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ROZELLE INTERCHANGE – ACTIVE TRANSPORT NON-COMPLIANCE AND DEFECTS REPORT



Prepared for
Department of Planning, Housing and Infrastructure, Transport for NSW, Sydney
Transport Partners, and Inner West Council

by
Rozelle Parklands Active Transport and Community Hub Incorporated

February 2024



Rozelle Parklands Active Transport and Community Hub Inc.

The Hub Incorporated
c/o Keith Stallard

15 February 2024

Howard Collins, OBE
Coordinator-General for Transport for New South Wales

Letter and report sent by email to:

Dear Mr Collins

Rozelle Interchange – Active Transport Non-compliance and Defects Report (attached)

The Australian Government, the Government of NSW, and the Inner West Council each have policy statements promoting active transport, primarily walking and cycling. The delivery of *'New and upgraded pedestrian and cyclist infrastructure at Lilyfield/Rozelle/Annandale and along Victoria Road at Rozelle'* is rightfully an integral component of the 'Critical State Significant Infrastructure' that is WestConnex.

We, Sydney's cyclists and walkers, are the intended beneficiaries of this sorely needed active transport infrastructure. We are very concerned as it appears that the Rozelle Interchange will forsake an opportunity to make a significant step towards the NSW Government's – and our - vision for active transport.

Much of the active transport infrastructure being delivered through the project is not fit for purpose. It is inconsistent with federal and state government policies and guidelines, (including Transport for NSW's own policies and guidelines) and fails to comply with the NSW Department of Planning and Environment's *Conditions of Approval*. This is particularly true for the works undertaken in the *Strategic Cycleway Corridors* of Victoria Road and Lilyfield Road.

Ensuring that the active transport elements of the Rozelle Interchange provide safe, direct, connected, attractive and comfortable cycle and walking routes will not only meet the needs of existing and future walkers and cyclists; it will encourage mode shift from car-based transport to active transport. This mode shift will save energy, reduce emissions, and bring other health, social and economic benefits. It would also reduce congestion around the Rozelle Interchange.



The purpose of our *Active Transport Non-compliance and Defects Report* is to urge Transport for NSW and its contractor, John Holland CPB Contractors, to take the necessary measures to bring the Rozelle Interchange into compliance with the Conditions of Approval and other applicable policies and guidelines for the benefit of the cyclists and walkers of Sydney, both present and future.

We would welcome the opportunity to discuss with Transport for NSW the issues raised in this report and possible ways forward. We look forward to your response.

Yours sincerely

Keith Stallard

Public Officer, Rozelle Parklands Active Transport and Community Hub Incorporated

cc.

- Kiersten Fishburn, Secretary of Planning, Industry and Environment
- Kobi Shetty, Member for Balmain
- Darcy Byrne, Mayor, Inner West Council

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ABBREVIATIONS AND ACRONYMS

ATN	Active transport network
BNSW	Bicycle New South Wales
CoA	Conditions of Approval
Council	Inner West Council
CSSI	Critical State Significant Infrastructure
DPE	NSW Department of Planning and Environment (see Appendix A Glossary of institutions and responsibilities)
EIS	Environmental Impact Statement
IWC	Inner West Council
JHCPB	John Holland CPB Contractors joint venture (builder of the Rozelle Interchange)
NSW	New South Wales
PCIS	Pedestrian and Cyclist Implementation Strategy (part of the UDLP)
RIC	Rozelle Interchange
RMS	Roads and Maritime Services (integrated into Transport for NSW in 2019. See Appendix A Glossary of institutions and responsibilities)
SEAR	Secretary's Environmental Assessment Requirements (NSW Department of Planning and Environment)
STP	Sydney Transport Partners, the owner and operator of the Rozelle Interchange under a concession arrangement with the NSW government (See Appendix A: Glossary of institutions and responsibilities)
TfNSW	Transport for New South Wales
UDLP	Urban Design and Landscape Plan

EXECUTIVE SUMMARY

With the opening of an extensive underground motorway network in Greater Sydney we have an opportunity to make our surface streets better with more trees and landscaping, wider footpaths and dedicated bike lanes. Improvements to surface streets has been repeatedly identified by the NSW Government as a significant benefit of the motorways and Council wants to see safer bike access provided on roads controlled by the State Government.

Inner West Council, Inner West Cycling Strategy 2023

The Australian Government¹, the Government of NSW², and Inner West Council³ all have policy statements promoting active transport, primarily walking and cycling. The delivery of 'New and upgraded pedestrian and cyclist infrastructure at Lilyfield/Rozelle/Annandale and along Victoria Road at Rozelle' is an integral component of the 'Critical State Significant Infrastructure' that is WestConnex. Critical State Significant Infrastructure projects are high-priority infrastructure projects that are essential to the State for economic, social, or environmental reasons⁴.

We, Sydney's cyclists and walkers, are the intended beneficiaries of this sorely needed active transport infrastructure. We are very concerned. It appears that the Rozelle Interchange will forsake an opportunity to make a significant step towards the NSW Government's – and our - vision for active transport.

Much of the active transport infrastructure being delivered through the project is not fit for purpose. It is inconsistent with federal and state government policies and guidelines and fails to comply with the NSW Department of Planning, Housing, and Infrastructure's⁵ *Conditions of Approval*. This is particularly the case for the works undertaken in the *Strategic Cycleway Corridors* of Victoria Road and Lilyfield Road.

Ensuring that the active transport elements of the Rozelle Interchange provide safe, direct, connected, attractive and comfortable cycle and walking routes will not only meet the needs of existing walkers and cyclists; it will encourage a mode shift from car-based transport to active transport. This mode shift will save energy, reduce emissions, and bring other health, social and economic benefits. It would also reduce congestion around the Rozelle Interchange.

Alas, it appears that these benefits will be forsaken. The active transport works delivered to date do NOT comply with the legally binding Conditions of Approval. For example:

¹ Australian Government, Department of Infrastructure, Transport, Regional Development, Communications and the Arts, https://www.infrastructure.gov.au/infrastructure/pab/active_transport

² Transport for NSW, December 2022, Active Transport Strategy, <https://www.future.transport.nsw.gov.au/future-transport-plans/active-transport-strategy>

³ Inner West Council, June 2023, Inner West Cycling Strategy and Action Plan, <https://www.innerwest.nsw.gov.au/explore/parks-sport-and-recreation/walking-and-cycling/cycling-strategy-and-action-plan>

⁴ NSW Department of Planning and Environment, December 2015, Critical State Significant Infrastructure Standard Secretary's Environmental Assessment Requirements (SEARs), <https://www.planning.nsw.gov.au/sites/default/files/2023-02/critical-ssi-standard-secretarys-environmental-assessment-requirements.pdf>

⁵ On 1 January 2024, the former Department of Planning and Environment split into two new dedicated entities, the Department of Climate Change, Energy, the Environment and Water, and the Department of Planning, Housing and Infrastructure

- x The works in the Victoria Road corridor, a TfNSW-designated *Strategic Cycleway Corridor* have NOT been significantly upgraded and do NOT 'improve connectivity for cyclist (sic) and pedestrians between Roberts Street and Springfield Street' as required by the Conditions of Approval.
- x There are many examples of the pedestrian and cycling infrastructure NOT being built in accordance with Austroads 'Cycling Aspects of Austroads Guides (2017)'⁶, Transport for NSW's Cycleway Design Toolbox and other standards and guidelines as required by the Conditions of Approval.

The Department of Planning and Environment set the Conditions of Approval for the Rozelle Interchange and has the responsibility and fundamental obligation⁷ to ensure that the Proponent, Transport for NSW, adheres to these Conditions of Approval. John Holland CPB Contractors joint venture who are building the Rozelle Interchange, and Sydney Transport Partners, the owner and operator of WestConnex, also have critical roles in ensuring that the Rozelle Interchange complies with the Conditions of Approval.

The purpose of this *Active Transport Non-compliance and Defects Report* is to urge the above responsible parties to take the measures necessary to bring the Rozelle Interchange into compliance with the Conditions of Approval related to active transport by:

1. Fixing construction defects.
2. Clarifying the objectives for active transport for the Rozelle Interchange and undertaking a gap analysis.
3. Designing and implementing remedial measures
4. Confirming compliance.

We would welcome the opportunity to discuss the issues raised in this report and possible ways forward⁸.



⁶ John Holland CPB, Rozelle Interchange Urban Design and Landscape Plan, Pedestrian and Cycle Implementation Strategy, 11.5 Pedestrian and cycle requirements, Standards and Guidelines, page 11-3.

⁷ This obligation stems from DPE's role in administering the Environmental Planning and Assessment Act 1979

⁸ Keith Stallard, Public Officer, Rozelle Parklands Active Transport and Community Hub Incorporated,

INTRODUCTION

The Rozelle Interchange is the third stage of WestConnex, one of Australia's largest infrastructure projects. The Rozelle Interchange alone cost about \$4,400 million. This is over seven times the cost of the Sydney Harbour Bridge⁹ and equivalent to about \$2,100 per household in Greater Sydney¹⁰.

The active transport infrastructure components of the Rozelle Interchange are nearing completion. It is clear that they will not meet the needs and expectations of walkers and cyclist. This is largely due to failure to comply with the project's legally binding Conditions of Approval and other applicable policies and guidelines.

Purpose of the report

We – local walkers and cyclists – have drafted this report to help those responsible bring the deficient active transport infrastructure into compliance with the Conditions of Approval and other applicable policies and guidelines. This would be a significant step towards meeting the NSW Government's objectives for active transport. It would encourage mode shift from motor vehicles to active transport by making walking and cycling in the Inner West more attractive, easier, and safer.

Authors of the report

The Rozelle Parklands Active Transport and Community Hub led the drafting of this report with active support and contributions from the Inner West Bicycle Coalition, Bike Leichhardt, AshBUG, and Bike Marrickville. Bicycle NSW, the peak advocacy body for bike riders in NSW, agrees with our analysis and recommendations. In this report, the personal pronoun 'we' refers to these organisations.

Walk Sydney, Better Streets, and the Sustainable Transport Group of Climate Change Balmain-Rozelle have also reviewed draft versions of this report and confirmed that it is consistent with the objectives of their organisations.

Appendix B contains a brief description of the organisations mentioned in this section.

The **Pedestrian & Cycle Implementation Strategy for WestConnex** (Minister's Condition of Approval E58) states that it has been developed with the following objectives:

- Develop an agreed strategy for an ATN for the M4-M5 Link with relevant stakeholders [including Roads and Maritime, Inner West Council and City of Sydney Council and Transport for NSW]
- Provide a strategy that forms the basis of works to be completed by the project and by others through future projects and developments
- Provide connectivity between existing and proposed routes for local communities
- Allowing travel choice for a range of local trips
- Reduce congestion on local roads by providing infrastructure that encourages modal shift for pedestrian and cycle trips [commuter and noncommuter] as well as access to public transport nodes
- Provide regional connections to major destinations [including the CBD, Sydney Airport, The University of Sydney, University of Technology Sydney, The Bays Precinct and town centres and transport hubs]
- Provide a connected open space network which is a valued part of Sydney's 'Green Grid' [that includes the Bay Run, Callan Park, Sydney Park, Cooks River foreshore, GreenWay and Bicentennial Park]
- Reduce travel time for local trips by pedestrians and cyclists.

⁹ The Sydney Harbour Bridge cost \$10.2 million when it was built in 1932. This is equivalent to \$575 million in 2023. The Rozelle Interchange's estimated cost in 2013 was \$3,900 million which is equivalent to \$4,400 million in 2023.

¹⁰ As of the 2021 census, there were 2,079,287 dwellings in Greater Sydney, according to the Australian Bureau of Statistics

Active transport and the Rozelle Interchange

The approved Active Transport Strategy for the Rozelle Interchange notes that:

The inner west has seen significant growth over the last 10 years in trips undertaken by active transport. This growth has occurred due to a combination of the provision of infrastructure, changing inner Sydney demographics, and in-fill development in the region. However a significant barrier to increased active transport is the lack of adequate infrastructure.

The Inner West has one of the highest propensities to cycle scores in Greater Sydney (Transport for NSW, Cycling Propensity). This means that people living and working in the Inner West are ready to jump on bikes once the streets are safer for riding. This statement is supported by a survey recently undertaken by Inner West Council in which 67% of respondents stated that they would cycle from Rozelle into the city if there was a dedicated cycle path.

The Pedestrian & Cycle Implementation Strategy for WestConnex states that it was developed to achieve eight specific objectives (see box on previous page) for active transport including:

- **Provide connectivity** between existing and proposed routes for local communities.
- **Allowing travel choices** for a range of local trips
- **Reduce congestion** on local roads by providing infrastructure that encourages modal shift for pedestrian and cycle trips [commuter and noncommuter] as well as access to public transport nodes.
- **Provide regional connections** to major destinations.
- **Provide a connected open space network** which is a valued part of Sydney's 'Green Grid'.
- **Reduce travel time for local trips by pedestrians and cyclists.**

These objectives were very encouraging but, as the Rozelle Interchange nears completion, local walkers and cyclists are reporting problems with the active transport infrastructure. Indeed, on Victoria Road, the Rozelle Interchange has made a lamentable situation even worse. We suspect that many of those who said that they would cycle from Rozelle into the city if there was a dedicated cycle path are now choosing to endure the congestion on Victoria Road rather than tackle the inadequate active transport routes to the Anzac Bridge.

It has become clear that, despite the vast sums of money being invested, WestConnex will not meet the objectives committed to in the Pedestrian & Cycle Implementation Strategy unless corrective measures are taken.

Approach

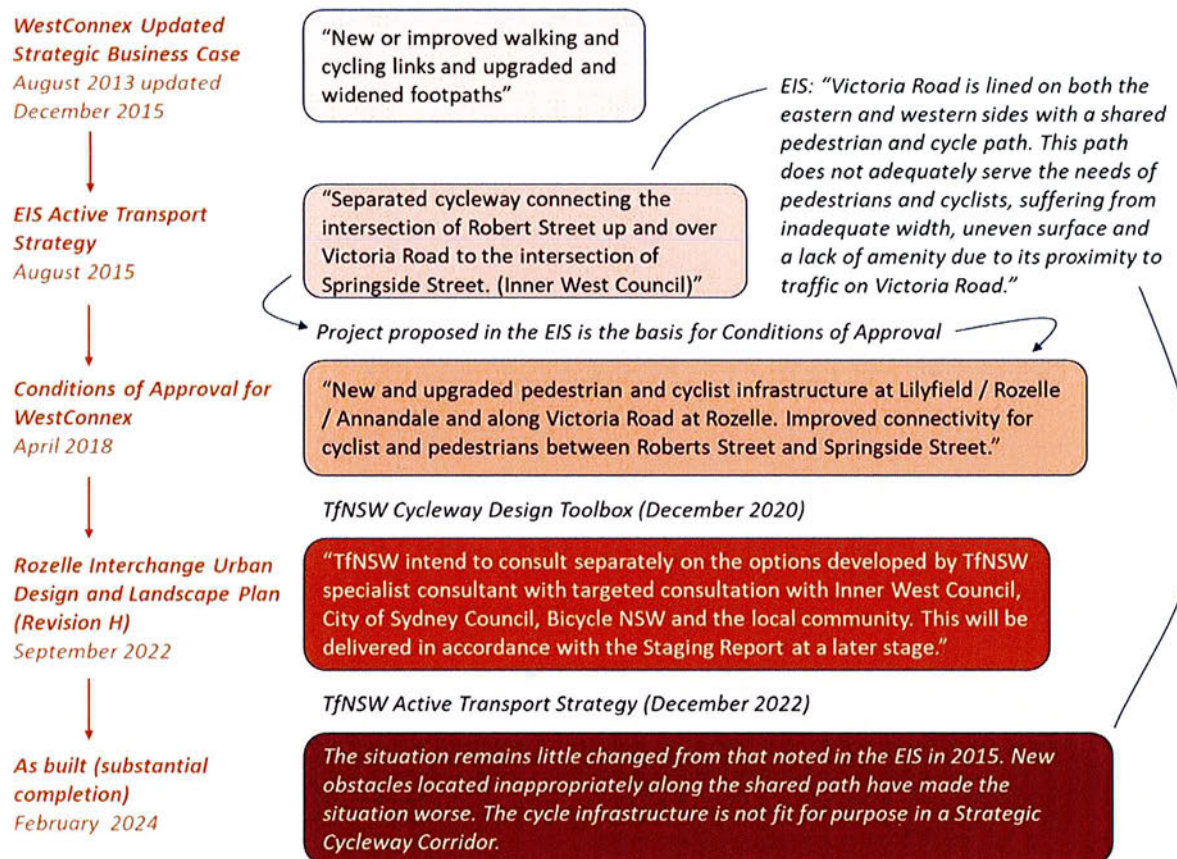
We have undertaken site visits and documented issues. We have reviewed the documents that set out what should have been delivered: the Environmental Impact Statement, the Conditions of Approval¹¹

¹¹ NSW Department of Planning and Environment, April 2018, Conditions of Approval for WestConnex M4-M5 Link SSI 7485 MOD 1 determined and approved by the Minister for Planning, 25 February 2019, <https://www.westconnex.com.au/media/0zrddbng/westconnex-m4-m5-link-mod-1-consolidated-instrument-of-approval.pdf>

set by the Department of Planning and Environment¹² and its subsidiary documents including the Urban Design and Landscape Plan (UDLP) and the Pedestrian & Cycle Implementation Strategy. We understand from the various agreements that these documents should be interpreted in the context of TfNSW's current policies and guidelines¹³, including:

- TfNSW's, Strategic Cycleway Corridors, Eastern Harbour City
- TfNSW's Future Transport Strategy - Our vision for transport in NSW,
- TfNSW's Active Transport Strategy
- TfNSW's Cycleway Design Toolbox (part of the Transport for NSW Standards Framework)

We have concluded that, at each step during design and construction, an 'as little as we can get away with' approach to what was promised in the EIS and required by the Conditions of Approval and TfNSW's policies. This has resulted in the current outcome being far from what was intended, and what is needed, to advance towards TfNSW's vision for active transport in Sydney. This is illustrated by the case of Victoria Road in the figure below.



¹² The NSW government department responsible for planning has been restructured and changed its name three times during the delivery of West Connex. Since 1 January 2024, it has been known as the Department of Planning, Housing and Infrastructure. However, in this report, we shall use the name Department of Planning and Environment (DPE) as this is the name best known to the public. Refer to Appendix A: Glossary of institutions and responsibilities.

¹³ All documents mentioned in the report are listed with web addresses in Appendix C: References.

We have drafted this report to help those responsible bring the active transport infrastructure into compliance with the intent of the Conditions of Approval and TfNSW's policies and guidelines, and deliver the benefits promised to us – the walkers and cyclists of Sydney.

Contents of the report

After this introductory section, the report contains four sections:

- **Non-compliance and defects** – In this section, we explain what we mean by non-compliance and defects and how we have characterised and evaluated them. It includes a comparison of the active transport objectives stated in the Environmental Impact Statement with what has been delivered to date.
- **Victoria Road corridor**– This section describes the non-compliances and defects on Victoria Road and the Moodie Street to Rozelle Parklands cycle route in the Strategic Cycleway Corridor.
- **Rozelle Parklands and Lilyfield Road** - This section describes the non-compliances and defects in the Rozelle Parklands and on Lilyfield Road.
- **Corrective actions** – This last section of the report sets out what we ask be done to ensure that the Conditions of Approval are met and the active transport objectives of the Rozelle Interchange are achieved.

Feedback

The findings and recommendation in this report are based on site visits, discussions with walkers and cyclists, and information readily available on the internet. The style is sometimes didactic. This is more for the benefit of our fellow walkers and cyclists.

The report may contain some errors, but we do not expect that any such errors would significantly change our findings and recommendations.

We welcome feedback on the report¹⁴.

¹⁴ Feedback can be emailed to Keith Stallard at

NON-COMPLIANCE AND DEFECTS

The concepts of non-compliance and defects overlap. Something defective generally fails to comply with some requirement. In this report, we use the term 'non-compliance' to refer to the failure to comply with a high-level requirement such as the Conditions of Approval or TfNSW policies and guidelines. We use the term 'defect' as defined in the *Rozelle Interchange and Western Harbour Tunnel Enabling Works Design and Construction Deed*¹⁵ for lower-level design or construction problems such as poorly designed intersections or badly constructed kerb ramps.

Defect means:

- (a) any defect, deficiency, fault, error or omission in the Project Works,

In this report, we have identified non-compliance and defects with reference to (in chronological order of publication):

- WestConnex M4-M5 link **Environmental Impact Statement**¹⁶ (EIS), particularly Appendix N Active Transport Strategy
- **Conditions of Approval (CoA)** for WestConnex¹⁷
- **Cycleway Design Toolbox**¹⁸. A Transport for NSW document providing 'guidance for practitioners on how to design for cycling and micromobility in the context of New South Wales and Greater Sydney'.
- **Future Transport Strategy** - Our vision for transport in NSW. Published by Transport for NSW in September 2022. This document commits TfNSW to 'improving the safety and comfort of people walking and riding bikes by providing fit-for-purpose active transport infrastructure and appropriate road speeds'.
- **Urban Development and Landscape Plan**¹⁹ (UDLP) for the Rozelle Interchange, particularly section 11 'Pedestrian and Cycle Implementation Strategy' and its supporting report 'Pedestrian & Cycle Implementation Strategy - Robert Street & Springside Street'
- **Active Transport Strategy**²⁰ published by Transport for NSW in December 2022. This document commits Transport for NSW to 'Develop and commence delivery of Strategic Cycleway Corridors'. Victoria Road is in a strategic Cycleway Corridor designated by Transport for NSW

¹⁵ Transport for NSW, undated, Rozelle Interchange and Western Harbour Tunnel Enabling Works Design and Construction Deed, section 1.1 Definitions, page 33, <https://www.transport.nsw.gov.au/system/files/media/documents/2022/rozelle-interchange-western-harbour-tunnel-enabling-works-design-construction-deed-executed.pdf>

¹⁶ Roads and Maritime Services, August 2017, WestConnex: M4-M5 Link: Environmental Impact Statement: ISBN 9781925659566

¹⁷ NSW Department of Planning and Environment, April 2018, Conditions of Approval for WestConnex M4-M5 Link SSI 7485 MOD 1 determined and approved by the Minister for Planning, 25 February 2019, https://www.westconnex.com.au/media/0zrddbng/westconnex-m4-m5-link-mod-1_consolidated-instrument-of-approval.pdf

¹⁸ Transport for NSW, December 2020, Cycleway Design Toolbox - Designing for cycling and micromobility, https://www.transport.nsw.gov.au/system/files?file=media/documents/2022/Cycleway-Design-Toolbox-Web_0.pdf

¹⁹ John Holland CPB Joint Venture, September 2022, WestConnex Rozelle Interchange Urban Design and Landscape Plan (Revision H), prepared by Hassell Limited <https://www.westconnex.com.au/media/c21j0hgf/gcon-wcxstg3b-jhpcb-rms-gcon-006650-ric-jhc-pln-01-pl-000-051-udlp-rev-h-clean-20221025.pdf>

²⁰ Transport for NSW, December 2022, Active Transport Strategy, <https://www.future.transport.nsw.gov.au/future-transport-plans/active-transport-strategy>

but the works on this corridor do not comply with the requirements of a strategic Cycleway Corridor.

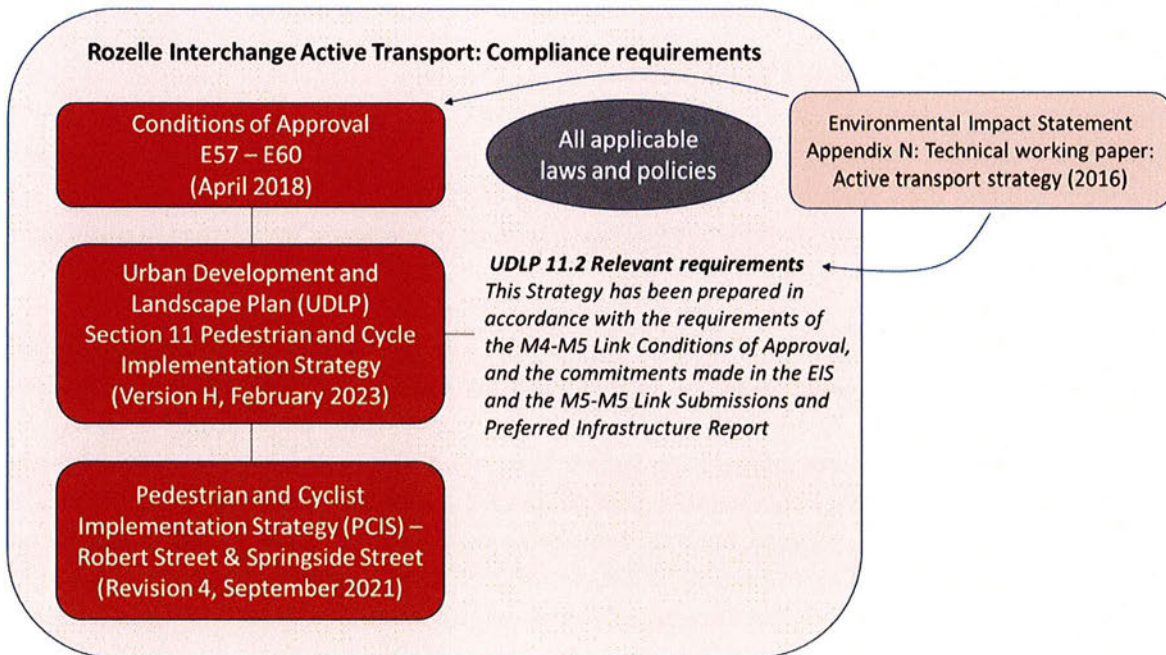
- Inner West Cycling Strategy and Action Plan²¹

Conditions of Approval

The consolidated instrument of approval for West Connex²² defines 'New and upgraded pedestrian and cyclist infrastructure at Lilyfield/Rozelle/Annandale and along Victoria Road at Rozelle' as a component of the *Critical State Significant Infrastructure* that is WestConnex. Critical State Significant Infrastructure projects are high priority infrastructure projects that are essential to the State for economic, social, or environmental reasons²³.

The DPE's Conditions of Approval (CoA) covering active transport for the Rozelle Interchange are predicated on the Environmental Impact Statement and are succinct – see Appendix D. The CoA require the proponent, TfNSW, to develop subsidiary documents elaborating on how the Rozelle Interchange works will comply with the fundamental requirements of the CoA.

The figure below illustrates the compliance requirements for the active transport components of the Rozelle Interchange



²¹ Inner West Council, June 2023, Inner West Cycling Strategy and Action Plan, <https://www.innerwest.nsw.gov.au/explore/parks-sport-and-recreation/walking-and-cycling/cycling-strategy-and-action-plan>

²² NSW Department of Planning and Environment, April 2018, Conditions of Approval for WestConnex M4-M5 Link SSI 7485 MOD 1 determined and approved by the Minister for Planning, 25 February 2019, https://www.westconnex.com.au/media/0zrddbng/westconnex-m4-m5-link-mod-1_consolidated-instrument-of-approval.pdf

²³ NSW Department of Planning and Environment, December 2015, Critical State Significant Infrastructure Standard Secretary's Environmental Assessment Requirements (SEARs), <https://www.planning.nsw.gov.au/sites/default/files/2023-02/critical-ssi-standard-secretarys-environmental-assessment-requirements.pdf>

The Conditions of Approval for projects like the Rozelle Interchange must be interpreted within the current framework of laws, policies, and official guidelines. This ensures that the project remains compliant with the latest regulatory requirements, reflecting changes in environmental standards, safety protocols, and community expectations. The dynamic nature of legal and policy frameworks necessitates that project proponents adapt and align their projects with current standards, even after initial approval, to ensure ongoing compliance and to address evolving community and environmental considerations.

Rozelle Interchange Design and Construction Deed, Section 7 Compliance with Law and Approvals

The Contractor must ... ensure that, in the case of the Project Works (Rozelle Interchange), at the Date of Opening Completion, comply with and are capable of continuing to comply with all applicable Laws ... including any change in Law ... and NSW Government Policies

The UDLP was developed to ensure that the Rozelle Interchange complies with 27 relevant standards and guidelines, including the Austroads guide to design for paths for walking and cycling²⁴, 10 strategic documents and a road safety audit²⁵. Compliance with these documents and changes in law was a condition for the planning approval of WestConnex by the Department of Planning and Environment.

The hierarchy of documents means that *'if there are any inconsistencies between the PCIS, and the UDLP and the conditions of approval then the conditions of approval will prevail.'*²⁶

Interpretation of Condition of Approval E58

The Conditions of Approval for West Connex are predicated on the commitments made in the EIS. The CoA require *'new and upgraded pedestrian and cyclist infrastructure at Lilyfield / Rozelle / Annandale and along Victoria Road at Rozelle'* as set out in sections E57 to E60 (see Appendix D). Condition E58 specifies that *'The Proponent [TfNSW] must provide improved connectivity for cyclists and pedestrians between Roberts Street and Springside Street'*.

We interpret CoA E58 to mean enhancing the infrastructure in the Victoria Road and Lilyfield Road designated Strategic Cycleway Corridor as set out in TfNSW policies and Cycleway Design Toolbox, and Austroads' Guide to Road Design Part 6A, Paths for Walking and Cycling. That is, the infrastructure should facilitate efficient movement for cyclists and pedestrians by providing safe, direct, connected, attractive, comfortable and adaptable paths. This could involve creating or upgrading paths, crossings, signage, lighting, and other amenities to ensure a seamless and secure route that encourages walking and cycling, reduces conflicts between walkers, cyclists, and vehicular traffic. The goal is to promote active transport by making these modes of travel more appealing and practical.

To date, there have been no such improvements. Indeed, the minimal works undertaken have made matters worse as described later in this report. **Condition of Approval E58 has not been met.**

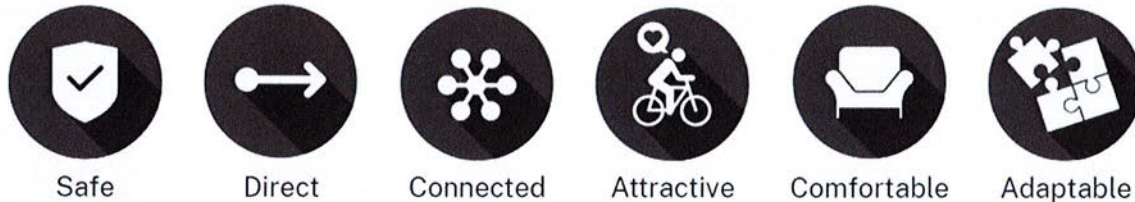
²⁴ Austroads Ltd, 2017, Guide to Road Design Part 6A, Paths for Walking and Cycling, ISBN 978-1-1925451-75-7, <https://austroads.com.au/publications/road-design/agrd06a>

²⁵ UDLP section 11.5 Pedestrian and cycle requirements

²⁶ NSW Department of Planning and Environment, October 2021, Pedestrian and Cyclist Implementation Strategy Approval letter, <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSI-7485-PA-152%2120211013T063928.092%20GMT>

Characterizing defects and non-compliance

We have used the first five of the six criteria from TfNSW's Cycleway Design Toolbox to characterize non-compliance and defects, and traffic light colouring to indicate seriousness. The Cycleway Design criteria are illustrated below and explained in Appendix A.



Red indicates a serious issue or problem with the criterion and that active transport goals are not being met, that there are significant challenges, or that intervention is urgently needed. For example, the narrow, unevenly surfaced section of the shared path along the western side of Victoria Road north of Quirk Street is not **safe**.



Yellow/Amber indicates that some issues need attention, but they are not critical and can be managed or mitigated. For example, the on-road cycle route from Moodie Street to the Rozelle Parklands via Quirk Street is reasonably **attractive** (but has other issues).

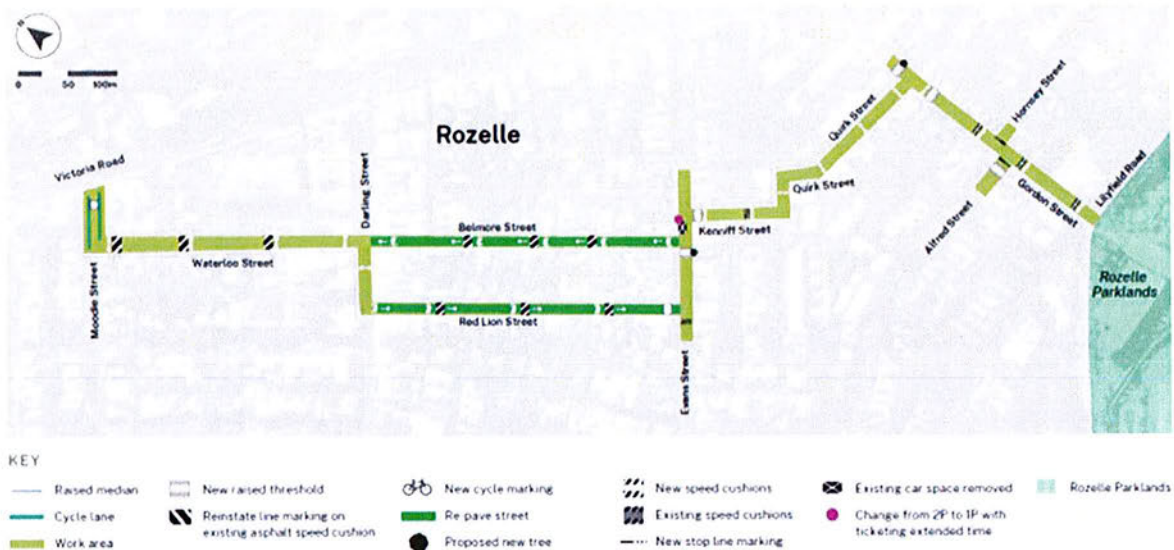


Green indicates that a criterion is satisfactory and that no or only minor intervention is needed. For example, the shared path along Victoria Road is the most **direct** route from Drummoyne to the Anzac Bridge. (There are, however, many other serious 'red' issues with this route)

Geographical scope

The geographical scope of this report is the project area as defined by the red line on the map below (from the UDLP) and other ancillary works undertaken as part of the project such as improving the cycleways along Victoria Road and from Iron Cove to the new Rozelle Parklands via streets in Rozelle.





Source: Cycle route from Iron Cove to the Rozelle Parklands (Rozelle Interchange weekly update, Monday 12 June 2023)

Active Transport Objectives not met

The Updated Strategic Business Case²⁷ for WestConnex stated that ‘Key requirements for travel in the inner west include managed traffic flows to encourage more personal trips by public and active transport’²⁸. This was to be done by ‘creating new opportunities for reallocating road space on the existing road network to improve public and active transport options.’²⁹

Transport for NSW’s objectives for active transport were elaborated in Appendix N of its Environmental Impact Statement for the Rozelle Interchange. These objectives are far from having been met as summarised in the table on the following page.

²⁷ Roads and Maritime Services, November 2015, WestConnex – Updated Strategic Business Case, ISBN: 978-1-925421-39-2USBC
https://web.archive.org/web/20160210143525/http://www.westconnex.com.au/documents/updated_strategic_business_case.pdf

²⁸ WestConnex – Updated Strategic Business Case, page 121

²⁹ WestConnex – Updated Strategic Business Case, page 115

Extent to which active transport objectives have been met

Objective largely not met	Objective partly met	Objectively largely met
Active transport objectives (EIS Appendix N)	Extent to which objectives have been achieved	
Develop an agreed strategy for an ATN for the M4-M5 Link with relevant stakeholders [including Roads and Maritime, Inner West Council and City of Sydney Council and Transport for NSW]	We have not evaluated the extent to which the first two 'strategic' active transport objectives have been met. However, we note that the following two documents have been prepared:	
Provide a strategy that forms the basis of works to be completed by the project and by others through future projects and developments	<ul style="list-style-type: none"> – Pedestrian & Cycle Implementation Strategy (UDLP section 11) – Pedestrian & Cycle Implementation Strategy - Robert Street & Springside Street (a supplementary submission) <p>Interestingly, neither of these documents is mentioned in the list of nine '<i>key strategic documents relevant to cycling in the Inner West</i>' in Inner West Council's Cycling Strategy (2023)</p>	
Provide connectivity between existing and proposed routes for local communities	The permanent removal of the two shared path bridges at the Victoria Road / City West Link has reduced connectivity. The two new bridges linking Annandale to the Rozelle Parklands have increased connectivity.	
Allowing travel choice for a range of local trips	The Rozelle Interchange has not significantly increased choice for local trips except for Annandale-Rozelle via new bridges over the city West Link, and the Rozelle Parklands shared path as an alternative to the eastern end of Lilyfield Road ³⁰ .	
Reduce congestion on local roads by providing infrastructure that encourages modal shift for pedestrian and cycle trips [commuter and noncommuter] as well as access to public transport nodes	The quality of the active transport infrastructure provided by the project does not encourage mode shift except for Annandale-Rozelle journeys. The deterioration of the shared path along the northern side of Victoria Road further discourages mode shift towards active transport	
Provide regional connections to major destinations [including the CBD, Sydney Airport, The University of Sydney, University of Technology Sydney, The Bays Precinct and town centres and transport hubs]	No new regional connections have been made. The regional route along Victoria Road has been made more difficult. The regional route along Lilyfield Road has been improved for pedestrians and cyclists travelling to/from the city.	

³⁰ This failure was tacitly recognised in the Rozelle Interchange project update of 9 Feb 2024. Under the heading 'More travel choices...' TfNSW recommended that motorists concerned by the congestion caused by the Rozelle Interchange consider using buses or ferries or change their time of travel. There was no mention of walking or cycling being a viable travel choice.

Active transport objectives (EIS Appendix N)	Extent to which objectives have been achieved
Provide a connected open space network which is a valued part of Sydney's 'Green Grid' [that includes the Bay Run, Callan Park, Sydney Park, Cooks River foreshore, GreenWay and Bicentennial Park]	The new bridges from Rozelle Parklands to Bicentennial Park and Whites Creek provide an expanded open space. The Rozelle Parklands reduces the length of the missing blue-green link between White Bay/Centennial Park and the GreenWay
Reduce travel time for local trips by pedestrians and cyclists.	The travel time for trips to the city from Balmain, Rozelle, Lilyfield and Annandale have not changed significantly. Trips that now require crossing Victoria Road at traffic signals rather than the two removed shared path bridges now take far longer and require more effort.

The Urban Development and Landscape Plan states that one of the project's objectives is to support active transport through the development of safe, accessible, and well-integrated walking and cycling infrastructure. This includes:

- The design of pedestrian and cycle paths with safety, connectivity, and accessibility in mind, adhering to Roads and Maritime Services³¹ specifications and guidelines, Austroad guidelines, and relevant Australian Standards, and,
- the inclusion of facilities like bike racks at strategic locations to promote cycling³².

Again, these objectives have only partly been met. The following sections describe non-compliance and defects of the active transport infrastructure in greater detail.

³¹ New South Wales Roads and Maritime Services (RMS) was dissolved, and its functions were absorbed into Transport for New South Wales on 1 December 2019

³² Urban Design and Landscape Plan, Pedestrian and Cycle Implementation Strategy

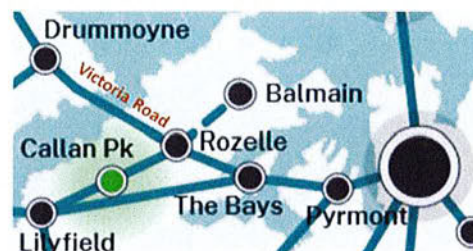
VICTORIA ROAD CORRIDOR

The existing shared path on Victoria Road does not adequately serve the needs of pedestrians and cyclists, suffering from inadequate width, uneven surface and a lack of amenity due to its proximity to traffic on Victoria Road

Source: Rozelle Interchange UDLP section 11.7 Existing Active Transport Network

Requirements

Transport for NSW has categorised Victoria Road in Rozelle as being in a Strategic Cycleway Corridor (see map extract). 'Strategic Cycleway Corridors will provide the foundation for safe and convenient cycleways that better connect centres, precincts and places, while supporting councils' local bike networks'³³.



The consolidated instrument of approval for West Connex³⁴ defines 'New and upgraded pedestrian and cyclist infrastructure at Lilyfield/Rozelle/Annandale and along Victoria Road at Rozelle' as a component of the 'Critical State Significant Infrastructure' that is WestConnex. Critical State significant infrastructure projects are high priority infrastructure projects that are **essential to the State for economic, social, or environmental reasons**³⁵.

The Conditions of Approval E58 specifies that 'The Proponent must provide improved connectivity for cyclist and pedestrians between Roberts Street and Springside Street'. We have interpreted what CoA E58 means in practice in the section 'Interpretation of Condition of Approval E58'.

The cycle route on the northern side of Victoria Road is an important commuter route for cyclists travelling to and from the city from Balmain/Rozelle and suburbs on the western side of the Iron Cove Bridge. Commuter cyclists typically travel at higher speeds than other cyclists. TfNSW recommends bicycle (not shared) paths for these circumstances (see box extracted from TfNSW's Cycleway Design Toolbox).

The concept in Appendix N of the Environmental Impact Study³⁶ foresaw a separated cycleway 'connecting the intersection of Robert Street up and

One-way (unidirectional) bicycle paths located on both sides of the road are preferred over **two-way bicycle paths**, as these enhance road safety, improve operations at intersections, provide connected and legible routes, and enable local access.

Shared paths with both pedestrians and bicycle riders sharing the space may be considered where the predicted demand or activity is low and where there are limited interactions along the cycleway (ie. driveways, side streets). Shared paths are not preferred in areas with high pedestrian activity, where there is significant cross cycleway movement, or where cycling speeds may be high. Mixing pedestrian and cycling movements in these locations could pose safety risks to users and offer a low Level of Service to bicycle riders.

³³ Transport for NSW, February 2023, Strategic cycleway corridors for Greater Sydney, <https://www.transport.nsw.gov.au/operations/walking-and-bike-riding/strategic-cycleway-corridors>

³⁴ NSW Department of Planning and Environment, April 2018, Conditions of Approval for WestConnex M4-M5 Link SSI 7485 MOD 1 determined and approved by the Minister for Planning, 25 February 2019, <https://www.westconnex.com.au/media/0zrddbng/westconnex-m4-m5-link-mod-1-consolidated-instrument-of-approval.pdf>

³⁵ NSW Department of Planning and Environment, December 2015, Critical State Significant Infrastructure Standard Secretary's Environmental Assessment Requirements (SEARs), <https://www.planning.nsw.gov.au/sites/default/files/2023-02/critical-ssi-standard-secretarys-environmental-assessment-requirements.pdf>

³⁶ AECOM 2017, Appendix N of the M4-M5 Link Environmental Impact Statement (EIS)

over Victoria Road to the intersection of Springside Street'. This commitment was eroded in the detailed design with the following explanation included under the heading 'Consistency with the EIS':

TfNSW intend to consult separately on the options developed by TfNSW specialist consultant with targeted consultation with Inner West Council, City of Sydney Council, Bicycle NSW and the local community. This will be delivered in accordance with the Staging Report at a later stage.

This consultation was undertaken but the opinions of Bicycle NSW and the local community were not taken into account. This box-ticking attitude towards consultation was criticised in the Public Accountability Committee's report 'The impact of the WestConnex Project'³⁷.

Finding 16

121

That while extensive consultation for the WestConnex project has been undertaken, it appears that this consultation has been ineffective and has lacked an empathetic approach.

The result is that the minimal works undertaken and announced³⁸ on Victoria Road fail to comply with the Conditions of Approval and applicable policies and guidelines. The routes are unsafe for cyclists and pedestrians and, in that these routes are the only viable corridor for connecting northwards towards Drummoyne and beyond, they need urgent attention.

Victoria Road - northeastern side



Safe

- Many obstructions: poles, electricity boxes, and bus shelters some of which make the path dangerously narrow.
- Multiple unimproved side street crossings
- The traffic signals at the junction with Robert Street do not include a sequence allowing pedestrians and cyclists to cross Victoria Road causing many to risk 'running the lights' to cross Victoria Road



Direct

- The shared path is a strategic cycleway and is the most direct and easiest (least steep) route from the Anzac Bridge to parts of Rozelle, Balmain and to suburbs to the west of the Iron Cove Bridge



Connected

- There are multiple routes linked to this shared path.
- The removal of the bridge crossing Victoria Road to access Lilyfield Road and Quirk Street has **reduced** connectivity.
- The removal of the bridge crossing the City West Link towards Blackwattle Bay has **reduced** connectivity

³⁷ New South Wales. Parliament, Legislative Council, Public Accountability Committee, December 2018, The impact of the WestConnex Project, ISBN 97811922258724,

<https://www.parliament.nsw.gov.au/lcdocs/inquiries/2497/Final%20report%20-%20Impact%20of%20the%20WestConnex%20Project%20-%20FINAL%20-%202014%20December%202018.pdf>

³⁸ Rozelle Interchange project update of 14 Feb 2024



- The shared path is particularly unattractive, both visually and because of the noise and pollution from motor vehicles

Attractive



- Poor surface
- Many obstacles
- Many unimproved side roads to cross

Comfortable

Strategic cycleway not fit for purpose

The 1400 metres of shared path on the northern (Balmain) side of Victoria Road between the City West Link and the Iron Cove Bridge is an important commuter route for cyclists in a 'strategic cycleway corridor'. It is not fit for purpose. Cyclists have been pushing for improvements for many years.

The plan on the next page is taken from the Pedestrian and Cycling Implementation Strategy report³⁹. It indicates posts in the shared path that need to be removed or relocated. This has not been done. Indeed, the situation has been made worse by the installation of more large poles in the centre of this shared path. There are now 102 poles and other obstacles on the 1400m shared path: an average of one pole or obstruction every 14m. Most of these poles are close to the edge of the shared path but some, particularly those recently installed as part of the Rozelle Interchange, are not, and are a dangerous hazard to cyclists. For example, the image on the right shows a new pole supporting a new road sign installed in the centre of the shared path adjacent to Hartley Street.



The image below shows the narrowing of the shared path around another new WestConnex traffic pole in the shared path approaching Robert Street from the Anzac Bridge. This narrowing is frightening, and dangerous as it forces cyclists to pass close to fast-moving oncoming buses and heavy vehicles.



³⁹ Transport for New South Wales, September 2021, Pedestrian & Cycle Implementation Strategy - Robert Street & Springside Street, Ministers' Condition of Approval E58, Revised Final Report, prepared for by McGregor Coxall



Source: Transport for New South Wales, September 2021, Pedestrian & Cycle Implementation Strategy - Robert Street & Springside Street, Ministers' Condition of Approval E58, Revised Final Report, prepared for by McGregor Coxall

There are also several bus shelters in 'bus zones' that make the Victoria Road shared path one-way. These are a hazard to pedestrians, cyclists and people catching buses (see image on the next page).



The surface of shared path along the northern side of Victoria Road is in poor condition.

There is no cyclist lantern on the traffic signals where the shared path crosses Robert Street, legally requiring cyclists to dismount.

Decreased connectivity

Two active transport bridges have been permanently removed near the junction of Victoria Road with the City West Link as part of the Rozelle Interchange project:

- The Beatrice Brush shared-path bridge crossing the City West Link at the bottom of Victoria Road, and
- The footbridge crossing Victoria Road to the eastern end of Lilyfield Road.

No convenient replacements have been provided for either of these bridges. This has reduced connectivity and made some cycling and walking trips far longer, both in distance and time, more arduous and more dangerous. For example, trips from Robert Street to Quirk Street, Lilyfield Road and the Superyacht marina precinct in Blackwattle Bay are now considerably longer, more arduous and more dangerous. These trips take considerably longer, not only because of the greater length but because they involve one or more signalised crossings of Victoria Road. Consequently, some walkers and cyclists now 'run the lights' to cross Victoria Road at the junction with Robert Street. This is very dangerous and was flagged in a safety study of the WestConnex design, but nothing has been done about it.

Victoria Road - southwestern side

The 330 metres of shared path between the southern end of the Iron Cove Bridge and Springside Street is the only new cycling infrastructure on Victoria Road. It is reasonable although the kerb ramps could be wider and better aligned with the direction of cycling. We recommend that signs warning drivers turning off Victoria Road to look out for cyclists when crossing the cycle path.



East of Springfield Street, the existing cycle route suffers from the same problems as the shared path on the northern side of Victoria Road; poles, bus stops, other encumbrances and bad surfaces.

The section opposite Robert Street is particularly dangerous; it is narrow, poorly surfaced and adjacent to fast-moving traffic. This is a major defect.

The section opposite Robert Street is particularly dangerous; it is narrow, poorly surfaced and adjacent to fast-moving traffic. This is a major defect.

Moodie Street to Rozelle Parklands

As part of the Rozelle Interchange, WestConnex has made some minor improvements to an existing cycle route from Moodie Street to the new Rozelle Parklands. The route is indicated on the plan below. Apart from two short sections of separated cycleway on Moodie Street, the improvements are limited to markings and signage.



Source: Rozelle Interchange weekly update (Monday 12 June 2023)



Safe

- The easterly direction descends Lion Street. This descent and the three large pre-existing speed bumps are destabilizing for less experienced riders



Direct

- Although the route is reasonably direct, however, it requires negotiating nine road junctions (one with traffic lights) and eight changes in direction in the easterly direction and eight junctions and six changes in direction in the westerly direction.
- A sign at the junction between Quirk Street and Gordon Street directs cyclists to continue along Quirk Street rather than turn right to access the Rozelle Parklands and the cycle route over the Anzac Bridge.



Connected

- There is no ready access to the route for cyclists travelling towards the city on the northern side of Victoria Road.



Attractive

- The route passes through the back streets of Rozelle and is quite attractive.



Comfortable

-
- The gradients are steeper than Victoria Road.
 - The kerb ramp into Rozelle Parklands has an unnecessary and dangerous step.
 - WestConnex has installed an air quality monitoring station for the Rozelle Interchange on a large concrete platform that blocks most of the northern end of Quirk Street – see image. Cyclists have to squeeze past on one side.
-

We welcome all new and improved cycle routes and infrastructure, however, for the reasons explained above, the Moodie Street to Rozelle Parklands route is not a realistic alternative to Victoria Road for commuter cyclists.



ROZELLE PARKLANDS AND LILYFIELD ROAD



Safe

- Cyclists travelling east along Lilyfield Road wishing to join the shared path through the Rozelle Parklands need to cross Lilyfield Road after a bend that limits the visibility of approaching, often fast-moving, traffic.
- The junction between the path under the Victoria Road Bridge and the path from Victoria Road to the Anzac Bridge is potentially dangerous.



Direct

- The east-west route through Rozelle Parklands and under Victoria Road is a direct route to the Anzac Bridge.
- The north-south links across the City West Link to the Rozelle Bay light rail station and the Whites Creek shared path are also direct.



Connected

- Connectivity is good both in north-south and east-west directions.



Attractive

- The routes pass through the Rozelle Parklands and are attractive.



Comfortable

The routes are comfortable.

The east-west path through the Rozelle Parklands is an important main route for cyclists commuting to and from the city. The cycling and pedestrian paths should be separated, preferably with a narrow strip of vegetation, as on the Bay Run at Dobroyd Parade. That said, the wide shared path appeared to work reasonably well during the short period before closure to remove the asbestos-contaminated mulch and there is plenty of room to improve this route as demand increases.

We appreciate the increased connectivity between Annandale and Rozelle provided by the two new bridges crossing the City West Link to the Rozelle Parklands.

Link between Victoria Road and the CSELR Rozelle Maintenance Depot

The approved detailed design in section 11.6 of the UDLP states that JHCPB will build a separated cycle path from the western end of the Rozelle Parklands to the CSELR Rozelle Maintenance Depot on Lilyfield Road, just after Halloran Street – see plan on right extracted from the UDLP. **This 210m separated cycle path has not been built.** Currently, the shared path through the Rozelle Parklands ends abruptly at the kerb opposite the Ryan Street steps. Temporary plastic kerb ramps have been



bolted to the kerb but these ramps have collapsed and pose a hazard to cyclists. Please refer to Appendix F which contains images of the dangerous kerb ramps.



Junction with Anzac Bridge shared path

The junction between the path under the Victoria Road Bridge and the path from Victoria Road to the Anzac Bridge is potentially dangerous. It involves a 180° U-turn for cyclists arriving from Victoria Road and going through the Rozelle parklands and vice versa. This manoeuvre must be done in a tight space and is challenging for less experienced cyclists. There is potential for an accident with fast-moving cyclists travelling downhill from the Victoria Road Bridge towards the Anzac Bridge.

Other defects identified by the Inner West Bicycle Coalition

The Inner West Bicycle Coalition has comprehensively documented many defects in the cycling infrastructure around the Rozelle Parklands in its submission to Inner West Council on the Rozelle Parklands Master Plan. Appendix F contains this submission.

CORRECTIVE ACTIONS

The previous sections of this report have demonstrated that much of the active transport network in the project area of the Rozelle Interchange is not fit for purpose. This is particularly true for the Strategic Cycleway Corridors of Victoria Road and Lilyfield Road.

Revision 9 of the M4-M5 Link Staging Report (March 2019)⁴⁰ indicates that the improvements to pedestrian and cycleways in Rozelle are to be completed by the end of March 2024 (see Gantt chart below).

Stage	Indicative construction and operation timeframe																															
	2018				2019				2020				2021				2022				2023				2024							
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
Stage 1: Mainline tunnels																																
Stage 2: Rozelle interchange (including Iron Cove Link)																																
Stage 3: Rozelle pedestrian and cycleway improvements																																

★ Expected date for open to traffic

Appendix G reproduces text from the Staging Report for the M4-M5 Link Project, published by TfNSW in October 2023. This text sets out the pedestrian and cycleway improvements to be delivered by the end of March 2024. The programmed works are little more than piecemeal patches and mean that the active transport objectives of the Rozelle Interchange will not be met, and the works will not comply with the Conditions of Approval and other applicable policies and guidelines.

The Department of Planning and Environment set the conditions of approval for the Rozelle Interchange and has the responsibility and fundamental obligation⁴¹ to ensure that the Proponent, Transport for NSW, adheres to these Conditions of Approval. John Holland CPB Contractors joint venture who are building the Rozelle Interchange, and Sydney Transport Partners, the owner and operator of WestConnex, also have critical roles in ensuring that the Rozelle Interchange complies with the Department of Planning and Environment's Conditions of Approval.

We urge the above responsible parties to take the measure necessary to bring the Rozelle Interchange into compliance with the Conditions of Approval and other applicable policies and guidelines related to active transport by:

1. Fixing construction defects.

⁴⁰ TfNSW, October 2023, M4-M5 Link Staging Report (Revision 9) https://www.westconnex.com.au/media/xpnbcdcl/gcon-wcxstg3b-rms-dpe-gcon-000372-m4-m5-link-staging-report_rev-09_clean.pdf

⁴¹ This obligation stems from DPE's role in administering the Environmental Planning and Assessment Act 1979

2. Clarifying the objectives for active transport for the Rozelle Interchange and undertaking a gap analysis.
3. Designing and implementing remedial measures
4. Confirming compliance.

The table on the following page explains these steps in greater detail.

Steps to delivering the active transport objectives of the Rozelle Interchange

Objective	Action	Concerned
Fix construction defects	Correct construction defects such as missing and poorly built kerb ramps, obstacles sited in cycleways, poor surfaces and inadequate signage, as soon as possible. This will make cycling safer and more comfortable.	TfNSW JHCPB STP
Clarification of the objectives for active transport for the Rozelle Interchange and undertaking a gap analysis.	Review the Conditions of Approval and objectives stated in subsidiary documents (EIS, UDLP, etc.) and interpret these in a manner consistent with TfNSW’s Active Transport Strategy, TfNSW’s Cycleway Design Toolbox, Inner West Council’s Cycling Strategy and Action Plan, and other current, relevant planning documents and guidelines. Identify the ‘gaps’ where the current works fall short.	TfNSW JHCPB STP
Design and implement remedial measures	The parties to the Rozelle Interchange project, particularly TfNSW, work with Inner West Council (IWC), and community active transport groups (Bicycle NSW, the Inner West Bicycle Coalition, etc.) to agree on how the active transport objectives sought from the Rozelle Interchange can be achieved. The feasibility studies recommended by Bicycle NSW ⁴² should be undertaken. TfNSW and JHCPB design and implement the agreed remedial works.	TfNSW JHCPB STP IWC BNSW IWBC
Confirm compliance	Undertake an audit to confirm that the rectified works comply with the Conditions of Assessment and have brought the active transport infrastructure in line with relevant planning documents such as TfNSW’s Active Transport Strategy, and design and construction guidelines including Austroads’ Guide to Road Design Part 6A, Paths for Walking and Cycling, and TfNSW’s Cycleway Design Toolbox. We also recommend that the completed works be subject to an Austroads-compliant Bicycle Safety Audit to confirm that the active transport infrastructure delivered as part of the Rozelle Interchange is safe and fit for purpose.	Independent Verifier agreed by stakeholders

⁴² See following section

The following sections provide greater detail on our preliminary recommendations in.

Victoria Road corridor

The Victoria Road corridor is a Strategic Cycleway Corridor for Greater Sydney. Transport for NSW has stated that the existing shared path on Victoria Road does not adequately serve the needs of pedestrians and cyclists. The parallel route through local streets from Moodie Street to the Rozelle Parklands is unsuitable for commuters and faster-moving cyclists.

We interpret Condition of Approval E58 as requiring Transport for NSW and its contractors to deliver cycling infrastructure appropriate to a Strategic Cycleway Corridor, that is safe, direct, connected, attractive and comfortable as set out in Transport for NSW's Cycleway Design Toolbox. This has not been done and we recommend that Transport for NSW initiate, in consultation with Inner West Council, a feasibility study as recommended by Bicycle NSW (see below)

Providing cycling infrastructure suitable for a Strategic Cycleway corridor requires upgrading pathways, preferably separating cycling and walking paths, removing obstructions, constructing safe side road crossings, and improving surfaces and signage to ensure a seamless and secure route that encourages walking and cycling, reduces conflicts with vehicular traffic.



Such a solution has been proposed in Inner West Council's draft Rozelle Town Centre Masterplan⁴³ – see image to right. The pavement and two bus lanes provide ample room for the separated cycle path proposed in the Environmental Impact Statement.

67% of participants questioned during the preparation of the draft Rozelle masterplan stated that they would cycle from Rozelle into the city if there was a dedicated cycle path. This would significantly reduce the congestion resulting from traffic throttling by the Rozelle Interchange.

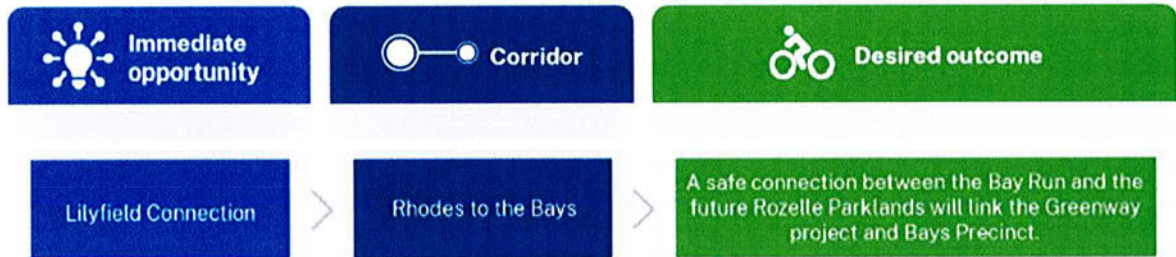
We urge TfNSW and Inner West Council to ensure that this is done. We also urge Inner West Council to honour its pledge to *'Advocate to the NSW Government for delivery of dedicated bike paths on State roads such as Victoria Road with the opening of the Iron Cove Link tunnel and Parramatta Road with the delivery of the WestConnex motorways.'*⁴⁴

⁴³ Inner West Council, July 2023, Rozelle Town Centre Detailed Public Domain Master Plan (draft) Rev: A

⁴⁴ Inner West Council, 2023, Cycling Strategy and Action Plan

Lilyfield connection

Transport for NSW has identified the 'Lilyfield Connection' as one of 'five connections within the strategic cycleway network that provide an immediate opportunity to progress as it will fill important gaps in the network.'⁴⁵



We ask that Transport for NSW work with Inner West Council to undertake a feasibility study as recommended by Bicycle NSW and complete this missing link.

Feasibility studies

To redress the major shortcomings on the Victoria Road and Lilyfield Road and strategic cycleway corridors, we concur with Bicycle NSW's request⁴⁶ that:

On behalf of current and future bicycle riders from across Greater Sydney, and the populations of Rozelle, Leichhardt, Balmain, Lilyfield, Annandale and Glebe, we request two feasibility studies to determine the optimum solutions for including high quality regional cycleways in the Victoria Road and City West Link road corridors. It is essential to ensure that the road construction projects at both Rozelle Interchange and the Bays West precinct lead to the finest possible outcomes for active transport.

Construction defects requiring correction before the end of Stage 3

The following construction defects need to be rectified before the end of stage 3 (end March 2024):

- Removal of obstacles (including new WestConnex road signs) in the middle of cycle paths
- Construction of missing kerb ramps and reconstruction of poorly built kerb ramps.
- Construction of safe side street crossings on the Victoria Road shared paths
- Providing continuous good surfacing on the Victoria Road shared paths
- Improving signage.
- A cycle phase needs to be included in the signalised crossing at the crossing of Robert Street on Victoria Road.
- Addressing the many other defects listed in Appendix F

However, even if these defects are addressed, much of the active transport infrastructure in the Victoria Road and Lilyfield Road Strategic Cycleway Corridors will not comply with the Conditions of Approval and other applicable policies and guidelines and will not be fit for purpose.

⁴⁵ Transport for NSW, April 2022, Strategic Cycleway Corridors Eastern Harbour City Overview, Program Update

⁴⁶ Source: Bicycle NSW, June 2022, Rozelle Interchange – moving forwards, <https://bicyclensw.org.au/wp-content/uploads/2022/06/220603-Rozelle-Interchange-moving-forwards.pdf>

APPENDIX A: GLOSSARY OF INSTITUTIONS AND RESPONSIBILITIES

This appendix explains key terms and sets out the roles and responsibilities of the public and private institutions involved in WestConnex and the Rozelle Interchange. It focuses on the responsibility for compliance with the Conditions of Approval.

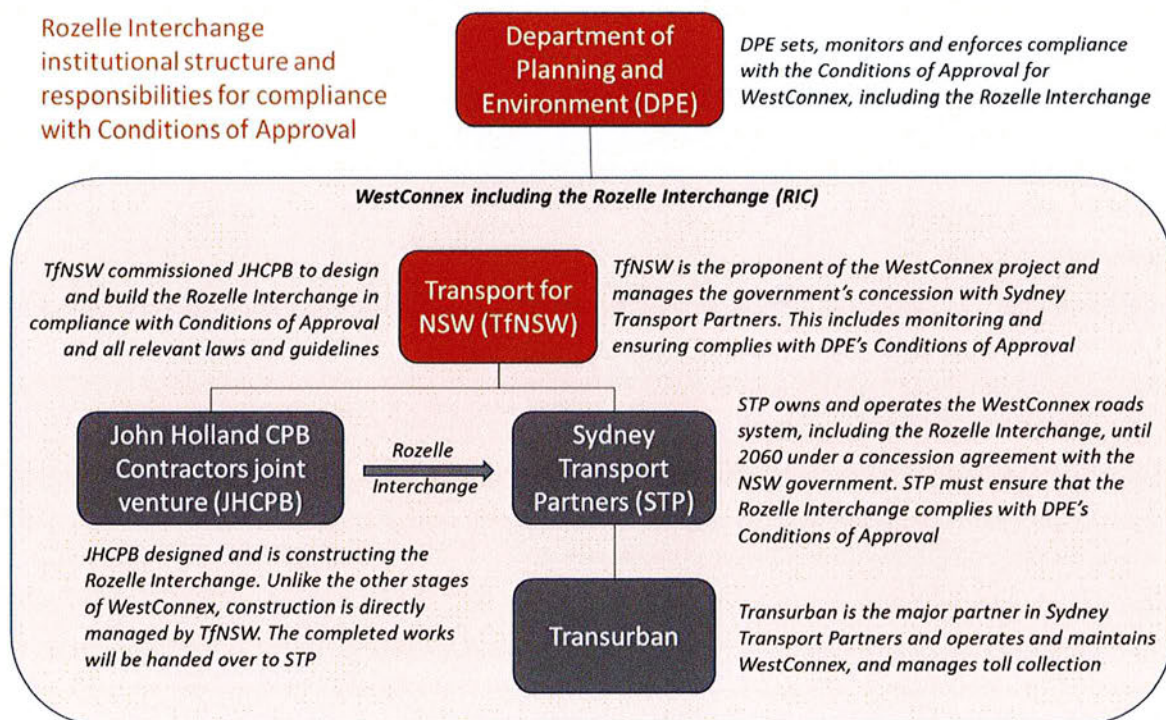
The information in the Appendix has been obtained from documents readily available on the internet. As such it may contain some errors, but we believe that any such errors are unlikely to significantly change the findings and recommendations of this report.

WestConnex and the Rozelle Interchange

WestConnex refers to the 33-kilometre predominantly underground motorway scheme in Sydney, including the Rozelle Interchange. WestConnex is a joint project of the New South Wales and Federal governments. Since September 2018, WestConnex has been wholly owned by Sydney Transport Partners, an Australian-led consortium, with Transurban as its operator.

Institutional roles and responsibilities

The figure below is a simplified representation of the roles and responsibilities of the key organisations associated with the Rozelle Interchange.



NSW Department of Planning and Environment (DPE)

The NSW government department responsible for planning has been restructured and has changed its name several times during the life of West Connex:

- Department of Planning (mid-2000s)

- Department of Planning and Environment (2014)
- Department of Planning, Industry and Environment (2019)
- Department of Planning and Environment (2021)
- Department of Planning, Housing and Infrastructure (since 01/01/2024 when the Department of Planning and Environment was split into two new dedicated entities, the Department of Planning, Housing and Infrastructure and the Department of Climate Change, Energy, the Environment and Water)

In this report we generally use the name Department of Planning and Environment and the abbreviation DPE as these are best known to the public. We use the actual name at the time of publication when referencing documents.

The DPE plays a critical role in the governance and oversight of major infrastructure projects like WestConnex. The DPE's involvement in setting, monitoring, and enforcing the Conditions of Approval for WestConnex is crucial for ensuring that the project is delivered in a manner that is environmentally responsible, socially acceptable, and in line with the strategic planning objectives of New South Wales. The DPE is responsible for several key functions:

Approval and Conditions Setting:

The DPE is responsible for assessing major infrastructure projects like WestConnex and issuing the Conditions of Approval. These conditions are designed to mitigate environmental impacts, address community concerns, and ensure compliance with state planning policies and guidelines.

Environmental Oversight:

Part of the DPE's role involves overseeing the environmental aspects of the project. This includes ensuring that the project complies with specific environmental protection measures, such as air and noise quality standards, biodiversity conservation, and water management practices as outlined in the Conditions of Approval.

Compliance Monitoring:

The department monitors the project's compliance with the Conditions of Approval throughout its construction and operation phases. This may involve conducting inspections, reviewing compliance reports submitted by the project proponent, and responding to community complaints or concerns.

Enforcement:

If a project is found to be non-compliant with its Conditions of Approval, the DPE has the authority to enforce compliance. This can include issuing fines, ordering remedial actions, or, in extreme cases, halting project activities until compliance is restored.

Modification of Conditions:

The DPE may review and modify the Conditions of Approval if required, based on new information, changes in environmental legislation, or unforeseen impacts. Any modifications would undergo a rigorous assessment process similar to the initial approval.

Stakeholder Engagement:

The department engages with a wide range of stakeholders, including local communities, councils, environmental groups, and the project proponent, to ensure that the Conditions of Approval reflect a balance of interests and that stakeholders are informed of the project's progress and compliance status.

Review and Appeals:

The DPE also manages the process for any appeals against the Conditions of Approval or decisions made regarding the project's compliance. This ensures that there is a mechanism for addressing disputes and concerns. It is in this context that we have provided a copy of this report to the DPE.

Transport for New South Wales (TfNSW)

Transport for New South Wales (TfNSW) is the government agency responsible for transport and roads in New South Wales. Established in 2011, it plays a central role in planning, managing, and coordinating the transport system across the state, including public transport, roads, and traffic management.

TfNSW oversees the strategic direction and governance of the Rozelle Interchange project. This includes setting the project's objectives, ensuring it aligns with broader state transport strategies, and overseeing its integration with other transport initiatives. Since the sale of WestConnex to Sydney Transport Partners, TfNSW remains the 'proponent' and manages the contract with John Holland CPB Contractors joint venture for the design and construction of the Rozelle Interchange. TfNSW also manages the concession agreement between the government and Sydney Transport Partners. TfNSW has the following roles and responsibilities related to active transport infrastructure and outcomes:

Roads and Maritime Services (RMS)

The NSW government agency Roads and Maritime Services (RMS) was responsible for the construction, operation and maintenance of bridges and roads until December 2019 when it was dissolved, and its functions were integrated into Transport for NSW (TfNSW).

Strategic Oversight and Regulatory Compliance:

TfNSW plays a significant role in ensuring that the project meets strategic transport objectives for New South Wales and complies with all relevant laws, regulations and guidelines including compliance with the DPE' Conditions of Approval. This involves working within the frameworks established by the project agreements and approvals.

TfNSW monitors the progress and enforces adherence to the project's conditions of approval and relevant legislation or guidelines. This includes ensuring that Sydney Transport Partners' and the John Holland CPB Contractors joint venture's plans for the Rozelle Interchange align with state transport strategies, project conditions of approval, and community expectations. This covers both the construction and operation phases.

John Holland CPB Contractors joint venture (JHCPB)

JHCPB is building the Rozelle Interchange under a Design and Construct arrangement with TfNSW. The project deed requires JHCPB to ensure that the Rozelle Interchange complies with and is capable of continuing to comply with all applicable laws, including any change in law, NSW Government policies, and approvals.

Sydney Transport Partners (STP)

Sydney Transport Partners is a consortium led by Transurban, along with several other institutional investors. STP owns 100% of WestConnex, including the Rozelle Interchange. STP is responsible for providing the financial resources necessary for the development, construction, and operation of the Rozelle Interchange. It must comply with the DPE's Conditions of Approval.

Transurban

Transurban, through Sydney Transport Partners, has an agreement with the New South Wales government for the operation and tolling of WestConnex.

Complying with the Conditions of Approval and regulatory requirements

TfNSW, the John Holland CPB Contractors joint venture, and Sydney Transport Partners have a vested interest in ensuring that all aspects of the Rozelle Interchange project comply with regulatory requirements, including the DPE's Conditions of Approval. Non-compliance can lead to legal and financial repercussions, as well as impact the project's timeline and public perception.

APPENDIX B: AUTHORS OF THE REPORT

Main author

The Rozelle Parklands Active Transport and Community Hub Incorporated is the main author of this report and the Association's Public Officer, Keith Stallard, would welcome feedback on the report:

'The Hub' is a not-for-profit community association incorporated by Fair Trading NSW in May 2023. 'The Hub' seeks *'To promote and facilitate the use of active transport, including walking and cycling, as a means of reducing greenhouse gas emissions, improving public health, and enhancing social and economic wellbeing'* (from the Hub's registered constitution). The Hub was created with the purpose of establishing and operating a centre promoting and facilitating active transport in the TfNSW-owned heritage building at 84 Lilyfield Road, at an entrance to the new Rozelle Parklands. The Hub submitted a proposal for the use of 84 Lilyfield Road to TfNSW in October 2023. No response has been received at the date of this report.

Contributors

The following organisations have contributed to this report by inspecting the active transport infrastructure provided as part of the Rozelle Interchange and by providing information and images for the report.

Bike Leichhardt

Bike Leichhardt (<http://www.bikeleichhardt.org/bp/>) was founded in 1990 to encourage cycling and to work with Inner West Council and other public bodies to improve cycling routes and road safety around the Inner West. The incorporated association has about 200 members and organises cycle rides, both in the Inner West and overseas regularly. Bike Leichhardt is affiliated with Bicycle NSW and is a member of the Inner West Bicycle Coalition.

Bike Marrickville

Bike Marrickville (<http://www.bikemarrickville.org.au/>) is a volunteer-run not-for-profit association promoting cycling and improving the local environment. Bike Marrickville advocates for everyone who rides or would like to ride a bike in and around the former local government area of Marrickville in Sydney's inner west. Bike Marrickville was incorporated in 2010 and is affiliated with Bicycle NSW and is a member of the Inner West Bicycle Coalition.

Ashfield Bicycle Users Group Inc

Ashfield Bicycle Users Group Inc. or 'AshBUG' (<https://ashbug.org.au/>) runs regular rides for people wanting to learn more about getting around the Inner West by bike. AshBUG works with the Inner West Council to improve road facilities and cycle paths in the Inner West.

Inner West Bicycle Coalition (<http://www.iwbc.org.au/>) is an advocacy group formed by Ashfield BUG, Bike Leichhardt, and Bike Marrickville to more effectively represent the interests and concerns of cyclists in the Inner West.

Inner West Bicycle Coalition

Inner West Bicycle Coalition (<http://www.iwbc.org.au/>) is an advocacy group formed by Ashfield BUG, Bike Leichhardt, and Bike Marrickville to more effectively represent the interests and concerns of cyclists in the Inner West.

In-principal supporters

Bicycle NSW

Bicycle NSW (<https://bicyclensw.org.au/>) is the peak advocacy body for bike riders in NSW. Bicycle NSW was set up in 1976 and is affiliated with more than 30 Bicycle User Groups (BUGs) across NSW. Bicycle NSW works closely with these BUGs in advocating with State and Local Governments for safe bicycle infrastructure.

WalkSydney

WalkSydney (<https://walksydney.org/>) WalkSydney is a non-profit community organisation advocating for walkability in Greater Sydney (Wollongong to Newcastle, and the Coast to the Blue Mountains). WalkSydney works to influence the infrastructure, policies, decision-making processes and institutions that shape the walking environment in Greater Sydney to overcome the physical, social, and institutional barriers that may limit people's choices to walk. WalkSydney provides advice and recommendations to state and local governments and information to citizens about the benefits of walking and options to improve walking in Sydney.

Better Streets

Better Streets (<https://www.betterstreets.org.au/>) Better Streets' mission is to actively advocate for governments at all levels – federal, state and local - to significantly increase funding and delivery priorities for infrastructure and initiatives that support better streets for all. Better Streets believes that these changes are not only essential for creating a more sustainable, healthy, and equitable Australia, but they're also completely achievable, through the adoption of better ideas, better conversations and better action. Better Streets collaborates regularly with governments at all levels, providing research, education, case studies, tools, resources, community support and constructive, practical feedback. Its policy experts, planning advisors and communicators liaise with media, advocates, community groups and businesses to help shape strategies and programs that lead to Better Streets.

Climate Change Balmain-Rozelle

Climate Change Balmain-Rozelle (<https://www.climatechangebr.org/>) Climate Change Balmain Rozelle is an independent community group in inner west Sydney, promoting local and national action to reduce fossil fuel use, increase the adoption of renewable energy, and head off catastrophic global warming. The Sustainable Transport Group of CCBR has actively supported this report.

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APPENDIX D: CONDITIONS OF APPROVAL - PEDESTRIAN AND CYCLIST ACCESS

The consolidated instrument of approval for West Connex⁴⁷ defines 'New and upgraded pedestrian and cyclist infrastructure at Lilyfield/Rozelle/Annandale and along Victoria Road at Rozelle' as a component of the 'Critical State Significant Infrastructure' that is WestConnex. Critical State significant infrastructure projects are high priority infrastructure projects that are essential to the State for economic, social, or environmental reasons⁴⁸.

Description of Critical State Significant Infrastructure	New and upgraded pedestrian and cyclist infrastructure at Lilyfield/Rozelle/Annandale and along Victoria Road at Rozelle
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Pedestrian and Cyclist Access

E57 Safe pedestrian and cyclist access must be maintained around work sites during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, an alternate route which complies with the relevant standards must be provided and signposted.

E58 The Proponent must provide improved connectivity for cyclist and pedestrians between Roberts Street and Springside Street, and incorporate these in the **Pedestrian and Cycle Implementation Strategy** required by **Condition E60**.

Note: This condition does not specifically require work to be undertaken in the Victoria Road reservation, but could include works on the parallel local road network.

E59 Enhanced cycle facilities at Rozelle Bay and Leichhardt North light rail stops must be investigated and implemented if possible in consultation with Transport for NSW and incorporated into the **Pedestrian and Cycle Implementation Strategy** required by **Condition E60**.

E60 A detailed **Pedestrian and Cycle Implementation Strategy** must be included as a component of the **Urban Design and Landscape Plan** required by **Condition E133** and reviewed by the **Design Review Panel**. The Strategy must be prepared in consultation with relevant council(s) and Bicycle NSW. The Strategy must be consistent with the **Active Transport Strategy** in Volume 2F, Appendix N of the EIS and must incorporate the requirements of **Conditions E58** and **E59** and include:

- (a) pedestrian and cycle engineering and safety standards;
- (b) a safety audit of existing and proposed pedestrian and cycle facilities to address the above standards;
- (c) details of selected routes and connections to existing local and regional routes;
- (d) timing and staging of all works;
- (e) infrastructure details, including lighting, safety, security, and standards compliance;
- (f) signage and wayfinding measures; and
- (g) details of associated landscaping works.

All identified works arising from this condition are to be implemented prior to the commencement of project operations, except as permitted by this approval.

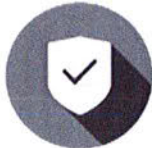
⁴⁷ NSW Department of Planning and Environment, April 2018, Conditions of Approval for WestConnex M4-M5 Link SSI 7485 MOD 1 determined and approved by the Minister for Planning, 25 February 2019, https://www.westconnex.com.au/media/0zrddbng/westconnex-m4-m5-link-mod-1_consolidated-instrument-of-approval.pdf

⁴⁸ NSW Department of Planning and Environment, December 2015, Critical State Significant Infrastructure Standard Secretary's Environmental Assessment Requirements (SEARs), <https://www.planning.nsw.gov.au/sites/default/files/2023-02/critical-ssi-standard-secretarys-environmental-assessment-requirements.pdf>

APPENDIX E: TRANSPORT FOR NSW'S SIX DESIGN PRINCIPLES

This Appendix contains a transcript of Transport for NSW's six design principles as set out on pages 8 and 9 of its Cycleway Design Toolbox.

Safe



Cycling infrastructure must not only be safe but should also be perceived to be safe so that people of all ages and abilities feel comfortable using the facilities.

Encounters with motorised traffic should be avoided as much as possible by means of separation in time or space to remove exposure and avoid conflicts. Providing a dedicated and protected space for cycling may involve reallocating existing road space or providing a parallel route.

Where separation is not possible, improvements for all road users can be achieved by reducing motor traffic volumes and speed, for example by introducing filtered permeability or traffic calming measures.

Other hazards pose safety risks to people cycling such as obstructions/debris that reduce sight lines or available path width, poor surface quality, visibility (particularly at dark), and conflicts with other road users. Providing separation from conflict with pedestrians also provides an increased sense of safety for pedestrians, particularly the elderly and frail.

Connected



Cycling infrastructure should be designed and planned to enable people to reach their day-to-day destinations easily, along routes that are connected, simple to navigate, and of a consistent quality that is appropriate for the expected use of that route.

Bicycle riders should have the assurance that there will be high quality cycling routes between all their origins and destinations, and between different modes of transport across their journey. A poorly connected cycling network will reduce coherence and act as a disincentive for cycling or even place riders into dangerous situations. A cycle route is only as effective as its weakest link.

Direct



Measured in both time (effort) and distance, direct routes should provide bicycle riders with the shortest and fastest way of travelling from place to place, and make cycling an attractive alternative to driving or even public transport, particularly for local journeys.

Minimising the effort required to cycle by enabling riders to maintain momentum is an important aspect of directness and an essential feature of high-quality design.

Permitting bicycle riders to make movements prohibited by motor traffic, allowing contraflow cycling, and creating links between cul-de-sacs will enhance the directness of their given routes. Parallel routes that are not along main streets and roads must be genuinely comparable in both distance and legibility and avoid interruption (such as waiting longer at crossroads or traffic signals)

Attractive



Cycling is a pleasurable activity, in part because it involves such close contact with the surroundings.

Attractiveness of a cycleway facility relates both to the perceived safety and the quality of infrastructure, including the aesthetics of the surrounding environment. This may include, for example, trees and shade, quality public open space, welcoming destinations such as cafes and shops, and artworks. The surroundings encountered when cycling range from attractive to intimidating and can encourage or discourage cycling along a particular route – it may even determine whether users choose cycling as a means of transport.

Cycling infrastructure should connect to and help deliver public spaces that are well designed and be places that people want to spend time.

Comfortable



Comfortable conditions for cycling require routes that are clearly demarcated from motor vehicles and pedestrians with high-quality, well-maintained and smooth surfaces.

Designers should consider comfort for all users including children, families, older people, and people with disabilities.

Routes should provide adequate width for the volume of users, enable minimal stopping and starting, avoid steep gradients, and limit interaction with high speed or high volume motorised traffic including noise and pollution where possible. An effective design should clearly communicate to people cycling the appropriate speed for that environment.

Adaptable



Delivering a piece of infrastructure is only a part of a project's overall lifecycle.

Adaptability should be embedded in the design of cycling infrastructure to ensure that it can evolve to accommodate changes in the needs and demands of its users over time, including innovations in micromobility.

For infrastructure to be adaptable in a meaningful way, the adaptation process must be relatively cheap and easy. Long term maintenance also needs to be considered.

APPENDIX F: INNER WEST BICYCLE COALITION SUBMISSION

The appendix contains the Inner West Bicycle Coalition’s submission on the Rozelle Parklands Master Plan made to Inner West Council on 10 February 2024. It contains details of defective cycling infrastructure in the vicinity of the Rozelle Parklands.



10 February 2024

Submission to Rozelle Parklands Master Plan

By email to

Introduction

The creation of Rozelle Parklands has provided a new opportunity for sport, recreation and active transport connections which will considerably improve health, social and environmental outcomes for the Inner West and adjacent suburbs.

The Urban Design Landscape Plan promised that there would be improved connections to local cycle networks. Currently many of these connections are of poor quality, possibly due to the limitations of the construction contractual arrangements with Transport for NSW. After the UDLP process we were barred from making any further contribution to the nature of the cycle facilities.

We are also preparing a submission to Transport for NSW seeking rectification of the defects in the active transport connections built to date.

We are pleased that Council has pressured the state government to fund a Master Plan for the Parklands. We make this submission keeping in mind the aspirations of many diverse park users, seeking harmonious use of this valuable community asset.

Noting Council's ranking mechanism, we will be largely commenting on improvements to bring about better connections of the Parklands to surrounding active transport networks.

By their very nature connections may overlap into the surrounding street environment. From an ongoing management perspective, we urge Council to design parking facilities and dog off-leash areas that minimise potential conflict with people riding bicycles.


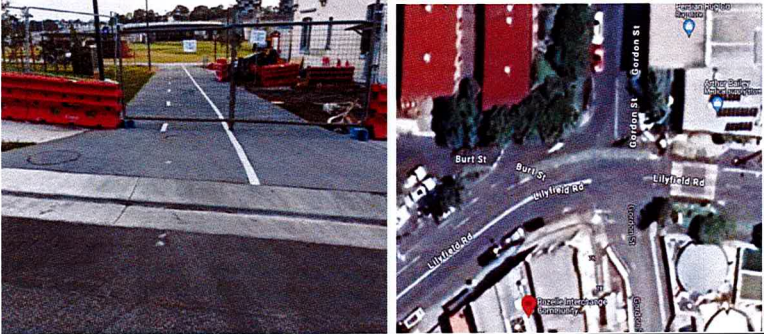
The creation of the Rozelle Parklands has now opened up the possibility of having quality active

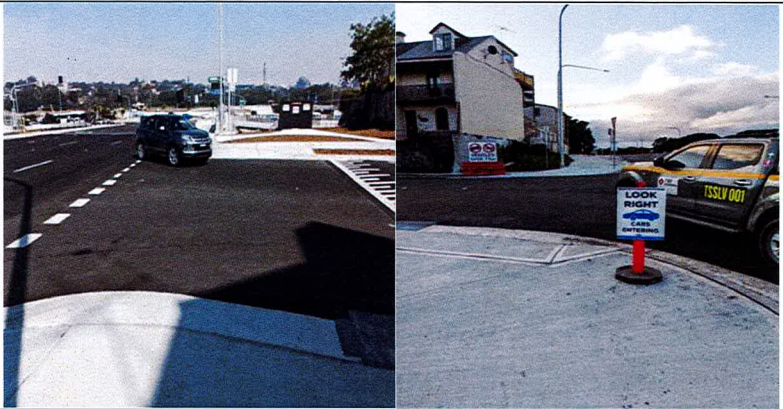
transport linkages to the west to The Greenway and the future Iron Cove Creek pathway, and to the east to the extensive quality cycle networks in the City of Sydney and onward to Bondi Junction.

Viewed in this wider context, we have added recommended improvements to the sub-standard Lilyfield Road cycleway that could make these cycle trips attractive to people who are currently discouraged from cycling because of hostile road environments. These improvements would also encourage journeys to Rozelle Parklands by local people in the Haberfield, Lilyfield and Leichhardt catchments and mitigate parking issues because of the space limitations adjacent to the Parklands playing fields.


Detailed Considerations


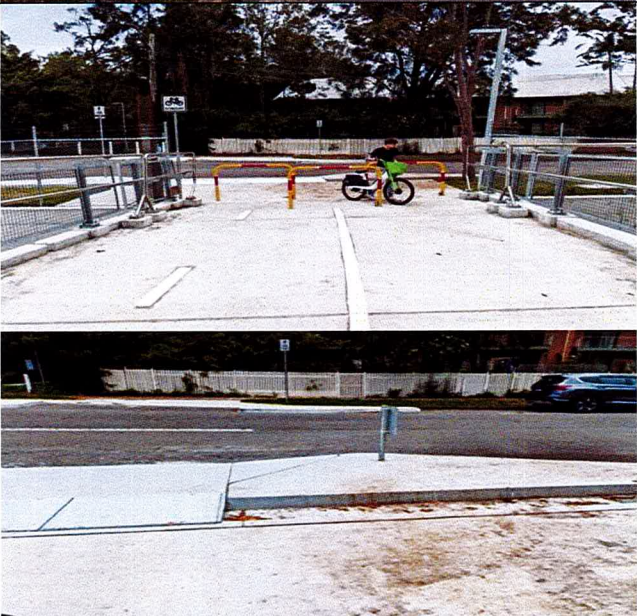
Item	Problem	Recommendation	Illustration
1	Ryan St/Lilyfield Rd access to Parklands is dangerous	<p>Provide a properly designed entrance that has good sight lines, a safe combined bicycle and pedestrian crossing with smooth mesh ramping to cope for pedestrians, disability users and cycle riders.</p> <p>See below Ryan St crossing design by Complete Urban for Lilyfield Rd cycleway.</p>	 <p>The illustration consists of three photographs. The top photograph shows a street-level view of a yellow ramp installed on a sidewalk, with a blue-painted bicycle symbol on the pavement nearby. The middle photograph is a close-up of the yellow mesh ramp, showing its texture and the red and white striped safety tape applied along its edges. The bottom photograph is a technical site plan or engineering drawing, showing a top-down view of the crossing area with various lines, dimensions, and labels indicating the layout of the ramp and surrounding infrastructure.</p>



Item	Problem	Recommendation	Illustration
2	Easton Park entrance to Parklands has no safe crossing of Lilyfield Rd	Provide a safe combined bicycle and pedestrian crossing that links to paths in Easton Park.	
3	Gordon St entrance unsafe	Redesign Gordon St/Lilyfield Rd intersection to cater for new usage. Move raised section to the centre of the intersection. Remove northbound slip lane into Gordon St. Provide for right turn cycle movement off Lilyfield Rd into Parklands. Provide safe northbound exit of Parklands across Lilyfield Rd into Gordon St by cyclists. Remove dangerous lip on	

Item	Problem	Recommendation	Illustration
4	Turn into Lilyfield Rd from Victoria Rd is dangerous for cyclists, with no permanent clear warning to motorists of cyclists' presence	<p>driveway into Parklands.</p> <p>Provide formal pedestrian/cyclist crossing of Lilyfield Rd further west of Victoria Rd to allow safe passage of cyclists across Lilyfield Rd and clear notice to motorists of cyclist/pedestrian presence and movements.</p>	

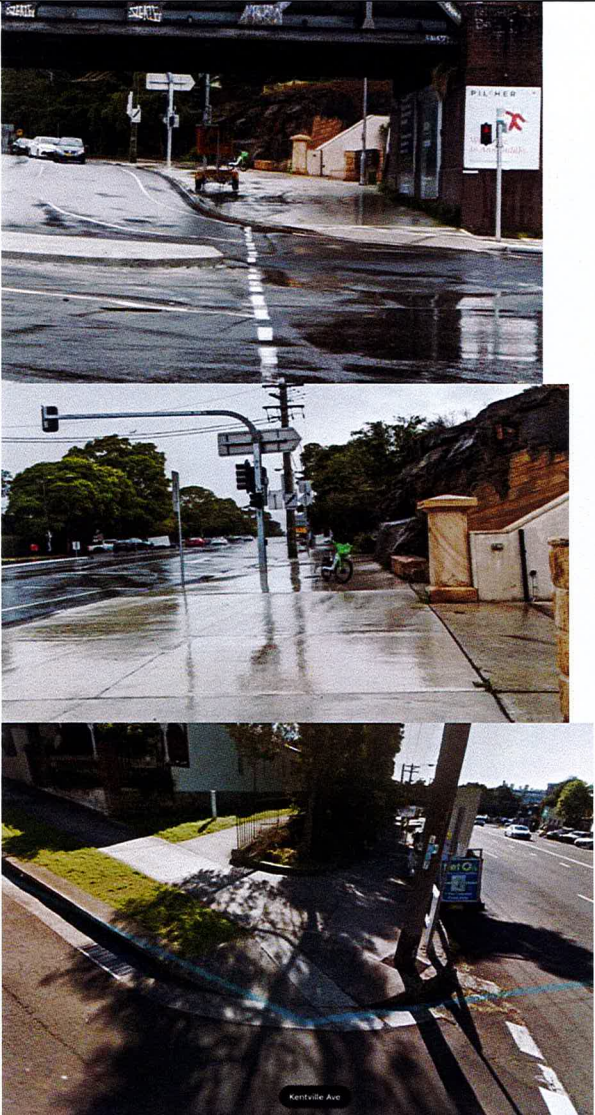
Item	Problem	Recommendation	Illustration
5	Gordon St uphill cycle route is unsafe	Provide differential lane treatment between on Gordon St northbound between Lilyfield Rd and Victoria Rd. Remove car parking on west side and provide a clear delineated cycle lane.	 A photograph of a street scene. In the foreground, there are three signs on a metal post. The top sign is orange with a black bicycle icon and the text 'WATCH FOR BICYCLIST'. Below it is a white sign with a red border that reads 'NO 2P LISTS USE LANE'. To the right, on a separate post, is a circular speed limit sign with the number '50'. The street is paved and has a concrete curb on the left. A white car is driving away in the distance. The background is filled with green trees under a clear blue sky.


Item	Problem	Recommendation	Illustration
6	Lilyfield Rd footpath from Ryan St to Catherine St has no paved path and has dangerous tree roots	Improve pedestrian access to/from Parklands from Light Rail stop by providing a paved footpath or boardwalk as appropriate.	 The illustration consists of two photographs. The top photograph shows a white SUV parked on the side of a road. A large tree trunk is visible on the right, with its roots extending across the asphalt and into the area where a footpath would be. A person is standing near the car. The bottom photograph shows a close-up of a large tree trunk with thick, gnarled roots that have grown over the edge of the road and onto the footpath area, creating a significant obstacle for pedestrians.


Item	Problem	Recommendation	Illustration
7	Uphill cycle lanes on Lilyfield Rd between Ryan St and Catherine St can be subject to opening car doors	Reconfigure Lilyfield Rd cycleway to allow wider uphill cycle lanes and opposite lanes with central bicycle logos. Refer to Complete Urban proposed treatment for Lilyfield Rd cycleway.	
8	Parklands access at Brenan St is complicated and inadequate, especially for larger 'cargo' bikes	Provide a safe combined bicycle and pedestrian crossing that links to Parklands to Whites Creek path, Brenan St and Railway Pde. Remove dangerous rails and bollards. Extend grate to cover all of gutter.	

Item	Problem	Recommendation	Illustration
9	Entrance to Whites Creek path (south side of Brenan St) has a lip dangerous to cycle riders	Remove lip to create smooth entrance as in pram ramp treatments.	
10	Whites Creek path nearby has a rough section of casuarina tree roots causing a trip hazard	Re-pave pathway as part of general asset maintenance.	

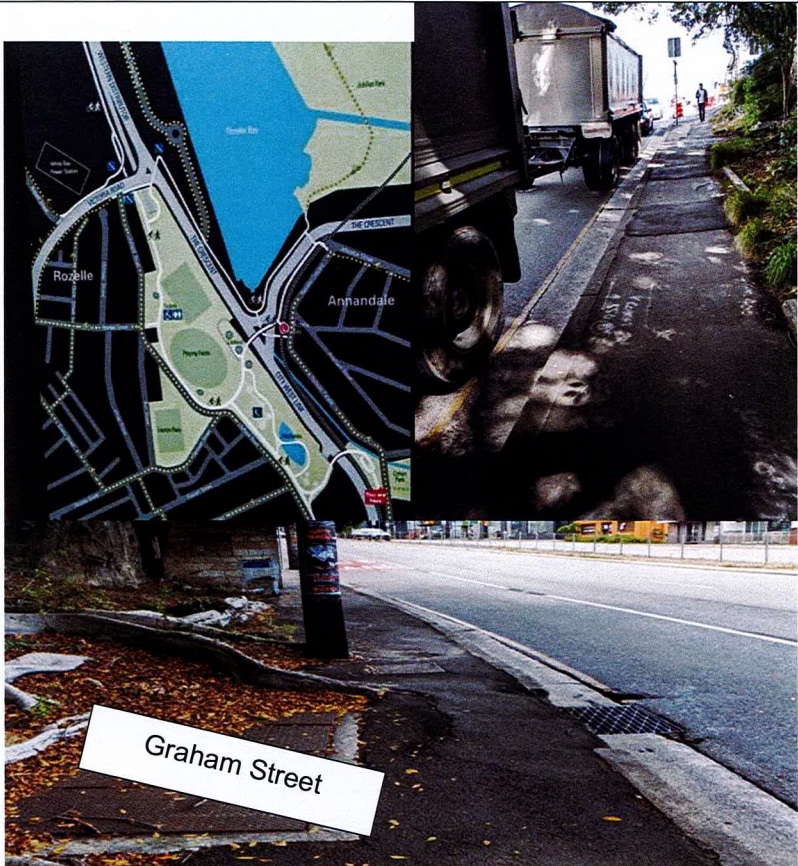
Item	Problem	Recommendation	Illustration
11	Path entrance to Rozelle Bay Light Rail station from Railway Pde is awkward and has poor sight lines	Reconfigure entrance to provide better safety for pedestrians and cycle users.	

Item	Problem	Recommendation	Illustration
12	<p>Cycle movement for Annandale residents to access Glebe Foreshore Parks has been made inconvenient and unsafe because of the widened roadways at The Crescent and Johnston St intersection</p>	<p>Provide safe and clear cycle facilities suitable for children and families through this intersection, including cycle lanes on the northern end of Johnston St and ways of crossing Johnston St at the new intersection.</p>	 <p>The illustration consists of three photographs. The top photo shows a street intersection with a white dashed line down the center and a 'PILMER' sign on the right. The middle photo shows a street intersection with a traffic light and a person on a bicycle. The bottom photo shows a street intersection with a blue-painted cycle lane and a 'Kerrville Ave' sign.</p>


Item	Problem	Recommendation	Illustration
13	Southbound lane on The Crescent under the Light Rail bridge has no cycle lane, despite adequate space available	Provide a cycle lane for cyclists to allow safe south bound cycle movement along The Crescent towards Annandale, Glebe, Camperdown and Sydney University.	 A photograph showing a road under a bridge. A newly paved asphalt lane runs parallel to the road. A yellow and black striped bollard is placed at the edge of the lane. In the background, a person is riding a bicycle, and a white car is visible. A billboard for DoorDash is visible on the left side of the road. The billboard text reads: "LESS COOKING, MORE EATING. DOORDASH. TAP INTO HOLIDAY MODE."

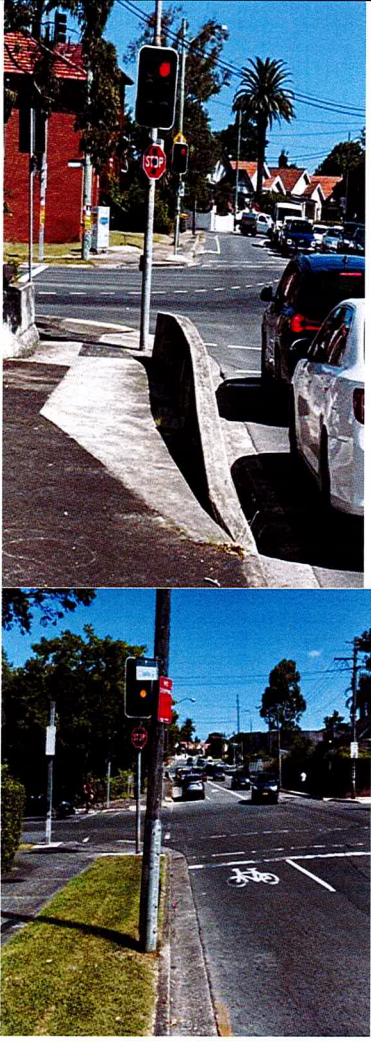
Item	Problem	Recommendation	Illustration
14	No direct access from Parklands to White Bay Power Station site	Provide a cycle /pedestrian link from the Anzac Bridge cycleway across to Roberts St via White Bay precinct. Would improve Balmain access to the Parklands. Could also be a very useful active transport link for future Biennale exhibitions patrons.	

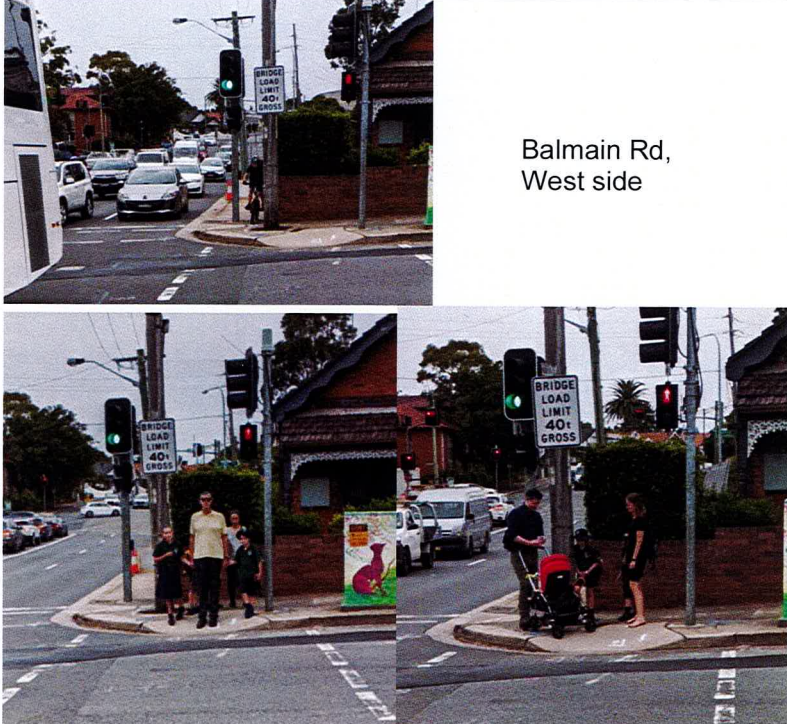
Item	Problem	Recommendation	Illustration
15	Current 50km/h speed limits on streets adjacent to the Rozelle Parklands are too high, given the changed usage and character of the area	Lower speed ratings on Gordon St (from Victoria Rd to across Lilyfield Rd into Parklands), Brenan St and Railway Pde, and Lilyfield Rd from Victoria Rd to Ryan St. These are all Low Traffic Neighbourhoods and should be progressively lowered to 30km/h.	

Item	Problem	Recommendation	Illustration
16	<p>Some signage maps within Parklands are misleading and dangerous. The narrow section of 'footpath' on Victoria Rd between Quirk and Maney Sts is unsuitable for cycling as riders could easily fall onto the busy roadway</p>	<p>Cycle movement from Quirk to Maney adjacent to Victoria Rd should be barred by appropriate physical barriers and alternative route signage be installed. Parklands information signs and maps to be updated to reflect this change.</p>	 <p>The illustration consists of two parts. On the left is a map showing the area around Parklands, with labels for 'Rozelle', 'Annandale', and 'The Crossing'. A blue area represents 'Travis Bay'. On the right is a photograph of a narrow footpath on Victoria Rd. A large truck is parked on the road, and a person is walking on the footpath. A signpost on the sidewalk is labeled 'Graham Street'.</p>

Item	Problem	Recommendation	Illustration
17	Dog leash areas close to designated shared cycleways can be dangerous, especially for child riders	<p>(NOTE: council site says no off-leash areas in Rozelle Parklands)</p> <p>Council must designate dog off-leash areas away from shared cycleways. The Balmain Rd Sporting Ground should not have an off-leash area as portion of these grounds could be used in future to provide a cycle/pedestrian path inside the Callan Park from Wharf Rd to Cecily St, avoiding the busy and unsafe Balmain Rd.</p>	<p>Parks with off leash areas</p> 
18	The 90deg angle parking proposed for Lilyfield Rd (presumably between Gordon St and Ryan St) could cause danger to passing cyclists and present sight problems for motorists	Council must indent the parking into the Parklands in this section so that adequate cycle lane width is maintained on Lilyfield Rd.	


Item	Problem	Recommendation	Illustration
19	Catherine St intersection on Lilyfield Rd is dysfunctional and dangerous to cycle and pedestrian movements	Provide a pedestrian/cycle crossing on the northern end of Catherine St and formalise northbound cycle movement on Catherine St by appropriate legal treatments providing protection for cyclists and clear guidance for motor vehicle movements.	

Item	Problem	Recommendation	Illustration
20	Cycle lanes on Balmain Rd between City West Link and Lilyfield Rd are discontinuous, making this a barrier to safe cycle movement across this major intersection	Reconfigure lanes and unused footpath space on east side of rail bridge and CWL crossing to facilitate continuous north/south safe cycle movement on <u>both</u> sides of Balmain Rd.	 <p data-bbox="1630 683 1783 740">Balmain Rd, East side</p>

Item	Problem	Recommendation	Illustration
20 (cont)			 <p data-bbox="1646 383 1803 438">Balmain Rd, West side</p>

21	Lilyfield Rd gradient between Hawthorne Canal and James St intersection presents a challenge for inexperienced cyclists	Investigate an off-road route between Hawthorne Canal and Balmain Rd intersection in a corridor between the City West Link soundwall and adjacent properties, offering a preferable gradient (<i>see B Ashley Plan - 2019 below</i>)	
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22	Lilyfield Rd between Derbyshire Rd and Balmain Rd has space limitations for a bi-directional cycleway due to potential loss of parking	Investigate a safer off-road route from Derbyshire Rd to the Balmain Rd intersection between the City West Link soundwall, the Light Rail corridor and adjacent properties.	 A photograph showing a narrow, gravel-covered path or driveway. On the left side, there is a building with a corrugated metal roof and a dark fence. On the right side, there are dense green trees and foliage. The path leads away from the building towards the background under a clear blue sky.
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Summary

The Inner West Bicycle Coalition commends the Rozelle Parklands Master Plan for its vision to enhance sport, recreation, and active transport. We are optimistic about the health, social, and environmental benefits it promises. Despite many of our suggestions made post-UDLP and during construction being unheeded, we're still keen to see improvements in the cycle network connections.

Our submission highlights the need for safer, better-designed entrances and crossings, improved pathways, and reconfiguration of surrounding streets to accommodate cyclists and pedestrians effectively. We propose specific changes, such as reconfiguring lanes, removing hazards, and reducing speed limits, which are crucial for the safety and usability of the parklands.

We urge the Council to address these issues, keeping in mind the broader community's active transport needs. Additionally, we anticipate that the Council will leverage available funding from Transport for NSW for these enhancements.

We look forward to the realization of a safer and more connected Rozelle Parklands.

Kind regards

Neil Tonkin
Advocacy Coordinator
Inner West Bicycle Coalition

APPENDIX G: ROZELLE PEDESTRIAN AND CYCLEWAY IMPROVEMENTS

The following text has been transcribed from section 2.1.3 of revision 9 of the Staging Report for the M4-M5 Link Project, published by TfNSW in October 2023.

Stage 3 - Rozelle pedestrian and cycleway improvements

The key low impact work elements of the project that would be constructed during Stage 3 include:

- A raised threshold at the intersection of Moodie Street and Victoria Road and a single direction cycle lane with a cycle separator along both sides of Moodie Street between Victoria Road and Waterloo Street with on-road cycle markings
- Reinstate cycle line markings along Waterloo Street
- Reinstate cycle line markings along Darling Street between Waterloo Street and Red Lion Street
- Mill and re-sheet of Red Lion Street to improve motorist and cyclist ride quality. Reinstatement of bicycle lane markings along Belmore Street and Red Lion Street with additional signage also instated.
- A raised threshold at the end of Red Lion Street prior to the intersection with Evans Street
- Addition of two raised thresholds within Evans Street one near Red Lions Street and the other near Belmore Street
- A raised threshold in Kenniff Street near Evans Street
- Cycle lane markings along Kenniff Street, Elizabeth Street and Quirk Street as far as Gordon Street
- Traffic calming measures along Gordon Street between Quirk Street and Lilyfield Road including raised thresholds at the intersection of Quirk Street and Gordon Street.

For Victoria Road, the following sign relocations are required:

- The Red-light speed camera sign is proposed to be relocated further away from the kerb north of Crystal Street. This removes an obstacle from the southbound cycleway and allows for a smoother shared path which improves safety for pedestrians and cyclists.
- Relocation of the Children Crossing sign between Crystal and Wellington Streets to enhance safety for pedestrians and cyclists in proximity to petrol station. Children Crossing sign is proposed to move 1m from power pole in proximity to bus stop north of Wellington Street.
- Relocate bus lane and clearway sign to kerb south of Wellington Street, Cantilevered post height of 2.5m to bottom of clearway sign
- The mixed traffic sign pole south of Darling Street is proposed to be removed and replaced with new post to 2.5m above path level
- Relocation of clearway sign parking sign onto one post closer to kerb north of Ellen Street
- Proposed removal and re-installation of the red-light speed camera sign on a single post with cantilever arrangement
- Adjust height of clearway and bus lane sign to above 2.5m path level.
- Relocate pedestrian/cyclist sign closer to fence north of Evans Street.
- Relocate bus lane and clearway sign to kerb north of Mackenzie Street, height of 2.5m to bottom of clearway sign
- Relocate bus lane and clearway sign to kerb north of Loughlin Street, height of 2.5m to bottom of clearway sign

- Remove White Cruise Bay terminal posts north of Robert Street. Design and install on single post cantilever.

For Victoria Road, the following civil works are required:

- Existing footpath pavement between Crystal Street and Wellington Street is proposed to be re-surfaced with the existing pavement treatment
- Asphalt surfacing, concrete footpath and vehicle cross over for 121 Victoria Road are all proposed to be re-surfaced.

The Rozelle Stage 3 pedestrian and cycleway improvements required by CoA E58 form an inherent part of the project as described in Schedule 1 of the CoA. The Pedestrian and Cycle Implementation Strategy required by CoA E60 contemplates staging of works and requires all works arising from the Pedestrian and Cyclist Implementation Strategy (including the CoA E58 Rozelle pedestrian and cycleway improvements), to be implemented prior to the commencement of project operations, except as permitted by the CoA. As contemplated by the definition of Operation in Schedule 1 of the CoA, there may be overlap between the carrying out of construction and operation and as permitted by CoA A13, the project will be staged, with Stage 1 and Stage 2 becoming operational whilst construction of Stage 3 is undertaken.