

9 December 2020

Our Ref: A35354926

Mr. Carl Dumpleton  
A/Director  
Infrastructure Management  
Department of Planning, Industry and Environment

Dear Carl,

**WestConnex M4-M5 Link Rozelle Interchange  
Infrastructure Approval (SSI- 7485 )  
Condition E58**

As you are aware, Transport for New South Wales (TfNSW) has recently been in discussions with the Department of Planning, Industry and Environment (the Department), regarding the works that will be required to meet condition E58 of the above infrastructure approval. E58 states that:

*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 A1.*

*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.*

To satisfy condition E58, TfNSW have engaged a specialist consultant to review, develop and provide options for improved connectivity for cyclists and pedestrians between Roberts Street and Springside Street Rozelle, as per the requirements of this condition. The strategy also needs to consider the requirements of the broader TfNSW network and will need to be developed in co-ordination with other TfNSW active transport initiatives. Further to this, the strategy and subsequent works will need to be planned around and in conjunction with future transport projects, including Sydney Metro West, Western Harbour Tunnel (subject to planning approval) and planned upgrades for Glebe Island Bridge.

TfNSW's specialist is developing a series of options to meet condition E58. To inform the suitability of these options a clear strategy for cycle and pedestrian movements around Victoria Road more broadly is required. TfNSW is seeking the best possible outcome for the broader community and user groups and will be working with all stakeholders to ensure this is achieved. The options that have been investigated to date are provided in the attachment below.

Therefore development of the final preferred option to meet condition E58 could not be determined prior to the finalisation of the pedestrian and Cycling Implementation Strategy

required by condition E60 and subsequently the Urban Design and Landscape Plan (UDLP) required under condition E133.

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.

As agreed in the meeting between TfNSW and the Department on 1 December 2020, TfNSW will be able to provide an update to the proposed strategy required to meet condition E58 in the second quarter of 2021. As discussed during the meeting, due to the Project's timing constraints, the UDLP approval process is required to continue and for the reasons provided in this letter, the Department will be able to approve the UDLP in full whilst condition E58 is being progressed.

Should you have any questions please do not hesitate to contact the Peter Morrall, Environment Manager on 0448 072528 or [peter.morrall@transport.nsw.gov.au](mailto:peter.morrall@transport.nsw.gov.au).

Yours sincerely,



**Tarnjit Chahal**  
**Project Director**  
**WestConnex 3B Rozelle Interchange Project**

**Attachment 1: Option Reviewed**

## Attachment 1 - Rozelle Interchange Condition E58 – Options Development

*“... provide improved connectivity for cyclist and pedestrians between Roberts Street and Springside Street ...”*

### Introduction

Transport for New South Wales (TfNSW) Rozelle Interchange project team, with specialist consultant McGregor Coxall, have developed a series of options to meet the E58 condition, however, it's becoming apparent the strategy should be developed in co-ordination with other TfNSW active transport initiatives, and in particular associated with Sydney Metro West and Western Harbour Tunnel projects, and planned upgrades for Glebe Island Bridge.

Additionally, the Department of Planning, Industry and Environment (the Department) has recently been liaising with TfNSW concerning the Department's proposed Bays West Place Strategy which will be interfacing with the Rozelle Interchange project along with the other projects in the area as mentioned above.

Outlined below are the options considered by TfNSW – an overall plan is shown overleaf.

### **Option 1 – Convert an existing lane on Victoria Road to a dedicated cycle lane**

This option was discussed with TfNSW's Sydney Coordination Office (SCO) network management and the feedback provided was that the lanes are required especially in the future scenarios when traffic numbers mature. However, it can be investigated to show the feasibility if they deem appropriate. TfNSW' SCO stated that further detailed assessments are required for this option before it could ever be considered viable.

### **Option 2 – Use the existing route used by along the East side of Victoria Road**

There is a lot of existing street furniture (bus stops, road signs and shop fronts) that would need to be removed to make this a feasible option. This is currently the quickest route along Victoria Road and is often used by cyclists. The peak commuter foot traffic makes this a heavily congested area and changes would need to be made to accommodate both user groups.

### **Option 3 - Use of existing parallel local road network**

The local road network has been reviewed and the local streets are too narrow and not suitable for use by cyclists, and it would also require the removal of parking spaces to accommodate the works. The option would require extensive stakeholder and community consultation.

### **Option 4 –Divert cyclist to use Gordon Street and run up the West side of Victoria Road**

Gordon Street is currently being used a temporary diversion with the suspension of car parking on one-side during the Rozelle Interchange work. Feedback from cycling groups has criticised the use of Gordon Street for cyclists due to its narrow nature and the remaining parked cars.

Further along and past the Darling Street intersection the WHT project will access the construction-dive site from Victoria Road. With the expected high volume of truck movements in and out of the WHT site until around 2026 implementing a cycle route along the West side of Victoria Road would not be appropriate. A temporary route would be via Waterloo Street, which would require consultation and engagement similar to Option 3, and part covered in Option 5.

This option is shown in the overall plan as Option A.

### **Option 5 - Divert cyclist to use Quirk Street and run up the West side of Victoria Road with a temporary diversion around WHT work site**

The use of Quirk Street and the bottom of Victoria Road has level change on footpath at the Victoria Road-Maney Street intersection and would be unsuitable for shared path and would

require significant changes to property entry to regrade footpath to make this suitable for use as a cycle route.

As highlighted in Option 4 an alternative route could be used to divert the cyclist off Victoria Road to avoid the WHT work site, however, improvements would be needed on the local roads to accommodate this.

This option is shown in the overall plan as Option B.

### Summary

All the options developed have key issues and would require significant measures to be implemented. Additionally, as mentioned in the introduction, the strategy should be co-ordinated with TfNSW active transport initiatives associated with other projects coming on stream in the Rozelle area, including the Department's Bays West Place Strategy.

TfNSW Rozelle Interchange project team is proactively engaging with these other projects and will be better placed to outline the strategy and the implementation to meet condition E58 in the second quarter of 2021.

Figure 1 Overall Plan – E58 Options Development (draft)

