

Attention: Director, Transport Assessments Planning Services,  
Department of Planning, Industry and Environment  
GPO Box 39 Sydney, NSW 2001

6<sup>th</sup> May, 2020

To Whom It May Concern,

**Re: MOD 2- The Crescent Overpass and Active Transport Links**

Thank you for the opportunity to make a further submission<sup>1</sup> on the modifications to this proposal. We appreciate that the majority of the concerns we raised in our previous submission have been addressed in the Mod 2 design.

Extracted from p.15 of the document<sup>2</sup>

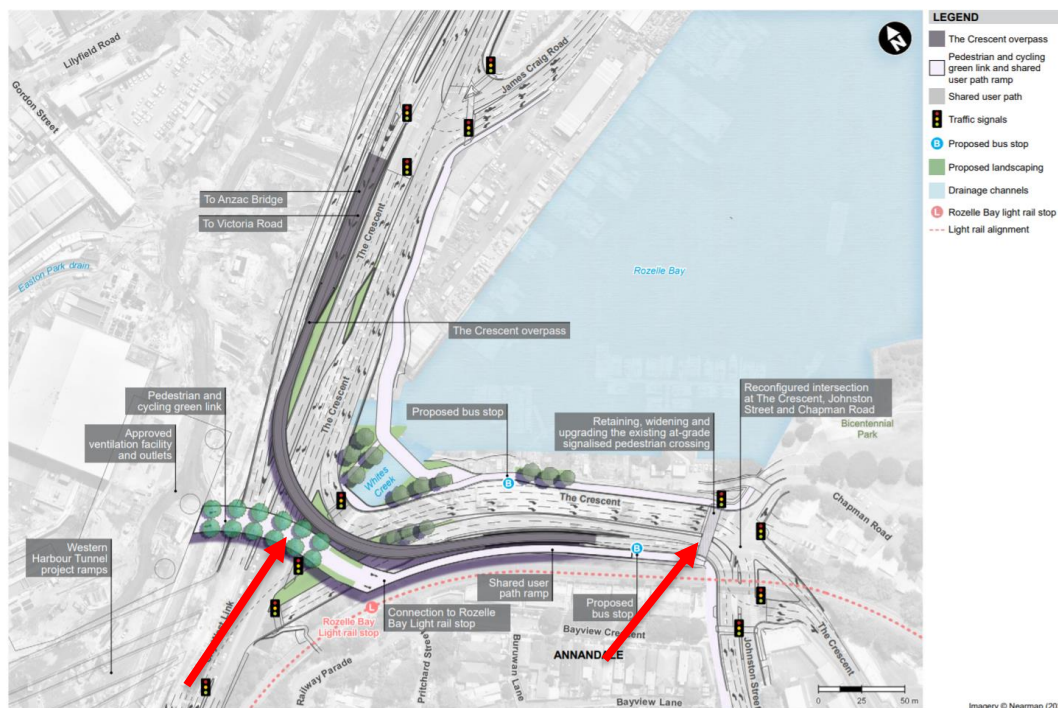


Figure 1-1 The revised design

We have been assured that the crossing at Johnston Street will be widened to 6m & include bike lanterns and that the crossing underneath the overpass will have bike lanterns and be made safer for riders, and that the timing of both would be improved and enable safe crossing. This will be a great improvement, and is appreciated.

The footpath area at 300 Johnston St near the rail bridge is to be widened to take groups such as school children going to Jubilee Park. Cyclists from Chapman Rd or The Crescent path will need

<sup>1</sup> <https://bicyclensw.org.au/wp-content/uploads/2019/09/Bicycle-NSW-Rozelle-Interchange-Westconnex-Application-Submission.pdf>

<sup>2</sup> <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSI-7485-MOD-2%2120200424T025525.301%20GMT>

some provision for continuing on Johnston St, and cyclists coming north Johnston St will need a bike lane leading to the corner, which was there until recently taken over by the utility works near 300 Johnston St. Council and the Proponent need to provide bike lanes either side of Johnston St, at least up to Rose St, where cyclists can get off Johnston onto Annandale St or other routes. If this project can't provide them, then it shouldn't prevent them being provided in future.

A shared path/bicycle path is needed from the east side of the proposed new Johnston St crossing to The Crescent and south to the current refuge crossing on The Crescent, opposite the skate park being constructed.

At p. 29<sup>3</sup> it says:

"The length of the pedestrian crossing dictates how long phase B should be to provide safe clearance time for pedestrians i.e. 20 seconds minimum green time. Phase B is 10 seconds longer than the maximum green time in the EIS models due to the wider carriageway and therefore slightly longer pedestrian crossing time."

This does not give a specific phasing duration, but we want to ensure this is sufficient for elders, children and riders to cross safely. This crossing should not have long wait times that encourage people to cross early in frustration, when it takes too long for the lights to change.



Figure C-9: Indicative view from the Rozelle Bay light rail stop looking south east (10 years following project opening)

p157 / C-58<sup>4</sup> this crossing needs to be wider for walking and cycling across the tracks

<sup>3</sup> <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSI-7485-MOD-2%2120200424T025525.301%20GMT>

<sup>4</sup> <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSI-7485-MOD-2%2120200424T023222.677%20GMT>

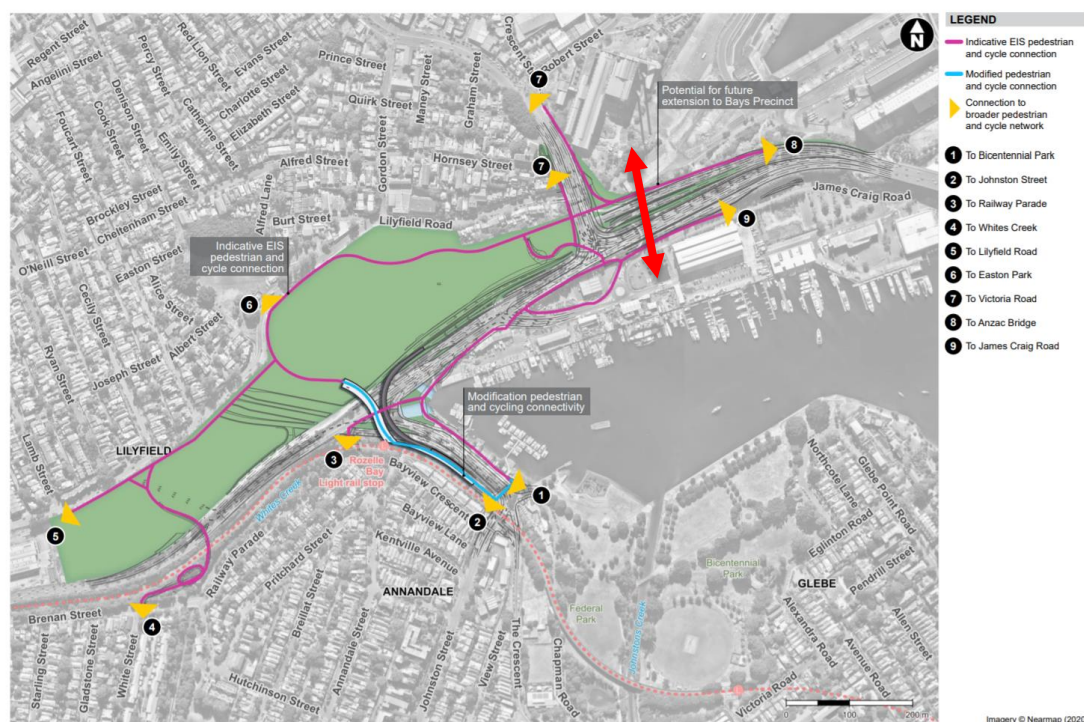


Figure 3-3 Broader pedestrian and cycling connectivity

Imagery © Neamap (2020)

(p 49<sup>5</sup>) Removal of the u-shaped bridge does is not a significant as it was lengthy and indirect. However, we understand and share concerns about the project making it more difficult to connect to the Bays Precinct (White Bay to the light rail, Rozelle Bay, Glebe and Annandale) where it is intended that there will be high density residential development built.

We have marked with a red arrow the priority connection that needs to be built to improve direct connections essential to meet the needs of anticipated residential development.

Bicycle NSW would prefer a tunnel not an overpass to connect across the project between numbers 4 and 5 marked on the above map. This avoids the need for a 14m climb and drop, could connect in better at each side and would have less visual impact in the area for residents

Had the walking and cycling plan been prepared at the start of this project and shared with Bicycle NSW, better outcomes could have been achieved for walking and cycling during and post-project with less need for re-work, lengthy meetings and safety issues. Bicycle NSW recommends all major projects complete walking and cycling plans at the outset to better enable stakeholders to provide advice to support the safe movement of people and the NSW Government's Towards Zero priorities.

Yours Sincerely  
 Bastien Wallace  
 General Manager of Public Affairs  
 Bicycle NSW

<sup>5</sup> <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSI-7485-MOD-2%2120200424T025525.301%20GMT>