

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

Application: SSI 7485

Dear Director Transport Assessments Planning Services,

I write regarding the proposed modification to M4-M5 Link, Mod 2 The Crescent overpass and changes to pedestrian infrastructure in North Annandale, Rozelle and Rozelle Bay Foreshore area.

The proposed modification:

- Increases the traffic to Johnston St without improving the pedestrian crossing in front of Annandale North Public School, which seriously risks the lives of our children attending this school.
- Significantly reduces safety for families and pedestrians with removed access over The Crescent to Bicentennial Park.
- Removes direct active links to the foreshore, cutting the community off from the area and the proposed revitalisation of the entire Bays Precinct, including linking the Light Rail and Bus stops to a Ferry wharf and Metro station.
- Traffic changes that limit movements around the suburb and create further congestion in the local streets of Annandale, Forest Lodge, Glebe, Lilyfield and Rozelle with no planning to deal with these.

In addition, the modification increases the number of roads to cross by 5 pedestrian crossings, without allowing enough space at each crossing for a group of families, or a class of students to stand together. No alternative assisted pedestrian crossings have been factored in along The Crescent to allow the community to cross this busy road in other locations.

My submission is requesting the RMS:

- Significantly improve the pedestrian crossing in front of Annandale North Public School by:
 - widening the footpath in front of and opposite the school,
 - new fencing along the median strip and footpath,
 - improved signage around the school, and
 - relocation of the traffic light buttons for pedestrians closer to the actual crossing.
- Reinstate the GreenLink connecting communities and green open space from Rozelle to Bicentennial Park.
- Relocate and design pedestrian and cyclist connections that are continuous, safe and direct.
- Design the modification infrastructure and active links in response to the character of the suburbs, the location of the foreshore and it's potential future development.
- Provide pedestrian and cyclist paths that maximise people safety and do not force us onto busier streets, unsafe concrete plazas and caged walkways.
- Integrate active and direct connections to all active transport – including the future Metro West and Foreshore Ferry Wharf.

Regards,

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