

14 May 2020

Crescent Modification – Active Transport (SSI-7485-Mod-2)

<< Submission by Matthew Doherty >



Dear Mr. Shakir,

It was good talking with you today. Thank you for the opportunity, in these changed times, to provide my views in relation to the proposed Crescent Modification at Annandale/Lilyfield. My views are as follows:



Context

1. The Rozelle railyards are a fantastic open space whose value to the community must be maximised, in line with the Minister for Public Spaces' statements, and the Crescent modification represents the best (and possibly last) opportunity to do so in the Inner West.
2. The opportunity for connectivity here is immense. While the Crescent Modification may be primarily a roads project, it cannot and must not foreclose the chance to maximise the use of the Rozelle railyards as a wonderful community resource that facilitates active transport.
3. There are a range of excellent planning documents, still current in NSW, which outline principles that must be followed for a sustainable future. Sustainable infrastructure is key in all of this, and making best use of existing infrastructure must be among the first things considered. To this end, preservation of the extant rail corridor *and its viability* as part of the solution to Sydney's transport challenges is vital.
4. The [imminent] development of White Bay and the Bays Precinct is another key consideration. The potential for a Metro train station at White Bay, as part of a revitalised district, means that transport connections will be vital. There is a busy nearby bus-stop on Victoria Rd, with bus routes giving access to Drummoyne and the Ryde district. The interoperability of this Metro station would be remarkably enhanced if a connection to the IWLRL is provided for, and thus the rail corridor through the railyards is of critical importance and the proposed Crescent modification cannot be considered in isolation from these wider ramifications.

A Metro-Bus-Light Rail interchange at White Bay would signal a true commitment to the success of the Bays Precinct.

Strategies for the Future

5. The proposed flyover road proposed for the Crescent intersection with the Citywest Link should also involve an active transport bridge that the whole community can use.
6. Without being prescriptive about proposed treatments for this intersection and the flyover, I urge the NSW government and the Minister to seize the opportunity to provide for a multi-modal bridge *at the same time* as the proposed road bridge. This should provide for all persons wanting to both move through the area and to enjoy the outdoor environment that will be a real legacy for the project as it relates to the Rozelle railyards.

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7. The specifics of any treatment that is to realise these opportunities, such as a double-Y link for the IWLR line through the railyards (thus enabling a Rozelle Bay – White Bay – Lilyfield triangle) are for expert engineers to resolve.
8. This project represents a tremendous opportunity for intermodal transport in the area, and the multi-modal (or active transport) bridge that needs to be built as part of this project must commit sufficient space for use by vehicles of the Inner West Light Rail (IWLR) line. **This bridge must facilitate walking, cycling and transit in equal measure.**
9. There are wonderful community assets in the immediate vicinity that could be replicated here. I believe that the lovely brick viaducts across Bicentennial Park in Glebe, that currently serve as viaducts for the IWLR, are highly regarded by the local community and could be replicated in the Rozelle railyards.

Conclusion

The proposed bridge from the Crescent at Annandale across the Citywest Link and into the Rozelle Railyards must incorporate an adequate transit bridge, facilitating walking and cycling in a pleasant environment together with IWLR tram connectivity for those seeking to move further distances in a non-motorised fashion.

This is an opportunity that will not present itself again. The amazing community resource that will be achieved for the Rozelle railyards can truly be a fulcrum for the transport needs of wider Sydney in terms of interoperability.

The NSW government must be prepared to embrace a vision of adaptive reuse of the railyards alongside sustainability for the wider city.

Yours faithfully,

Matthew Doherty

