

**Submission
No 1**

INQUIRY INTO IMPACT OF THE ROZELLE INTERCHANGE

Organisation: Inner West Bicycle Coalition

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Lilyfield NSW 2040

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Rozelle Interchange and Parklands Cycling Defects and Recommendations Report February 2024

By email to:
Minister for Roads
Minister for Transport
Minister for Planning
Member for Balmain balmain@parliament.nsw.gov.au

Introduction

The Inner West of Sydney is a vital road transport corridor and hub. It also offers the possibility of quality active transport links because of its close settlement pattern and proximity to the Sydney CBD and surrounding suburbs.

The Rozelle Interchange, as part of WestConnex, promised faster road travel times, at a price. History will show whether these time savings are achieved, or the traffic jam merely moved.

The project also promised improved local connectivity for walking and cycling (Appendix N of EIS), but did not promise to build them. This was delegated to 'others', in particular local councils who do not have adequate capital budgets to fund these links.

The EIS did not properly address cycle needs in the busy Victoria Rd corridor from Iron Cove Bridge to The Crescent, offering only band-aid solutions. The current cycle treatment of this critical active transport corridor is completely unacceptable.

As many of the car trips in the Inner West are less than 5 km, providing quality cycle facilities would allow many car trips to be replaced by safe, healthy, inexpensive, environmentally beneficial bicycle and walking trips.

Unfortunately, there are many deficiencies in the Rozelle Interchange and Rozelle Parklands cycle network construction which show that active transport has not been properly catered for, either through cost cutting measures or an inability to properly integrate it with local active transport networks and desire lines.

The Inner West Bicycle Coalition and its member groups Ashfield Bicycle Group and Bike Leichhardt have strived through the EIS development phase and the construction phase to highlight how important cycling is to achieving a liveable, safe, healthy well-connected community.

Some notice has been taken of our practical suggestions, but the current state of cycling infrastructure that the project has achieved is inadequate. Although the surrounding cycle network is dated and mediocre, some of the 'improvements' brought about by the Rozelle Interchange have made local cycle travel even more difficult than it was ten years ago.

The purpose of this report is to show the deficiencies and how they can be resolved.

Detailed Considerations

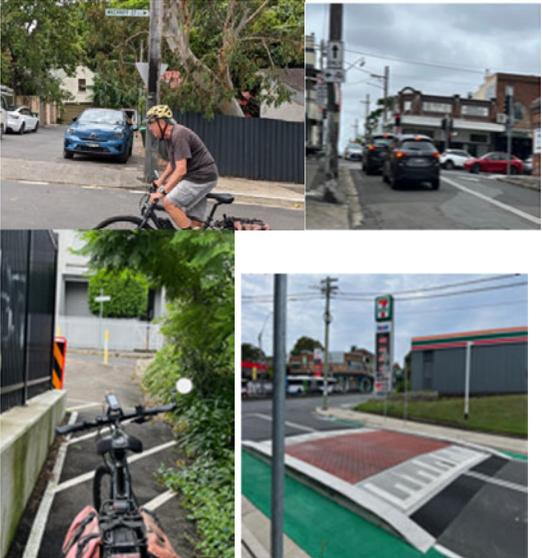
Item	Problem	Recommendation	Illustration
1	Victoria Rd shared path past White Bay Power Station remains narrow, is obstructed by dangerous signage and poles and has poorly designed ramping. No bicycle lights on crossing.	Ramp needs to be wider (or better angled) to cater for two directional bicycle traffic along Victoria Rd shared path near Robert St. Consider running the path behind the hoarding and fence allowing more space and a better grade. Install bicycle lanterns at Robert St crossing.	
2	No protection from errant vehicles mounting kerb.	Provide protective barriers, or relocate cycleway behind fence on White Bay Power Station land.	

Item	Problem	Recommendation	Illustration
3	Turn into Lilyfield Rd from Victoria Rd is dangerous for cyclists, with no permanent clear warning to motorists of cyclists' presence	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.	 The illustration consists of two photographs. The top photograph shows a street intersection from a high angle. A dark-colored car is in the process of turning right from a road onto another road. The road surface has white dashed lines. The bottom photograph shows a close-up of a red post with a white sign that reads 'LOOK RIGHT' with a blue arrow pointing to the right. The sign is placed on a sidewalk at the corner of a street. A silver car is partially visible in the background.

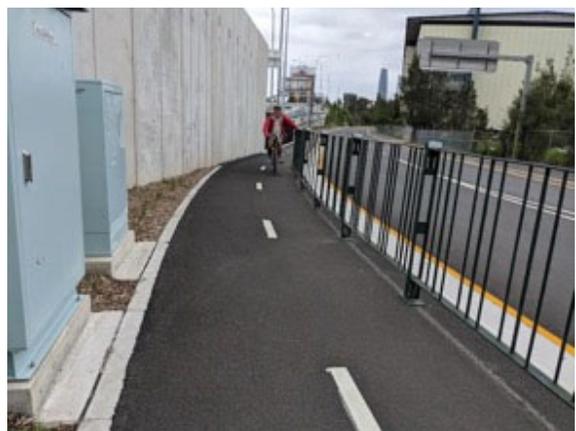
Item	Problem	Recommendation	Illustration
4	Narrow footpath adjacent to Victoria Rd from Quirk St to Maney St Rozelle is narrow and rough, not suitable for cycle use, danger of overbalancing onto busy Victoria Rd	Install No Bicycle Access signs alongside Victoria Rd between Quirk and Maney Sts to discourage cyclists from accessing this dangerous area.	 The illustration consists of two photographs. The top photograph shows a narrow, paved footpath running alongside a road. A large truck is parked on the road, and a person in a high-visibility vest is walking on the footpath. The bottom photograph is a close-up of the pavement, showing a rough, uneven surface with a large, dark, irregularly shaped area that appears to be a pothole or a damaged section of the pavement. The surrounding area is covered with fallen leaves.

Item	Problem	Recommendation	Illustration
5	Victoria Rd shared path at Darling St Rozelle bus stop is still too narrow, only allowing one way cycle traffic	Widen easement for footpath and cycleway, as recommended in the Draft Victoria Rd Public Domain Masterplan.	
6	Victoria Rd shared path adjacent to Rozelle Public School has more road signs obstructing cycle and pedestrian movement	Remove obstructive signage on pathway and relocate by other means.	

Item	Problem	Recommendation	Illustration
7	Victoria Road shared path east of Terry St still has inadequate room to accommodate cyclists and bus patrons	Widen easement for footpath and cycleway to allow cycle movement behind bus stop. Refer to Draft Victoria Rd Public Domain Master Plan showing re-allocation of lane space following opening of Iron Cove Link tunnel.	
8	New slip lanes on south side of Victoria Rd at Springside and Callan St Rozelle cut straight across the shared path with no warning to motorists, dangerous to pedestrians and cyclists	Remove slip lane treatment favouring motor movement only. Erect warning signs to warn left turning motorists of cyclist presence/movements. Install raised priority crossing for cyclists and pedestrians.	

Item	Problem	Recommendation	Illustration
9	<p>The backstreet cycle route from Quirk St to Moodie street Rozelle is unacceptably hilly, awkward and unsafe. Grades for Kenniff and Waterloo are 14% and 10%, Austroads recommends 3-5%. Busy cross streets at Darling, Evans and Moodie have no warning to motorists of the cycle route. Moodie St cycle treatments poorly located. Cycle route is rarely used.</p>	<p>Provide adequately wide shared path on north side of Victoria Rd as recommended in the Draft Victoria Rd Public Domain Master Plan. South side access to north side of Victoria Rd can be from Gordon, Darling, Terry and Wellington St crossings.</p>	 <p>The illustration consists of four photographs. The top-left photo shows a cyclist wearing a helmet and a dark shirt riding on a narrow, paved path next to a dark fence, with a blue car parked nearby. The top-right photo shows a busy street intersection with multiple lanes of traffic and buildings in the background. The bottom-left photo is a first-person perspective from a cyclist looking down a narrow path bordered by a concrete wall on the left and greenery on the right. The bottom-right photo shows a green-paved cycle lane with white directional arrows and a red brick-paved area at a street crossing.</p>

Item	Problem	Recommendation	Illustration
10	Shared path on south side of Victoria Rd between Moodie and Wellington Sts stops abruptly at Wellington St	Extend shared path eastwards to Darling St to facilitate north and south cycle movements at this key intersection.	
11	Cycle crossing of James Craig Rd slip lane requires difficult turn, encouraging cyclists to make unpredictable, unsafe movements across the following wide intersection	Reconfigure cycle route to provide clear logical and straighter line for cyclists to follow.	

Item	Problem	Recommendation	Illustration
12	Poles and signal boxes on City West Link near James Craig Rd intersection obstruct the shared path, presenting a hazard to cyclists	Move the signal box back to the fence to allow more space for cycle movement.	
13	Newly constructed shared path adjacent to James Craig Rd is narrow, not complying with Austroads specifications. NB that the adjacent motor traffic lanes are 5m wide.	Improve width to standards,	

Item	Problem	Recommendation	Illustration
14	<p>Current 50km/h speed limits on streets adjacent to the Rozelle Parklands are too high, given the changed usage and character of the area</p>	<p>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 could be candidates for Low Traffic Neighbourhoods and should be progressively lowered to 30 km/h.</p>	
15	<p>Gordon St uphill cycle route is unsafe. Speed cushions are a hazard to cyclists, encouraging them to track too close to parked cars or too close to the centre of the road</p>	<p>Provide differential lane treatment on Gordon St northbound between Lilyfield Rd and Victoria Rd. Remove car parking on the west side and provide a clear delineated cycle lane. Consider a 30km/h speed limit for this congested street.</p>	

Item	Problem	Recommendation	Illustration
16	Gordon St entrance unsafe	<p>Redesign Gordon St/Lilyfield Rd intersection to cater for new usage. Move the 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 driveway into Parklands.</p>	
17	Easton Park entrance to Parklands has no safe crossing of Lilyfield Rd	<p>Provide a safe combined bicycle and pedestrian crossing approximately near the changing sheds in Easton Park that links to paths in Easton Park.</p>	

Item	Problem	Recommendation	Illustration
18	Ryan St/Lilyfield Rd access to Parklands is temporary and dangerous.	Provide a properly designed entrance that has good sight lines, adequate warning to motor traffic, a safe, combined bicycle and pedestrian crossing with smooth mesh ramping to cope for pedestrians, disabled users and cycle riders.	

Item	Problem	Recommendation	Illustration
18 a	See the Ryan St crossing design by Complete Urban for Lilyfield Rd cycleway.		 An architectural rendering of a street crossing design. The drawing shows a wide road with a central cycleway. A green-paved path crosses the road, with a small structure or shelter in the middle. The design includes various lane markings, traffic lights, and street furniture. The word 'COMPLETE' is visible in the bottom right corner of the drawing area.

Item	Problem	Recommendation	Illustration
19	Lilyfield Rd footpath on south side of road from Ryan St to Catherine St has no paved path and has dangerous tree roots	Improve pedestrian access to Parklands to/from Lilyfield Light Rail stop by providing a paved footpath or boardwalk as appropriate.	
20	Poor quality of cycle lane pavement on Lilyfield Rd not remediated after construction	Remediate Lilyfield Rd pavement and restore cycle lane markings.	

Item	Problem	Recommendation	Illustration
21	<p>Although the Parklands has two good north/south connections, western access beyond Ryan St is not considered. The Lilyfield Rd gradient between Hawthorne Canal and James St intersection presents a challenge for inexperienced cyclists</p>	<p>Investigate an off-road route between Hawthorne Canal and Balmain Rd intersection in a corridor between the City West Link sound wall and adjacent properties, offering a preferable gradient (<i>see B Ashley Plan - 2019 below</i>)</p>	



Item	Problem	Recommendation	Illustration
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 sound wall, the Light Rail corridor and adjacent properties.	
23	Parklands access at Brenan St Lilyfield is complicated and inadequate, with bollards presenting a cycle hazard, especially for larger 'cargo' bikes	Provide a safe combined bicycle and pedestrian crossing on Railway Pde that links Parklands to Whites Creek path, Brenan St and Railway Pde. Remove dangerous rails and bollards. Extend the grate to cover all of the gutter.	

Item	Problem	Recommendation	Illustration
24	Entrance to Whites Creek path (south side of Brenan St) has a lip dangerous to cycle riders	Remove the lip to create a smooth entrance as in pram ramp treatments.	
25	Path entrance to Rozelle Bay Light Rail station and Rozelle Bay shared user path from Bayview Cres is awkward and has poor sight lines	Reconfigure entrance to provide better space and safety for pedestrians and cycle users.	

Item	Problem	Recommendation	Illustration
26	Gaps in Light Rail crossing of rails	Consider application of Strails (rubber inserts) currently being trialled by TNSW.	
27	Dangerous chicanes at Rozelle Bay Light Rail entrance could cause congestion at peak times for patrons wishing to access the Green Link Bridge to Lilyfield from Annandale	Reconsider layout in the light of rail patrons and through traffic use of pedestrians and cyclists,	

Item	Problem	Recommendation	Illustration
26	Underpass of Light Rail at Railway Pde remains closed stopping access to waterfront path	Open to allow movement of pedestrians and cyclists at grade access to Blackwattle Bay, Rozelle Bay path and James Craig Rd.	 <p>The illustration for item 26 consists of three photographs. The top-left photo shows a closed pedestrian path with a sign that reads 'NO ENTRY' and 'NO CYCLISTS'. The top-right photo shows a similar closed path with a sign that reads 'NO ENTRY' and 'NO CYCLISTS'. The bottom photo shows a wide, paved path with yellow markings, indicating the proposed open access for pedestrians and cyclists.</p>
27	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	Provide safe and clear cycle facilities suitable for children and families through this intersection, including cycle lanes on the northern end of Johnston St up to Rose St and ways of crossing Johnston St at the new intersection.	 <p>The illustration for item 27 consists of three photographs. The top-left photo shows a wide, paved road with a cycle lane. The top-right photo shows a similar wide, paved road with a cycle lane. The bottom photo shows a close-up view of a cycle lane with a sign that reads 'NO ENTRY' and 'NO CYCLISTS'.</p>

Item	Problem	Recommendation	Illustration
28	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.	
29	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 upcoming and future Biennale exhibitions patrons.	

Item	Problem	Recommendation	Illustration
30	<p>Balmain Rd and City West Link intersection is relevant to Parklands and was caused by previous bad RTA practice from poor intersection design oblivious to pedestrian and cycle needs</p>	<p>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> <p>Remove power pole on corner of Balmain Rd and Lilyfield Rd to create waiting space for pedestrians and young cyclists attending Orange Grove School, Callan Park and Bay Run.</p>	

Item	Problem	Recommendation	Illustration
31	<p>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. TNSW and its forebears (RTA) caused this problem when the CWL was built.</p>	<p>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> <p>TNSW has the authority to fix this problem.</p>	

Summary

The Rozelle Interchange, and Rozelle Parklands in particular, have provided substantial improvements for active transport. The shared paths within the Parklands, although not separated, as recommended by the Inner West Bicycle Coalition, are wide and provide good linkages, especially to the east to the Anzac Bridge cycleway.

The Rozelle Parklands will enhance sport, recreation, and active transport opportunities. We are optimistic about the health, social, and environmental benefits they promise.

However, we are very disappointed that the Victoria Road shared pathway has not been enhanced commensurate with the quality facilities afforded to motorists in the adjoining motorways. Ideally, we would like the draft Rozelle Public Domain Masterplan to be adopted which would markedly improve safety, access and liveability to this currently tired and dangerous precinct.

We have shown how many of the linkages to the north, south and west of the Interchange and Parklands have serious deficiencies and need remediation to realise their active transport potential. Indeed, Transport NSW recognises the importance of the Lilyfield Rd corridor in its work on Eastern Harbour City Strategic Cycleway Corridors. We are disappointed that these works concurrently being performed by Transport for NSW have not been coordinated.

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 of pedestrians, cyclists and the local community.

We urge the Ministers to address these issues, keeping in mind the broader community's active transport needs and the safety, health and social equity benefits that could result from these improvements. We invite you to a site inspection, preferably on bicycles, by yourself and your officers so that these issues and solutions can be fully understood and resolved.

We acknowledge the RIC Active Transport Non-Compliance and Defects Report prepared by Rozelle Parklands Active Transport and Community Hub Inc., and wholeheartedly support its findings, especially in the area of less-than-satisfactory compliance with state government documented promises.

We look forward to the realisation of safer and more connected active transport corridors, leveraging the work done to create the Rozelle Interchange and Parklands.

Kind regards

Advocacy Coordinator
Inner West Bicycle Coalition