

Proposed amended modification design (subject to approval) of the Crescent overpass and green link:

Application number SSI 7485

This is a submission drawing attention to significant shortcomings in the amended modification design for the proposed Crescent overpass. I object to these deficiencies and propose an alternative which overcomes the shortcomings.

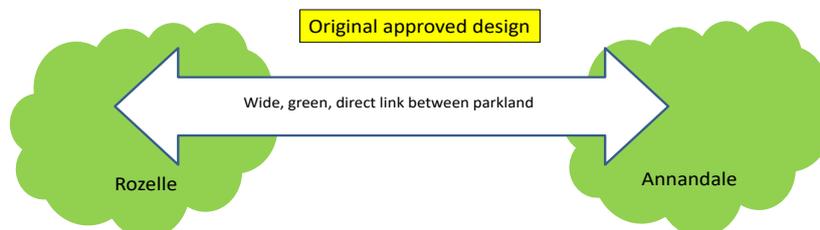
I am a resident of Rozelle and I am significantly impacted by the proposed overpass and have a vested interest in securing the best outcomes for the community but also from an engineering perspective.

First, I must say that the proposed amendments are a significant improvement on the original design. (Especially the lowering of the height of the overpass).

However, deleting the horseshoe-shaped, shared pathway over City West Link will only be an improvement if a direct, shared, link is provided between parkland on the Rozelle side and parkland of the Annandale side. The proposed modification does not provide this. Instead we have been offered a link, interrupted by a pedestrian crossing at Chapman Street with at least 6 lanes of traffic to negotiate. This is not user-friendly, nor is it “green”. Nor does it deliver a solution to the community concerned as expressed in the submissions on the proposed modification.

According to Response to Submissions Report April 2020 one of the main themes of the submissions was: “The community was concerned about the adequacy and quality of the proposed connections between the new park at Rozelle Railyards and the foreshore.”

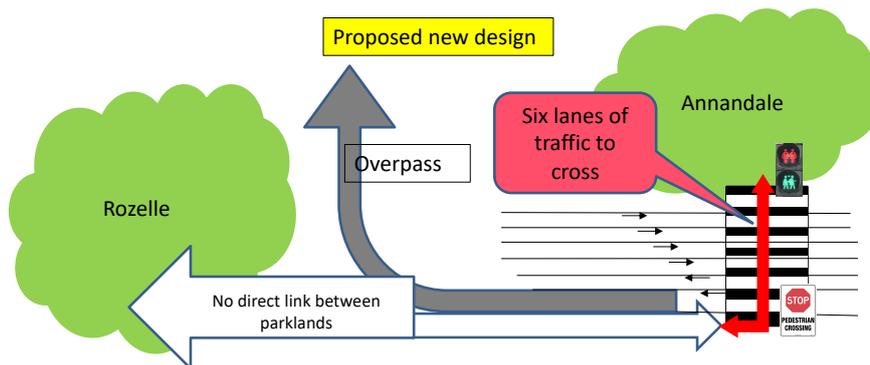
The original, approved, design for this section of the Westconnex project promised a direct, wide, green, shared link between Rozelle and Annandale. (see schematic below). Effectively, it promised to re-join the communities that have been divided by the goods yards and City West Link and provide a safe way for families, students etc to cross this divide.



.The actual Approved design is shown below. It provides direct links to both Rozelle and Annandale and to White's Creek and to the light rail station.



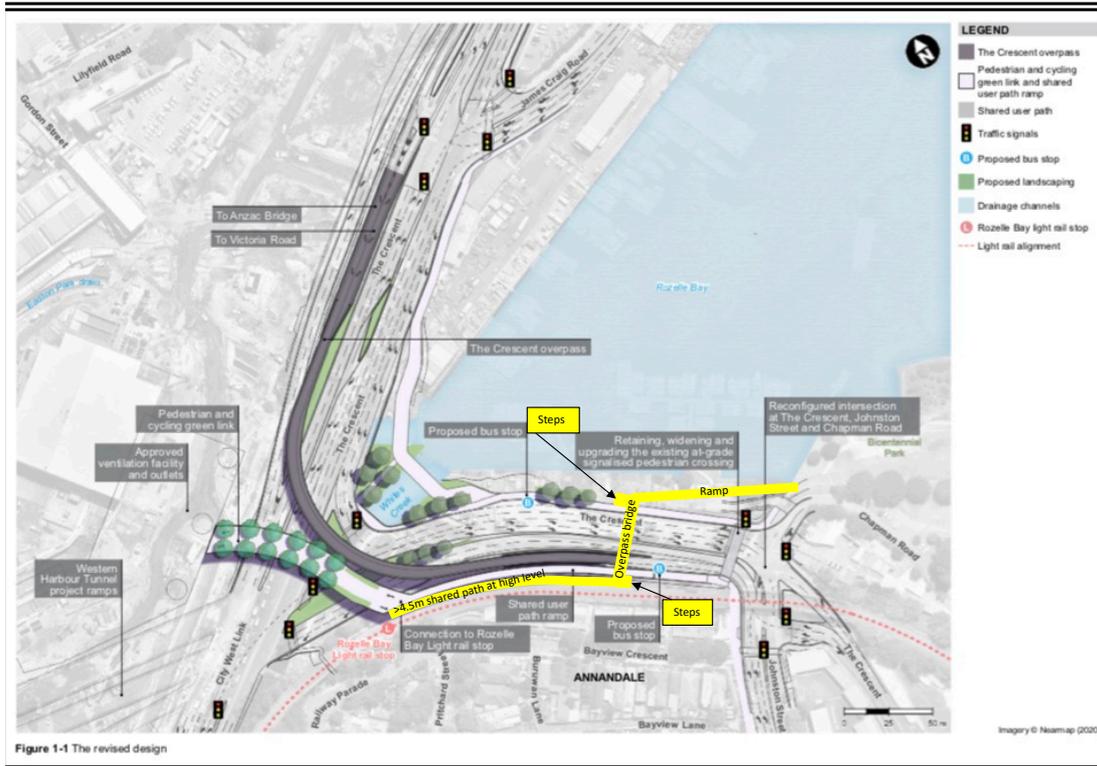
With the introduction of the new proposed overpass from the Crescent to City West Link, the direct, wide, green, shared link was lost and the modified proposal does not restore it. (See schematic diagram below).



What has been proposed is shared but is not direct; it is not especially wide and is only partially green. But the glaring issue is that the free movement of pedestrians and bike riders is brought to a dangerous, abrupt, halt by a pedestrian crossing and traffic lights. This arrangement is probably slightly better than the original proposal (with the traffic overpass) but it is still unsatisfactory and smacks of a lack of imagination and good-will. I think WestConnex can do much better.

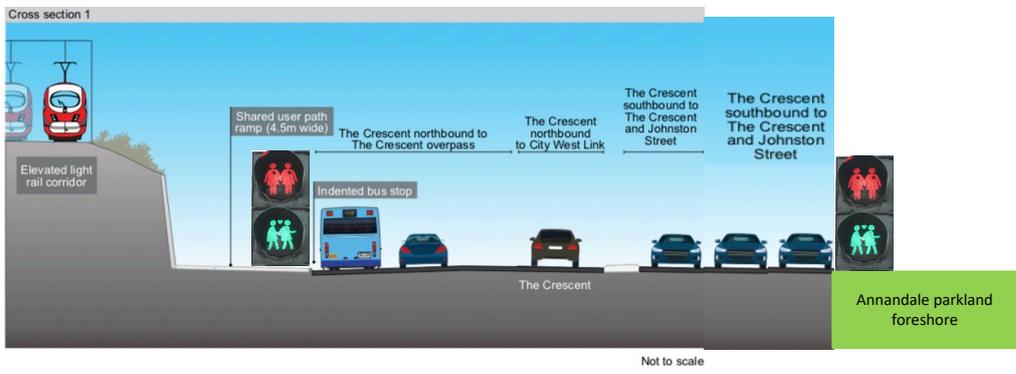
At least the horseshoe bridge DID provide a direct link (without having road crossings) between Rozelle and Annandale parklands (even if it was a bit of an eyesore and was very long). But your modification has deleted this overpass/bridge.

Basically, what I think could overcome this pedestrian-crossing-obstacle is a simple overpass of the crescent with a ramp to the foreshores on the Annandale side. (See diagram below).

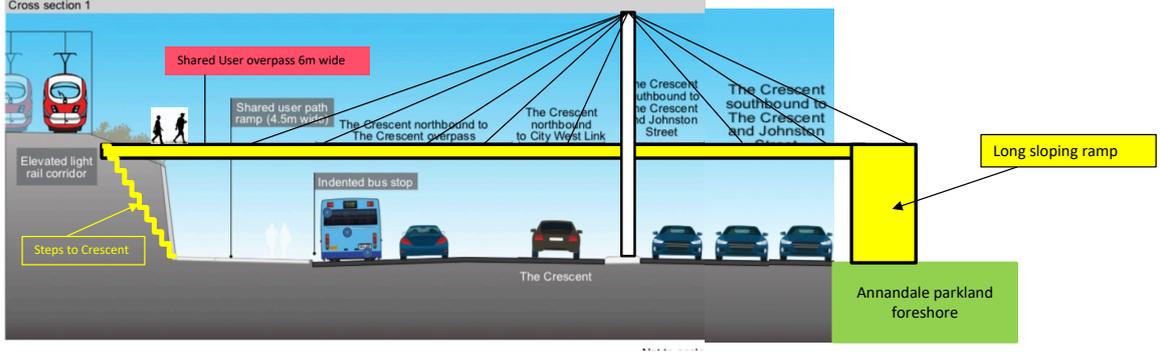


A cross section drawing at the point of the proposed overpass is shown below from the current design amendment. Below that is a superimposed impression of the proposed overpass and ramp.

Current (revised) proposal: Pedestrian crossing for 6 lanes of traffic to access foreshore



Alternative with shared access direct to Annandale foreshore



One of the objections to a wider path from the light rail station to Johnson Street was the limitation of the current width from The Crescent to the retaining wall. However, the suggested new path would be above the retaining wall (and perhaps overhang the ramp below). It may be necessary to strengthen the support for the light rail (and the retaining wall) but that is a relatively minor engineering issue. And there would appear to be sufficient space above the retaining wall and between it and the light rail to accommodate such a path. (See photo below).



There are many ways an overpass could be engineered for this situation and I have simply suggested a suspension type of bridge that can be constructed offsite and swung into position when ready. It has a single support in the median strip. The length of the access ramp would need to be adjusted to allow both pedestrians, bike riders and wheel chairs to access relatively easily. (The ramp could go either towards Bicentennial Park or towards Whites Creek (or both ...with dual ramps)).

The overpass and ramps could be made quite wide to accommodate appropriate “green” landscaping or sculptural treatment. The path alongside the light rail track could overhang (possibly cantilevered) the lower ramp for a considerable part of the distance and thus allow a wider path. And there is no real restriction on the width of the overpass itself apart from engineering/cost issues. I have suggested that it should be at least 6m (hopefully more) in keeping with the original approved design concept.

The additional cost can be offset by the elimination of the horseshoe shaped bridge over City West Link. (As is proposed, anyway, in the modification).

The proposed solution gives a direct link between Rozelle and Annandale **as per the approved original design**.....without inserting the obstacle of a set of traffic lights and pedestrian crossing into the link.

Pedestrians and bike riders travelling north along Johnson Street would still have the option of accessing the 6m pedestrian crossing (across The Crescent). (Or they could walk/cycle up the ramp to the light rail station and then access the new overpass.

I have suggested steps from The Crescent to the overpass for the convenience of pedestrians coming north along Johnson Street. And I've also suggested steps on the foreshore side of the overpass to allow pedestrians quick access to the White's Creek area and paths. These could incorporate ramps on either side and/or the middle to allow bike riders to wheel their bikes up or down the steps easily....(and thus avoid having a relatively longer ride).

The existing mural on the retaining wall would not be directly impacted. The bridge/overpass would be above it.

As for the design of the overpass itself, it would be nice to think that some creative effort might go into this. It would be in keeping with the Bay's Precinct planning which said something about producing a world-class area. I have attached some examples of the sort of design that is going into similar shared bridges around the world. Hopefully we can have something as good or better for Rozelle .





I trust that you will take my objections and suggestions seriously and if you are unable to deliver the direct link that was originally promised and approved then consideration should be given to re-instating the horseshoe shaped bridge which does at least provide this direct link.

Sincerely

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