

The Hon. John Graham MLC
Minister for Roads
GPO Box 5341
SYDNEY NSW 2001

30th August 2023

Submitted via [website](#)

Dear Minister Graham,

Re: Transforming Victoria Road, Rozelle

In our [previous letter](#) we wrote about a fantastic opportunity for urban renewal - namely, Victoria Road, Rozelle. Impending changes related to the Iron Cove Link and the broader WestConnex project will either transform this vital corridor for the benefit or the detriment of Rozelle depending upon the reallocation of road space.

We discussed the need for pedestrian and cycling improvements. To date, the Westconnex road project has reduced safety, convenience and amenity for everyone living, working and travelling through Rozelle. Children can't walk or ride to school safely and independently and the Inner West Bicycle Coalition notes that the crossings at Lilyfield Rd and Terry St have been removed. There has never been a crossing at Roberts St and the Lilyfield Rd overbridge won't be replaced. Victoria Rd remains a treeless heat sink flanked by failing businesses and empty shells highlighting the loss of place and departure of wealth. Conversely, Transurban has reaped enormous profits.

The forthcoming opening of the Rozelle Interchange, with the underground toll-free bypass of Victoria Road, between the Iron Cove to the Anzac bridges, will significantly reduce traffic volumes in Victoria Road corridor. This presents a unique opportunity for urban renewal, setting a legacy for future generations. But it will be a brief window before induced demand swallows all available road capacity.

Bicycle NSW has collaborated with Bicycle User Groups and the Inner West Council to support a comprehensive proposal for improving Rozelle. Central to this proposal was the chance to transform Victoria Road. Other submissions from the Inner West have urged decision makers to prioritize reducing traffic lanes, widening footpaths, incorporating cycleways, pedestrian crossings, and greenery to revive the ailing street.

We were encouraged by the previous government's support for reshaping Victoria Road, reinforced by the designation of a strategic cycleway corridor along this route in April 2022.

But our optimism was dampened when Transport for NSW released its 'Vision' for Victoria Road shortly before the State election. The vision lacked ambition beyond establishing 24-hour clearways for buses. Our previous letter explains why Victoria Road and the Lilyfield Connection require better than this example of car-first thinking.

It is imperative to shift focus from car-centric planning and allocate road space for active transport. Prioritizing pedestrians over private cars is championed in Transport for NSW's Road User Space Allocation Policy and Future Transport Strategy, because it fairly yields environmental and health dividends. Moreover, it is economically rational with a minimum Return on Investment (ROI) of 5:1.

The Rozelle Public Domain Masterplan outlines both the final vision and **an interim solution** for Victoria Road. The interim proposal involved installing low-cost concrete barriers and planters to reclaim road space

and control traffic expansion while permanent fixes are planned and financed. This practical approach effectively reserves road space once the new toll-free tunnel opens, curbing traffic growth. The Public Domain project can be executed in subsequent years as funding permits. Failing to act now risks losing the chance as cars will reclaim all available space.

We ask that you consider this option and look forward to your response.

Yours faithfully,

A handwritten signature in black ink that reads "P. McLean". The signature is written in a cursive, slightly slanted style.

Peter McLean

Chief Executive Officer
Bicycle NSW

Bicycle NSW has been the peak bicycle advocacy group in NSW for forty-seven years, and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient, and attractive for all ages with the correct infrastructure design.