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

Dear Director,

Application: SSI 7485: Concerns about the removal of active transport links from Crescent overpass

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. I do so as a member of Sydney's running community with a particular interest in maintenance of current running paths in the area for both commuting and recreational use by runners, walkers and cyclists. I am an inner west resident therefore also a local motorist and user of public transport including the tram service.

I request RMS work with the community to explore alternate design options to the proposed new car overpass design and the changed pedestrian and cyclist links. I am seeking the reinstatement of the safe, direct access from the approved EIS GreenLink to create a continuous green open space connection from the Rozelle Rail yards and Annandale to the foreshore. The GreenLink was more than just a walk way - it put people central to the design, maximising safety, and providing much needed accessible open space for the community now and into the future Bays Precinct design.

I am requesting RMS reinstate your own vision as laid out in *Transport for NSW Future Strategy 2056*, and work with the community to design a feasible option that brings the best elements from the approved EIS design into the modification.

My key concerns with the M4-M5 Modification are:

- The significantly reduced safety and increased risk for pedestrians and cyclists with removed access over The Crescent to Bicentennial Park and the increased traffic along Johnson Street.
- Being required to cross five sets of pedestrian lights at The Crescent as my option to reach the foreshore from Annandale or from Rozelle Bay light rail stop.

- Removal of 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.
- Urban and landscape design that is being built before a finalised Masterplan for the area.
- 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.

The location of this development is a key one to the practicality of running, cycling or walking into the city from a huge residential area to the west of it. From my own experience frequently running into the city from my home in Lewisham, access to a continuous path uninterrupted by need to cross roads or at traffic lights is important incentive for people to run, walk or cycle to work, thereby taking pressure off roads and crowded peak hour public transport. The existing extensive foreshore pathways along the incomplete Greenway, Bay at Iron Cove and Harbourside at Glebe, Blackwattle Bay and Pyrmont provide an opportunity for a fairly continuous path into the city via the Anzac Bridge for middle and north CBD and Blackwattle Bay, Pyrmont and Darling Harbour for the south CBD (where I work). This could be an attractive and safe transport option many thousands of cyclists and runners from suburbs along the Parramatta River and Victoria Road and even Canterbury and along the Cooks River, taking into account the Greenway and Cooks River path.

Safe routes for running, walking and cycling is also key to encouraging exercise and healthy lifestyles. It would be a real shame if the new road interchange blocked access to the foreshore paths for a large number of residents, when its development creates such an opportunity to improve these links.

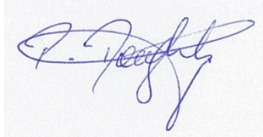
My submission is asking RMS and the Project Team to:

- 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 its potential future development.
- Provide pedestrian and cyclist paths that maximise people safety and do not force them 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

Furthermore I suggest looking at further options to improve the network of continuous cycle and pedestrian paths which are uninterrupted by the need to cross roads. This could include, for example,

restoring operation of the old Glebe Island Bridge and using it as a cycle and pedestrian path into the city particularly during peak commuter times (maintaining set opening times for boat access). For those that regularly use these running and cycling routes there are clear and obvious opportunities in this whole area to incentivise active transport options that can significantly remove pressure on roads and public transport, particularly given the increasing population density in these residential areas.

Yours Sincerely,

A handwritten signature in blue ink, appearing to read 'P. Doughty', is shown on a light-colored background.

Paul Doughty