

Bike Leichhardt

62 Lamb St
Lilyfield
NSW
Info@bikeleichhardt.org

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Director, Transport Assessments
Planning Services
Dept of Planning, Industry and Environment

Submission on Modified EIS - SSI 7485

The "Green Link" over The Crescent now no longer provides direct access to the foreshore. Bike Leichhardt can see the reasoning for achieving this instead by the new shared path bridge but we point out that for cyclists coming off the Anzac Bridge via what we hope will be (on the face of it, as no details are available) a path under Victoria Rd and along the linear Railyard Park this will be a long detour, first to the west then curling back to the new bridge. We would urge you to investigate a more direct connection, in more of a straight line from Victoria Rd underpass to the new crossing of City West Link to the foreshore path, recognising that a long ramp will be required to attain bridge level. Alternatively an underpass could be provided.

Cyclists may well decide to use the ramp down to Sommerville Rd under Anzac Bridge and use James Craig Drive, but this route is dangerous due to the narrow road under the bridge and usage by heavy vehicles and Port traffic. The shared path ramp down from the bridge is also steep and has sharp bends and unprotected railings. This route should be considered as a likely alternative route for cyclists and these issues should be addressed.

We also deplore the loss of Buruwan Park and the at-grade connection to Railway Pde and consider the Green Link a poor substitute, overshadowed by the flyover. We request that an at-grade shared path link be retained from the Railway Pde rail underpass, along the new line of The Crescent, next to the Mural, to Johnston St. We do note that there will be a multi phase

pedestrian crossing of The Crescent at City West Link, and this will provide a method of getting to the foreshore, but it will be longer and may take longer if light phasing favours City West traffic. In any case we request that bike lights be installed there.

Some cyclists using the Green Link will naturally want to descend to The Crescent level via the proposed pedestrian ramp, shown in purple on the diagrams. We can see this leading to conflict and enforcement issues and say that it would be much better if it was designed as a shared path.

Cyclists using the Green Link will also probably have to dismount to cross the light rail, and enforcement issues will arise. In our view it is safe to ride across the light rail if cyclists stop and look.

The gradient up to the light rail level from Railway Pde is quite steep, which will be a disincentive to those cyclists using Railway Pde from Leichhardt and Whites Ck areas, hence our request for an at grade connection. The gradient up Pritchard St and Annandale St is also quite steep, so the Green Link will not improve access to Annandale greatly.

We see Johnston St as being important for access to Annandale and note that there is nothing in the modified EIS to assist cyclists to use this street. An existing bike lane on the northbound side leading to The Crescent appears to have been replaced with a traffic lane. We request that a shared path or bike path be instituted between The Crescent and Rose St, to provide an easier gradient into Annandale, Kentville being steep.

Similarly on the southbound side of Johnston, a bike lane uphill or a shared path should be included or allowed for from The Crescent. Some angle parking could be removed to allow this. We note that requirement 60 in the EIS for a Bicycle Implementation Strategy could include works on Johnston St. It was a long term goal of the the former Leichhardt Council to provide a bike path or lanes along Johnston St.

Cyclists may also decide to use the existing pedestrian refuge on The Crescent, opposite the new skate park, to get to and from the City of Sydney parklands (and the Chapman Rd bike route) and Johnston St. We request that shared paths be instituted on The Crescent and around the slip road to Johnston St.


We ask that the bicycle shoulder from Chapman Rd southbound under the light rail bridge on the Crescent be retained, and that the shoulder be maintained at least as far as the Refuge

Crossing and preferably as far as any access path into the Parklands and Chapman Rd that City of Sydney Council will be providing. As a longer term goal under E60 a two way bike path could be extended along The Crescent, from the refuge crossing, to Nelson St (a north south connector bike route) at least, noting that the new parklands mean no or little need for parking along that side of The Crescent and substantial sections are already No Standing near Trafalgar St bend.

The lights at Johnston St and The Crescent should also have bicycle lanterns.

Finally, we do not know if it is feasible but we ask that an underpass of The Crescent near Johnston St be investigated so that direct access to the foreshore can be provided for pedestrians and cyclists..

Robert Moore


Vice President

Bike Leichhardt Inc