

**Submission  
No 12**

## **INQUIRY INTO IMPACT OF THE ROZELLE INTERCHANGE**

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## **Submission to the NSW Parliamentary Inquiry to the Rozelle Interchange**

### **Pedestrian & Cycle access between Glebe and Balmain**

Balmain and Glebe are adjacent suburbs with a long-term connection between the two. With every so-called upgrade of the road system it gets harder, more complex and downright unpleasant to walk or cycle between the two.

We are supposed to be encouraging walking and cycling and the current upgrade does the complete opposite. There used to be a pedestrian bridge -- Beatrice Bush I think it was called-- that allowed relatively easy — and very obvious— access from the foreshore of Glebe to the northern side of Victoria Rd.

Now one has to cross two sets of lights (both with 'beg buttons'), and then along a path under Victoria Rd.

The alternative is to go all along Jame Craig Rd and then come up on to the ANZAC bridge. This is much further and is simply not realistic for pedestrians.

The only other way to cross Victoria Street is to go all the way up— and it is a hill—to the intersection with Gordon St where there are lights. The footpath along there is incredibly narrow and even has steps in it at the Merton Pub. It would be a nightmare to push a pram along it.

### **Access to White Bay Power Station**

The opening of White Bay Power Station and the poor pedestrian access in the whole area further highlights the car-centric designing. This weekend there were additional barriers along Robert and Mullens Streets, as well as people manning pedestrian crossings. This just further highlights how little thought has been given to pedestrian access — the access which allegedly we are trying to promote.

### **Metro Station**

The new Metro Station which is planned to open in 2024 should be made as pedestrian friendly as possible.

### **Hot and Noisy**

There used to be quite a few trees around the old route - bottom of the Crescent, Railway Parade and even along both sides of Victoria street. These are all gone. The result is that walking anywhere around there is very unpleasant. It is hot, noisy and smelly from the car exhausts of so many cars.

### **Closed Park**

Access via the paths in the currently closed park will improve access, but they will still be longer and involve crossing at more lights compared to the old access.

### **Summary**

The result is the so-called upgrade has significantly degraded pedestrian and cycle access between two adjacent suburbs.

