

14 September 2019  
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Director, Transport Assessments Planning Services  
Department of planning, Industry and Environment

**Application: SSI 7485**

Dear Director Transport Assessments Planning Services,

I am writing to you regarding the proposed modifications to the M4-M5 link, Mod 2 The Crescent overpass and changes to pedestrian infrastructure in North Annandale, Rozelle and Rozelle Bay Foreshore Area.

**I am requesting that the proposed modification is rejected.**

The proposed modification has a number of flaws which:

- Increase safety risks for pedestrians and cyclists crossing from the west side of Johnston St to bi-centennial park, at the intersections between The Crescent and Johnston St.
- Remove direct and easy access from Rozelle to the Glebe/Annandale foreshore as approved by the original plan
- Removal of the righthand turn at Johnston St into The Crescent and from The Crescent into James Craig road will:
  - o Sever the local communities of Annandale, Glebe, Forrest Lodge, Camperdown, Newtown and Stanmore from access to recreational parks, local businesses at the Tramsheds and future “state significant development” at Glebe Island as part of the Bays Precinct.
  - o Increase congestion on Balmain Road, Norton St and Booth St and commute times by 12 minutes as locals try to access the Glebe foreshore and Glebe Island via alternate routes
- Increase traffic speed and volume along Johnston St

The Glebe foreshore brings the community together through sporting cubs, recreational facilities, shops, businesses, marina, parks to play or walk their dogs. It is an important place for people in the community to come together.

The proposal’s modifications will have a huge impact on the thousands of families that use the Glebe foreshore each year. The changes do not “*Contribute to liveable communities (ease congestion, connect communities, integrate land use and transport planning and facilitate urban revitalisation)*” – one of WestConnex’s objectives.

This proposal fails against community expectations and planning objectives and should be rejected to allow better alternatives to be explored with community input. In addition, the flow models for the intersections should be publicly shared for peer review.

As someone who has regularly used these intersections and roads for the past 17 years and who is in touch with the community I recommend that alternatives are explored.

Yours sincerely

Michael Donaldson

## Introduction

On the 21<sup>st</sup> Aug 2019, modifications were proposed to the WestConnex M4-M5 link by NSW Roads and Maritime Services (Roads and Maritime).

A new elevated vehicular overpass ('The Crescent overpass') that would allow eastbound traffic heading north on The Crescent from Annandale to bypass the signalised intersection at The Crescent / City West Link junction and continue east on The Crescent towards Victoria Road and the Anzac Bridge.

This document outlines the communities concerns and issues, correctly identifies flaws and faults in the design of the modification submission and **seeks rejection of Mod2**.

A better solution is required which:

- Aligns to WestConnex's stated objectives<sup>1</sup> of:
  - o better connectivity between local communities
  - o removing traffic from local roads
- Does not:
  - o prevent the local community accessing their local parks and recreation areas
  - o permanently cut off local community from local businesses and centrepiece urbane developments
  - o sever local community from access to the future Bays Precinct at Glebe Island

## Issues & Impact

The issues and impacts of the mod2 changes are outlined below. There are better and more sensible options which align to WestConnex's objectives and preserve local community and business links.

### [Access to the Marina and Future Bays Precinct at Glebe Island](#)

The proposed changes to the junction between the Crescent and WestLink introduce an overpass that removes the ability from north bound traffic from the Crescent accessing James Craig Rd.

This change will affect residents of Annandale, Glebe, Forrest Lodge, Camperdown, Newtown, Stanmore and beyond. It will:

- Severely hinder access to the **Marina facilities at Roselle Bay** and the future **Glebe Island Bays Precinct**<sup>2</sup>, requiring residents to either use:
  - o Norton St or Balmain Rd and on to West Link, adding pressure to an already overcrowded right hand turn at these streets
  - o ANZAC bridge William St Ultimo or Bridge St.
- **Increase traffic load** on the right turn at Norton St and Balmain St – two intersections already overloaded in the morning peak, adding 10-15 minutes to the journey.

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<sup>1</sup> Sourced from Executive Summary, WestConnex Updated Strategic Business Case, November 2015.

<sup>2</sup> Glebe Island falls under the state's State Significant Precinct (SSP).

- **Increase traffic load** north bound on William St Ultimo and west bound traffic on Anzac bridge. Adding 12-16 minutes during morning peak, even longer in evening peak.

The impact of the mod goes against the stated objectives of WestConnex project of providing better connectivity between local communities and removing traffic from local roads.



- To access James Craig road, the marina and future Glebe Island Bays Precinct, residents must now drive an additional 12-15 minutes.
- As the facilities at Glebe Island and the marina are build out this will increase the load on Balmain Road Leichhardt and William St Ultimo.

## Access to Parks, Recreation & Businesses for residents

### Jubilee Park & Tramsheds – by road

As part of the Mod2 changes, the intersection at the Crescent and Johnston St will be changed. As part of these changes, traffic will **no longer be able to turn right into the Crescent from Johnston St.**

This change will now require residents living west of Jubilee Park and the Tramsheds to either:

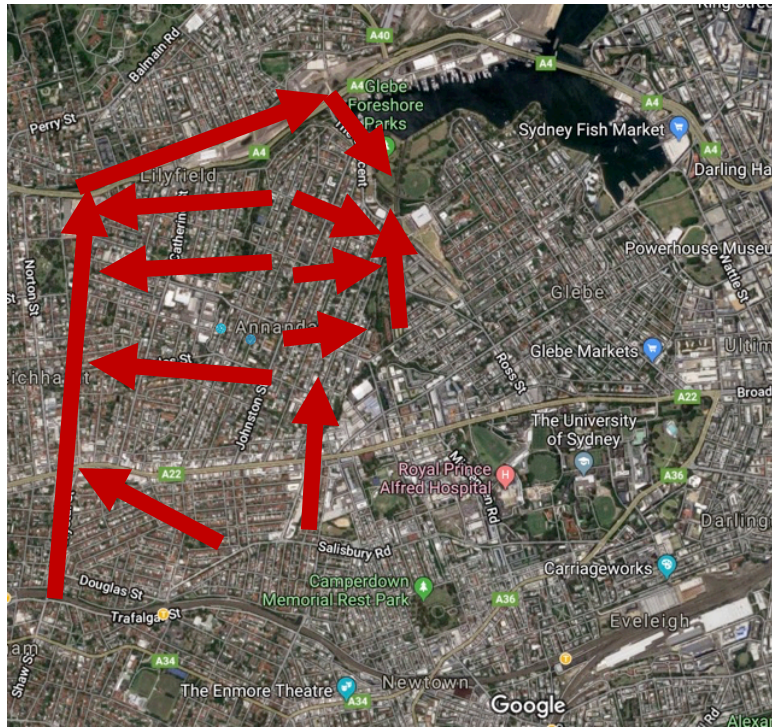
- use Booth St Annandale, which is already congested, to access the Tramsheds and Jubilee park.
- Turn right form Balmain Rd Lilyfield to approach Tramsheds and Jubilee park from city west link

This mod breaks the objectives of WestConnex and will:

- **Increasing traffic flow** onto already congested roads and intersections
- **Increasing commute time** and **severing access** for locals trying to access local recreational parks, businesses and local sporting clubs located at Jubilee Park such as the Glebe Greyhound Football Club and Glebe Hockey Club.

This will impact many of the 500 families who are members of these clubs.

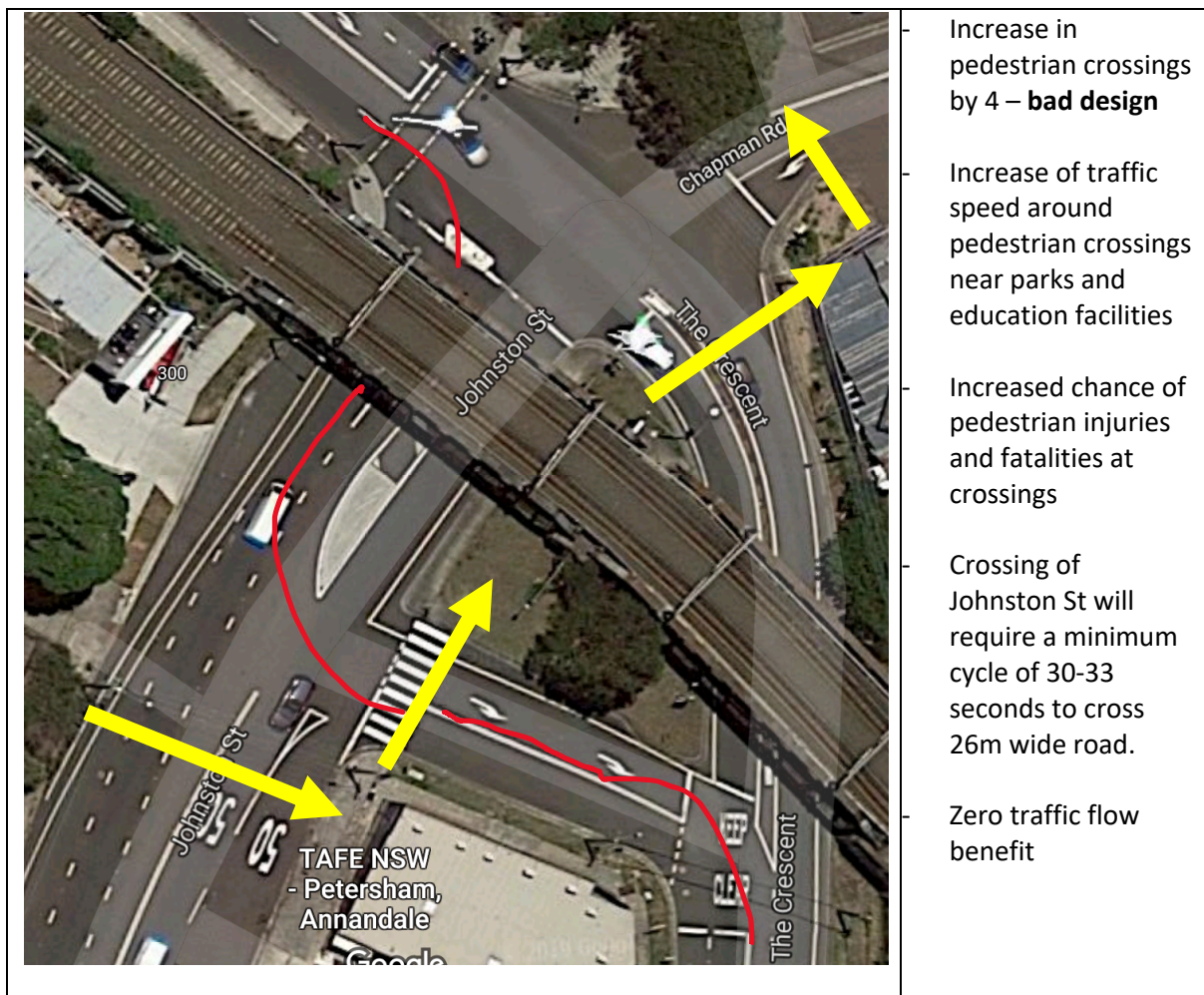




- To access Jubilee oval or the Tramsheds, residents in Annandale & Lilyfield will now need to use either Balmain Rd and WestLink or Booth St, a very narrow Wigram Rd, Minogue Crescent and The Crescent.
- Access is convoluted and adds load to existing streets which at load limits.

#### Access to Jubilee Park & Bicentennial

Mod2 changes to the intersection at Johnston St and the Crescent will require pedestrians and cycle traffic from the North side of Johnston St **to cross 4 intersections** rather than the **current 1 intersection** – increasing the chance of injury or fatalities at this intersection.



The design has serious traffic flow flaws which will **result in zero traffic flow benefit**.

- The Crescent east of the bridge at Johnston St is only a single carriage way.
  - o East bound traffic will need to navigate the blind corner under the bridge and immediately merge into a single lane - increasing the likelihood of accidents
  - o West bound traffic, steps up from a single lane into a dual lane holding bay, waiting for a green single. The holding bay in the area between the Crescent and Johnston St, allows for an additional 4 cars compared to the current flow. However, upon a green light traffic will now need to:
    - Give way to pedestrian traffic crossing Johnston St, thereby holding up left turning traffic and blocking/reducing the flow out of the holding bay
    - Navigate “the slow squiggle”, marked in red, which requires a minimum of two turns and adds 42 meters and reduces the flow and number of North bound vehicles which can be cleared from the Crescent.

North bound traffic on The Crescent is already a problem in the afternoon. This design will further exacerbate the problem.

### The GreenLink becomes a failure of design & aesthetics

The mod2 design requires the green link to move west of the Crescent. This means that:

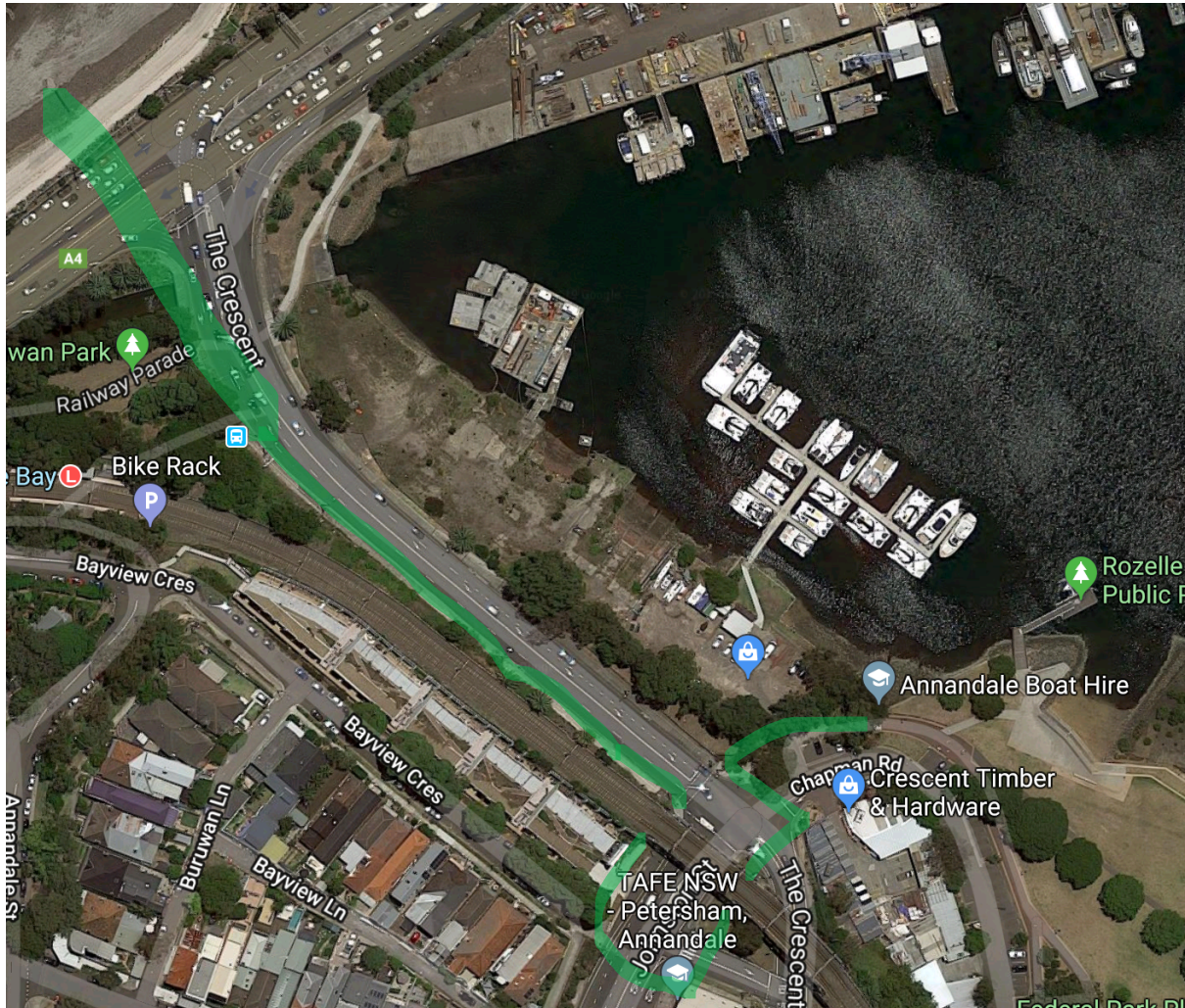
- cycle and pedestrian traffic will now:
  - o Need to cross on the south side of the Crescent, which is currently very narrow, and traverse the 4 intersections – outlined above.



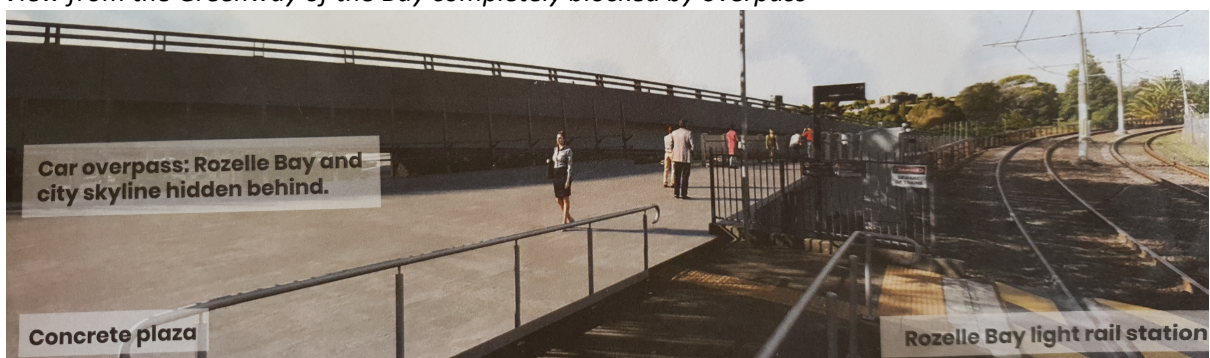
- Not have direct access to/from the Glebe foreshore and the new parks in Rozelle
- The green link's view over the bay will be completely blocked by the concrete overpass

This is a monumental design failure.

*Diagram of Pedestrian and Cycle flow from Rozelle to the Glebe Foreshore*



*View from the Greenway of the Bay completely blocked by overpass*



## Modelling & Purpose

The purpose and benefits for the change appear to be predominantly for:

- the future, unfunded, uncommitted Western Harbour Tunnel (WHT) crossing and to allow for increased traffic flow on the Crescent. It is important to note that the Crescent is only a single lane after Johnston St and flow is further limited after Bridge Rd.
- *slight* improvement to west bound traffic flow at the intersection of The Crescent and WestLink.

The Mod2 submissions states that:

- *Minimal change in the daily traffic forecast on the Sydney metropolitan road network. **Some increase is forecast on Anzac Bridge eastbound and on Johnston Street northbound.** A sensitivity test was undertaken which identified that this predicted increase has a minimal impact.*
- *During both the AM and PM peak hours the modelled network performance is **comparable or slightly better** than those presented in the EIS.*
- *Intersection performances are forecast to be **comparable with or improved** when compared with the EIS results particularly at the City West Link/The Crescent and The Crescent/Johnston Street/Chapman Road intersections.*
- *Travel times from City West Link to Anzac Bridge are forecast to improve as a result of the Modification, however, an increase in traffic able to enter the network is likely to impact parts of the network already forecast to be congested such as Victoria Road northbound in the AM peak.*

It is important that modelling and flow projections for the intersections are outlined for public review. These would then allow for proper analysis of the plan and to adequately evaluate the impact to neighbouring roads.