the Rozelle Rail Yards cycleway network for Balmain residents and users of the future Bays Precinct.	Note future link in UDLP. Consider providing a temporary link if possible.
10	UDLP refers to the Existing Active Transport Network but does not refer to the City West Cycle Link , a 10-year-old concept plan that could link the Greenway along the Hawthorne Canal to the CBD via the Anzac Bridge cycleway. This proposal is under serious consideration by Inner West Council in trying to resolve the issues presented by the unpopular Lilyfield Rd cycleway project. The UDLP partly addresses the need for an east-west corridor as far as Ryan St on Lilyfield Rd but fails to consider the route west to the Hawthorne Canal. This corridor is part of the Regional Bicycle Network outlined in by the state government in Sydney's Cycling Future 2013, yet this major project fails to take this important solution into account.	Note future link in UDLP.
11	UDLP makes no mention of a future link to Pymont via a rejuvenated Glebe Island Bridge. This area will ultimately be developed as part of the Bays Precinct and the use of the lower, quieter bridge would be favoured over the polluted and noisy route offered by the Anzac Bridge.	Note future link in UDLP. There is a need to provide a potential access point to the Port Lands, through or around residual land east of the project.
12	UDLP in the Iron Cove Link makes no attempt to resolve issues of poor cyclist connections from Victoria Rd in the vicinity of the Iron Cove Bridge. Eastbound and westbound cyclists currently use both the old and new Iron Cove Bridges. There is no cycle link to the north side of Victoria Rd (only old stairs at present). There is also no direct link to the foreshore cycleway from the Victoria Rd cycleway.	TfNSW to review these issues in conjunction with Item 4 above.
13	The Infants Playground proposed behind the heritage buildings at 78-82 Lilyfield Rd will have fast moving commuter cyclists riding past on their way to and from the Anzac Bridge cycleway along the east-west separated path.	Consider some form of fencing or barrier in that area to avoid the potential of conflict with infants straying onto the east-west separated path.
14	The removal of the Beatrice Bush bridge over City West Link	Consider replacing the

	reduces ease of access for Rozelle/Balmain residents across City West Link and Victoria Rd.	bridge with a link across from Quirk St to White Bay. Or, upgrade Robert St/Victoria Rd intersection to allow a pedestrian and bicycle crossing of Victoria Rd.
15	Project Design 11.8 does not allow a direct link from the northern end of the Green Link to the east-west separated path junction near the link up to Victoria Rd. The long, curved route proposed in Figure 11-4 shows a clear lack of a direct link that could be provided along the southern edge of the Rozelle Rail Yards parklands adjacent to the City West Link boundary.	The loss of the Beattie Bush bridge could be partly compensated for by providing a direct link in a north-east direction.
16	A1 Anzac Bridge to Victoria Rd/Lilyfield Rd shared user ramp. Bridge and ramp intersection with Rozelle Rail Yards East-West cycle route may lead to head on crashes due to differential speeds of cyclists.	Intersection needs further design work to provide better sight lines, providing safe merges and turns.
17	A3 intersection of ramp down from Victoria Rd with east-west 5m wide separated cycleway is a 90-degree intersection, contrary to safety objectives on page 11-2.	Intersection needs further design work to provide better sight lines, providing safe merges and turns.
18	Chapter 5 Figure 5-10 shows the intersection of the east-west separated pathway and the pathway from the north of the Green Link has 90-degree intersection, contrary to safety objectives on page 11-2.	Intersection needs further design work to provide better sight lines, providing safe merges and turns.
19	A3 states that there are access points to the parklands from Lilyfield Rd at Ryan St, Foucart St, Easton Park and Gordon St. However, no mention is made of the safe crossing of Lilyfield Rd by pedestrians and cyclists. The nature of Lilyfield Rd needs to be changed from the current motorist rat-run status to a slower, more welcoming, safe entrance to the Rozelle Rail Yards parklands for all park users including children, the elderly and disabled.	All these crossing points should have parallel separate bicycle and pedestrian crossings in accordance with latest practice.
20	A3 envisages the current commuter cyclists on Lilyfield Rd will be accessing the east-west separated path at Ryan St to proceed to the Anzac Bridge cycleway to the city. The entrance from the parklands to Lilyfield Rd at Ryan St has poor sight lines situated at a rise and a bend in Lilyfield Rd.	Reconsider positioning this entrance at Justin St. Special attention needs to be given to this access point to allow a smooth transition into the parklands. To avoid a whole lot of slow points along the main path the design should bear in mind that this is a

		commuter and transport cycle route. A 20 to 30kmh design speed may be appropriate.
21	UDLP Chapter 5 Figures 5-9, 5-10 indicate activity areas adjoining the east-west separated cycleway from Ryan St to the east at the Victoria Rd underpass. We support these activities, but do not want conflict to arise where people participating in these activities unwittingly cross the east-west separated cycleway where commuter cyclists will be seeking swift access to the CBD.	This priority commute/transport regional cycle route needs to be acknowledged and clear crossing places need to be designated where park users can safely cross.
22	C1 Shared path between Roberts St to Rozelle Rail Parklands. Currently this path is obstructed by overhead light poles and a large steel pole supporting RMS green directional signage, reducing the effective space for pedestrians and cyclists by up to 1m. No mention is made in the UDLP of paths being free of these obstructions.	C1 shared path should not be obstructed by light poles and RMS directional signs and footings.
23	C1 makes no mention of the small kerb exit ramp currently provided for city bound cyclists to safely access the Anzac Bridge Cycleway from the bus lane in Victoria Rd at White Bay. This allows them to avoid being caught in the heavily trafficked motor vehicle lanes on the main deck of the Anzac Bridge.	Include this ramp as an essential safety measure.
24	Table 11-20 No. C, Victoria Rd shared path south of Roberts St is going to be widened only 1-2m due to heritage constraints with White Bay Power Station site, resulting in the path not being able to comply with RMS standards for a separated path.	TfNSW to negotiate with relevant authority to gain extra space to allow path to be separated to provide for the many pedestrians, cyclists and bus patrons in this area.
25	Iron Cove Link C3 There is no improved treatment of the shared cycleway from Springside St to Wellington St on the southside of Victoria Rd. The shared path from Springside to Wellington St remains at 3m wide. The footpath from Wellington St to Darling St on the south side of Victoria Rd is not currently designated as shared, yet is used frequently by cyclists to access the Bay Run and the new Iron Cove Bridge shared path. Bicycle lanterns are not specified for the Darling St crossing of Victoria Rd. These issues are symptoms of the problems outlined in Item 4 above. The Victoria Rd cycle corridor needs to be considered in its entirety.	Extend shared path status on south side of Victoria Rd east to Darling St Rozelle. Provide bicycle lanterns on signalised crossing of Victoria Rd at Darling St. TfNSW to review these issues in conjunction with Item 4 above.
26	The shared path on the north side of Victoria Rd that crosses Wellington St has an awkward dip that could present overbalance problems for inexperienced cyclists. The quality of this cycleway section has been in a deplorable state for years. This is in stark contrast to the smooth safe treatment afforded motor vehicle	Widen and improve the gradient on the kerb ramp on the northern side of the intersection for east bound cyclists

	users as part of the Iron Cove Link works.	on Victoria Rd shared path by redesigning or relocating the central side drainage. Provide wider entry for the right turn onto the shared path from the Victoria Rd crossing.
27	C3 The signalised crossing of Victoria Rd at Terry St does not indicate if this will be a separated pedestrian and bicycle crossing and how the cyclist will negotiate the change in grade resulting from this crossing. It is unclear if the space provided for the disabled ramp will allow adequate room for both cyclists and wheelchairs. No bicycle lanterns are mentioned.	The cycle crossing should be easy to negotiate by novice cyclists, with adequate turning radius, separate to pedestrians. Alternatively, consider providing a one stage crossing for cyclists. Provide bicycle lanterns.
28	C3 the improved cycle facility along Victoria Rd from Springside St to Robert St crosses Callan and Toelle Sts. There is no mention of any extra protection afforded to cyclists from motor vehicles that may be entering these streets from Victoria Rd. This could be dangerous for children and inexperienced cyclists accessing St George Park and the Bay Run.	We ask that cyclists be given priority at these crossings.
29	C3 Terry St intersection with Victoria Rd shared cycleway. There is currently no proper provision for cyclists heading south on Terry St to safely turn right onto the shared Victoria Rd shared path.	A smooth kerb ramp should be provided on the left side of Terry St just before the intersection to allow cyclists to turn off Terry St and wait for the lights to allow them westbound movement onto the Victoria Rd shared pathway.
30	C4 The dual stage signalised crossing of Victoria Rd and City West Link has in the past had inadequate storage space between legs and no bicycle lanterns. These aspects are not mentioned in the UDLP. The approach to this crossing also had broken 'New Jersey' barriers obstructing the path of cyclists. The intersection has inadequate set-back and motorists over-reach the stop line, obstructing cyclist movement.	The crossing should be widened with separate pedestrian and bicycle parallel sections, have adequate set-back and storage space and bicycle lanterns.
31	C5 Shared footpath on corner of James Craig Rd and City West Link currently has a power pole, a light pole and traffic signals obstructing the path, constricting the effective width from 3m to 1m, making it dangerous. The UDLP does not give details of how these issues will be resolved. Bicycle lanterns for this signalised intersection are not mentioned.	These poles need to be relocated so that the width of 3m is unobstructed for use by pedestrians and cyclists. Bicycle lanterns need to

		be specified for this signalised intersection.
32	C5 design provides no details of how cyclists will access the parklands from Annandale via Johnston St and The Crescent in the south east. The EIS Modification 2 partly provides some solutions, but is not mentioned in the UDLP. The UDLP does not describe how the proposed wide intersection of The Crescent, Johnston St and Chapman Rd will allow for safe southbound movement from this intersection by cyclists into Johnston St.	TfNSW to provide for a separated cycleway south along Johnston St as far as Rose St to allow safe cycle access to/from the Rozelle Bay foreshore for residents of Annandale.
33	C5 design does not indicate if any cycle lanes on The Crescent in a southbound direction from the intersection of Johnston St will be retained or extended. Currently narrow cycle lanes are in this vicinity under the Sydney Light Rail bridge abutments.	TfNSW to consider maintaining and widening cycle lanes southbound on The Crescent as a safety measure. This would facilitate cycle movement to Forest Lodge, Glebe and Sydney University, significant network destinations.
34	D1 Whites Creek Link. No mention is made of the connection to the Whites Creek shared pedestrian and cycle path across Brenan St Annandale.	This crossing point should have parallel separate bicycle and pedestrian crossings in accordance with latest practice.
35	D1 Whites Creek Link. No mention is made of any connection to the existing cycle facilities on Catherine St Lilyfield.	Consider providing an off-road connection along the north side of Brenan St to link to existing cycle route on Catherine St Lilyfield.
36	UDLP promotes universal public use of the Rozelle Parklands however there is no mention of dog off-leash areas.	Dog off-leash areas should only be placed in areas away from cycleways for the convenience and safety of all park users.

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