

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

Friday 4th September, 2020

To Whom It May Concern,

Re: Rozelle Interchange & Iron Cove Link Urban Design and Landscape Plan

Thank you for the opportunity to make a submission on the Rozelle Interchange & Iron Cove Link Urban Design and Landscape Plan (UDLP).ⁱ Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty four years, and has over 30 affiliated local Bicycle User Groups.

This submission is prepared as companion to, and should be read together with, the *Rozelle Interchange and Iron Cove Link Submission to the Urban Design Landscape Plan* prepared by the Inner West Bike Coalition. The work of members of the Inner West Bicycle Coalition, their detailed knowledge of the local area ensures that advice provided maximizes the positive project impacts and reduces the risk.

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.

The COVID-19 pandemic has fundamentally changed transport needs, and the ways people move in Sydney and throughout NSW. The NSW Government has called for reductions in public transport to 30-40% of its usual capacity, to reduce infection risk, and has encouraged active transport alternatives. People have been encouraged to work from home if they can, and travel patterns have greater variation to commuting patterns a year ago.

More than ever, the UDLP needs to focus on providing safe local connections for the duration of COVID-19 measures, and beyond. More people are riding bikes for local travel, to transport goods and for exercise. Bicycle NSW recommends that counts be conducted, and feedback sought, to ensure these new travel needs and detours are planned accordingly.

In developing the UDLP historic plans were used,¹ but these have been superseded by the Principal Bike Network developed by Transport for NSW. Bicycle NSW recommends using this plan and showing how the project fits into it, in order to better communicate project utility riders and the wider community.

Bicycle NSW appreciates that much of the advice has been followed and most of the requests we made in our submission^{iv} last year have been met in the UDLP. We like the 'green relief' connection along Victoria Road to the Bay Run at Fig 4-37. It provides good community amenity but it peters out in the zone defined as Concept Plan 2 at Fig 4-40. We would like the line of grand street trees at Fig 5-13 on the southern side of Victoria Road continued further to provide shade and urban cooling for riders and

¹ Sydney's Cycling Future, December 2013; Inner Sydney Regional Bicycle Network, April 2010; Leichhardt Council Bike Plan, October 2015; City of Sydney Cycle Strategy and Action Plan, February 2007
(02) 9704 0800 | info@bicyclensw.org.au | www.bicyclensw.org.au
Bicentennial Drive, Bicentennial Park, Sydney Olympic Park NSW 2127
PO Box 293 Concord West NSW 2138
ABN 26 511 801 801

walkers until they can reach the Rozelle Rail Yards Parklands. This would also help reduce traffic noise impacts for on the community.

Both the Bridge to Brennan Street and the Green Link Bridge appear to have quality designs that enhance cycling and active transport amenity. However physical separation of bike riders and pedestrians is advised where possible, for the safety and amenity of both.

Bicycle NSW also remains concerned at the project tendency to narrowly define project boundaries and force diversions out of this area and avoid responsibility, or assume connection works will be completed by others. Bicycles, like cars, need legible continuous networks. Plans that fail to recognise, plan for and deliver this, inevitably result in confusion and hazard creation.



Figure 11-4: ATN Connections Combined - Rozelle Railyards and Iron Cove Link

Over the past year there have been substantial difficulties and hazards created for riders, and we are aware of injuries occasioned and near misses that could have been avoided, with safer construction management. Bicycle NSW, Members of the Inner West Bike Coalition and senior John Holland safety managers performed a ride through audit of this project, identifying many hazards. Performing audits from vehicles or on foot is no substitute for bike-based audits of safety issues for riders.

We have had many examples shared with us of detours and practices that fall well short of the Austroads Guide to Temporary Traffic Management,^v and Guide to Road Safety Part 6: Managing Road Safety Audits.^{vi} We are concerned that the road safety audit process remains opaque, that only a small selection of examples have been provided within the plan. The UDLP also fails to cover critical issues raised repeatedly in meetings over the past year. These include, but are not limited to, route legibility, ensuring diversions are safe for riders, the blockage of shared paths by works vehicles, heavy vehicle route management and safety systems for heavy vehicles to reduce the chance of collisions and severity of impact if they occur.

Bicycle NSW is also concerned that incident reporting is opaque. Making audits, incident reporting and near miss reporting transparent would provide an opportunity for learning and improvement *before* more people get hurt. It enables regular riders and local experts to add detailed knowledge and insights that could save time, money and prevent injury. Bicycle NSW recommends making reports transparent and providing a pin-drop map for reporting incidents and near misses.

Yours faithfully,

Bastien Wallace BA LLB
General Manager – Public Affairs
Bicycle NSW

(02) 9704 0800 | info@bicyclensw.org.au | www.bicyclensw.org.au
Bicentennial Drive, Bicentennial Park, Sydney Olympic Park NSW 2127
PO Box 293 Concord West NSW 2138
ABN 26 511 801 801

ⁱ Hassel for John Holland, WestConnex Rozelle Interchange Urban Design and Landscape Plan [Online 13/9/2020] https://ca-v2.s3-ap-southeast-2.amazonaws.com/tfnsw/wcxri-udlp/virtual/chapters/Rozelle+Interchange_UDLP+Community+Analytics_s.pdf

ⁱⁱ NSW Government, Future Transport 2056 [Online 3/9/2020] <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 3/9/2020] <https://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/sydneys-cycling-future-web.pdf>

^{iv} Bastien Wallace, Bicycle NSW [Online at 3/9/2020] <https://bicyclensw.org.au/wp-content/uploads/2019/09/Bicycle-NSW-Rozelle-Interchange-Westconnex-Application-Submission.pdf>

^v Austroads, Guide to Temporary Traffic Management: Set (2019) [Online at 3/9/2020] <https://austroads.com.au/publications/temporary-traffic-management/agtmm-set>

^{vi} Austroads, Guide to Road Safety Part 6: Managing Road Safety Audits (2019) [Online at 3/9/2020] <https://austroads.com.au/publications/road-safety/agrs06>