



Haberfield Association

Response

to the

TfNSW Proposal

for

Haberfield and Ashfield

Traffic Changes



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1. Background

Haberfield was Australia's first successful planned 'model suburb', embodying the then-evolving international garden suburb principles. Begun at the time of Federation in 1901, it predates British examples such as Letchworth and Hampstead. This visionary social experiment was so financially successful that it helped lock in the great Australian dream of the quarter-acre suburban block with dwelling, which has dominated how Australians seek to house themselves. Haberfield was designated a State Conservation Area in 1985 and was added to the register of the National Estate in 1991.

The Haberfield Association was formed in 1980, as a result of the increased public awareness, of the need to maintain Haberfield's special architectural and Garden Suburb character.

Haberfield also has national social significance as a place where, from the mid-1970s, residents opposed the destruction of these same picturesque houses, and is an early example of community statutory management.

Haberfield residents realise that our suburb forms part of the vital and changing City of Sydney. However, we do not believe that such changes should be detrimental to the residents of Haberfield who are also residents of Sydney.

The effect of WestConnex on the occupants of the 182 properties that have been acquired for WestConnex has been devastating. Haberfield has borne an unfair burden of destruction caused by WestConnex with the loss of 53 Heritage homes. For those residents whose properties have not been acquired, we have been enduring many years of devastating dust, noise and disruption, as acknowledged in the Stage 3 Preferred Infrastructure Report (PIR).

There has been a profound negative impact on the Haberfield community and its heritage character due to the Westconnex Project. The suburb has been divided physically and 53 Federation homes have been destroyed. Residents have been displaced. Years of work to restore properties has been laid waste.

The Stage 3 PIR acknowledges the Construction Fatigue experiences by many Haberfield residents, but significantly understates the extent of the area experiencing Construction.

The overarching vision of the WestConnex program is to deliver transport that is faster, safer, and more reliable. According to your website, the WestConnex program also seeks to:

- respect and maintain heritage;
- maintain or improve air quality;
- work collaboratively with communities;
- reduce traffic on local streets;
- returning local streets to local communities;
- reducing the strain on local roads;
- remove bottlenecks and relieve congestion

The Haberfield Association welcomes a review of traffic in and around our suburb, and the opportunity to comment on the draft plan. However, the minimal improvements it contains are by far outweighed by the devastation these proposed changes would impose on our community.

2. Recommendations

2.1 Immediate Demands

2.1.1. Transparency & Release of Evidence

We ask for transparency and the release of the evidentiary basis for these proposals and all other possible options considered.

2.1.2. Project Suspension

We call for a suspension of all project planning until there is an agreed period of community discussion and consultation on all possible options with traffic models and the data¹ used to create them made available to the entire affected community.

2.1.3. Time Extension for Consultation

We ask that the time for consultation on the current proposals be extended until the end of June, 2020

2.2 Recommended Improvements

While the Haberfield Association welcomes a review of the traffic congestion that has been imposed on the community by WestConnex, our first-hand knowledge and experience of the congestion leads to the conclusion that the proposal will not offer the “Improvements” TfNSW suggest. We discuss the reasons for that conclusion in the sections below.

The Association, residents and businesses are eager to work with TfNSW on a better proposal and as a starting point, we recommend the following improvements:

2.2.1 Retain Traffic Lights at Dalhousie and Waratah Street Intersections.

These traffic lights must be maintained for the reasons cited in Sections 2.6.1 and 2.6.9 below.

2.2.2 Provide lifts at all pedestrian bridges.

The proposed pedestrian bridges must have a ramp, stairs and a lift. The lift is necessary for pedestrians with mobility issues. This is discussed further section 5 below.

2.2.3 Add Slip Lane from Dalhousie St left turn into Parramatta Road.

Consideration should be given to providing a slip lane for vehicles to turn left into Parramatta Road. This may come at the expense of part of the McDonalds car park or a narrowing of the nature strip either side of the footpath, or a combination of both? This would give vehicles a chance to merge into the traffic flow on Parramatta Road..

2.2.4 No Right Turn from Dalhousie Street into the McDonalds carpark.

An option worth consideration is to prohibit a right turn from Dalhousie Street into the McDonalds carpark during peak periods as these vehicles contributes to congestion.

2.2.5 Possible Right Turn from Parramatta Road into Sloan Street.

If there is to be no right turn from Parramatta Road at Dalhousie St, consideration should be given to providing a right turn for west-bound vehicles on Parramatta Road to turn into Sloan St.

¹ Numerous requests for modelling data, current and proposed traffic light timing have been obfuscated.

2.2.6 Right Turn from Ramsay Street into Wattle St.

An option worth consideration might be to provide a right turn for city-bound vehicles to join City West Link at Wattle St. That would also stop the rat-running through Northcote St and Ash Lane.

2.2.7 Time restricted Right Turn from Wattle St into Waratah.

To reduce non local M4E Tunnel traffic ‘rat running’ through Haberfield, one option may be to prohibit turning right into Waratah Street during peak periods. That would allow Haberfield residents to use the right turn into Haberfield at other times.

3. Opposition

The proposed changes for the FOUR² key intersections at Haberfield are:

- not supported by most Haberfield residents
- strongly opposed by parents of school children attending the three local schools
- strongly opposed by all Haberfield businesses

Amongst all Haberfield residents and businesses, there is resounding opposition to the Transport for NSW proposal. The proposal fails to address traffic impacts of the M4 East tunnels and the resulting increased traffic throughout Haberfield particularly at peak periods.

The stated objective of “reducing traffic on local streets” will not be achieved if non-local traffic is encouraged to use local streets to avoid City West Link’s slow/stop pace in peak hours. Clearly there has been no consideration given to local residents.

There is a significantly increased risk of injury and fatalities from the proposed removal of traffic lights and the accompanying pedestrian crossings, as well as the increased traffic in local streets which are currently relatively quiet.

It is alarming that in discussions with the Community Reference Group members, TfNSW have asserted that a number of our quiet resident streets are “under-utilised”!

It is also quite alarming that TfNSW suggests that this proposal is in response to residents’ complaints and that it offers some amenity improvements for the residents of Haberfield, when in fact, other than the footbridges, there is no support from residents for the proposed changes and no evidence presented of the residents’ specific complaints.

² The Bland St / Parramatta Rd intersection included.

4. Areas of Concern

The proposal would result in further traffic congestion around Haberfield, including into both areas already experiencing high congestion at peak times, as well as the quieter residential streets.

The following are the local streets where, as local residents, with first-hand knowledge, we can foresee further congestion.

4.1. Bland St

With the removal of the Dalhousie St right turn, there would be a significant increase in traffic leaving Haberfield via Bland St. With the opening of Woolworth’s on Parramatta Rd and Bland St Ashfield, this increase would be further exacerbated.

Bland St has the main entrance to Haberfield Public School with over 600 students. Currently with school drop-offs and pick-ups along with WestConnex workers parking in the area, Bland St is quite congested at peak times.

Currently drivers going to Ashfield have the option of using Dalhousie St and Orpington St. Under the proposal, this option would be removed and Bland St would also be the only direct route for those travelling between Ashfield and Haberfield.

Bland St Ashfield is a narrow street with residential on-street parking often requiring one vehicle to wait while an oncoming one passes a parked car. Bland St Ashfield has entrances to the following schools: St Vincent’s Primary, De La Salle College, Bethlehem College and St John’s Pre-School.

Currently, the queue to Parramatta Rd already comes past the school gate. TfNSW predicts an extra 100 vehicles (cars and trucks) per hour, per day will ‘migrate’ to Bland St, when traffic lights and right turns are removed at Dalhousie and Parramatta Rd intersection.

Adding further traffic to Bland St is increasing the risk of injury to the many thousands of children attending these schools on a daily basis and is totally unacceptable.

In March 2017 a six-year-old boy was knocked down in Bland St. As a result of lobbying by the school P&C and the Local MP, the NSW government has provided patrol officer for the school crossing on Bland St near Denman Ave, but it is understood that this officer will only be funded until the completion of the WestConnex project. The safety of our children must be given priority over easing the queueing in and out of the WestConnex tunnels!

4.2. Chandos St and Denman Ave

The removal of the right turn into Dalhousie St, would produce a significant increase in traffic from the U-turn entering Haberfield via Chandos St and turning left or right at Denman Ave. These streets are used by children walking to school, and children crossing the road would be less safe at the Chandos St and Denman Ave intersections.

Mature street trees in Denman Avenue (and in other streets) are at high risk of limb damage from vehicles and trucks travelling to and from Bland St. Over time, the damage done to street trees is most likely to lead to their death and/or removal from Denman Ave. The damage or loss of street trees may be an unintended consequence of the removal of traffic lights at Dalhousie and Parramatta Rd. In Mar 2019, a WestConnex delivery truck caused the closure of a Denman Ave after it brought down a large tree branch. (See Daily Telegraph report)

4.3. Dalhousie St near Parramatta Rd

We had been advised that Dalhousie Street would continue to have a turn right into Parramatta Road and then left into Orpington Street. The EIS stated:

7. Existing traffic movements at Parramatta Road and Dalhousie Street intersection will be retained

“Modest increases in traffic are expected on some north-south routes throughout the study area including Frederick Street however due to reductions in traffic on east-west routes it is anticipated that additional priority could be provided to these corridors maintain or improving on performance without the M4 East project. Monitoring of traffic conditions post opening of the M4 East would occur at regular intervals.

“At this stage, the project does not propose any modifications to the existing road network beyond what is described in section 5.9.1 of the EIS. Further modifications to the local road network would be subject to separate consideration, assessment and approval by the relevant roads authority.

“Traffic in Dalhousie Street would continue to be able to turn right into Parramatta Road and then left into Orpington Street.”³

We expect TfNSW to abide by the advice provided by RMS and retain the signalised right turn into Parramatta Road.

The removal of traffic lights at this intersection would have mixed impacts on Dalhousie St. Traffic exiting Dalhousie St facing a give-way sign would encounter a relentless stream of vehicles from both the tunnel exit and the normal Parramatta Road city bound traffic. The crest and bend on Parramatta Rd add to the difficulty for left-turning vehicles, and collisions would be an inevitable result.

The expected reduction in left-turning, east-bound traffic along with the removal of any west-bound traffic due to the no right turn, may be expected to result in an overall reduction in traffic on Dalhousie St, but with longer than existing queueing to turn left into Parramatta Road.

The removal of signage and over-height detection equipment are welcomed by both Haberfield residents and businesses, particularly Dalhousie St residents. However, the inability to enter or leave Haberfield either direction on Parramatta Rd and the resulting loss to businesses outweighs any perceived improvement with the equipment removal.

An option worth consideration is to prohibit a right turn from Dalhousie Street into the McDonalds carpark during the morning peak periods as these vehicles contributes to congestion.

4.4. Waratah St

The removal of the right turn into Waratah St for traffic from the tunnel portal is expected to remove some rat-running from Haberfield. but this would restrict access for many Haberfield residents who use the M4E tunnel.

With the proposed removal of the right turn from Timbrell Drive into Wattle St, Waratah St would become the major route for most of Haberfield, Rodd Point and beyond to enter the M4E tunnel, only to encounter a give-way left-turn into fast-moving Wattle St heading towards the tunnel entry. Any tunnel bound traffic which previously used Dalhousie St would now end up queueing here.

Any benefits from removing the traffic lights at Waratah St would be outweighed by increased westbound traffic and longer queueing with the give-way left turn into busy Wattle St/CWL.

While the removal of the right turn from Waratah St into Wattle St/CWL may reduce some west-bound traffic in Waratah St, this would severely inconvenience Haberfield residents as is discussed below, and would be more that off-set by the increased traffic from Rodd Point and beyond.

³ RMS (2015) M4 East Submissions Report Volume 1B, Page 5-60

At the eleventh hour, TfNSW have confirmed that the Waratah St traffic lights must remain until 2023 to facilitate the use of the G loop by WestConnex spoil trucks.

Clearly, if the traffic lights can be retained for WestConnex trucks, they **can** and **must** be retained for Haberfield residents.

4.5. Hawthorne Pde

The removal of the traffic lights at the Dalhousie intersection would force many east bound drivers to find alternate routes. Invariably one would include Hawthorne Pde and Marion St. This route is already heavily congested particularly at morning peak times.

4.6. Mortley Ave

The removal of the right turn from Timbrell into City West Link would result in traffic from Rodd Point and beyond wishing to enter the M4E tunnel to use Mortley Ave to get to Waratah St.

Much of the traffic which currently uses Waratah St to access City West Link would use Mortley to get to the Arthur St roundabout. Traffic volumes in Mortley Ave would therefore increase in both directions at all times.

4.7. Streets between Parramatta Rd and Ramsay St

Since the Westconnex opening, traffic volumes on Walker Ave, Alt & Chandos St's, Rogers Ave, St David's Rd O'Connor St and in particular Bland St have increased at all times. The reduction in access to and from Dalhousie St would further increase traffic on these streets at all times of the day.

4.8. Streets between Ramsay St and Waratah St

Although it is quite narrow in part, Alt St has endured rat-running for access to the Wattle St M4E entrance. The removal of the right turn at Dalhousie would result in all Haberfield originating, tunnel bound traffic to use Waratah St and increase the load on Alt, Empire, Rawson, and Kingston Streets. The Volume of traffic travelling north would therefore increase between Ramsay St and Waratah St.

4.9. Proposed Parramatta Rd U turn

The proposed U turn on Parramatta Rd raises a number of concerns.

- The location is directly opposite gates to the [historic Yasmar Villa](#) and unique gardens. Concerns have been expressed that accidents are inevitable at this U turn and any such accident could result in damage to the [historic gates](#).
- The proposal includes the insertion of a right turn lane for the U turn. This lane will in part use the break-down lane but further south it appears that the greenery next to the footpath is to be removed. As this greenery is only about one meter wide, that suggests a narrowing of existing lanes to accommodate the fourth lane. As traffic moves quite quickly on this section of Parramatta Rd, collisions would appear to be inevitable.
- In the webinars, it was suggested that traffic lights would not be necessary as the nearby Bland St traffic lights would stop the traffic flow. This suggestion appears to ignore the traffic which turns left from Bland St into Parramatta Rd.
- Vehicles using the U turn into a stream of traffic on Parramatta Rd and then have to change two or three lanes to turn left into Chandos St or Dalhousie St. Again, collisions would appear to be inevitable.

4.10. Loss of Green Space, Trees and other Vegetation.

The proposed footbridges and the additional lane for the U turn would result in the loss of trees and vegetation. WestConnex has already resulted in a significant loss in green space. The proposed footbridges must be located and designed so as to minimise further loss of trees and green space. In particular, there is no justification for the use of any part of Ashfield Park when another more suitable location is available, albeit that it is further away from Dalhousie St.

5. Pedestrians and Cyclists

Much of the focus of these so-called “improvements” has been on vehicles on the roads and local streets, but increasingly, residents of Haberfield and elsewhere are turning to more environmentally friendly forms of transport including walking and cycling.

We welcome the proposed bridges over Parramatta Road and Wattle St/City West Link, but the design of these must meet minimum requirements.

- The proposed bridges must include a separate bicycle lane to Australian standards.
- Ramps will be required on both sides.
- Steps should also be included to facilitate those with limited time who do not wish to use a long ramp.
- Pedestrians with mobility issues would have problems with both a ramp and stairs and a lift would be essential to accommodate their needs, albeit that after-dark use of lifts may have security issues.
- Consideration should be given to providing time limited simple level crossing at the present traffic signals locations. These could have long wait times particularly at busy traffic periods but would provide an alternative option for pedestrians with mobility issues.
- The location of the bridges needs to lessen the impact on the limited parkland in the Inner West. For Parramatta Road, a more sensible solution would be the surplus land at the corner of Orpington St, particularly with the planned removal of the left-turn lane in Orpington St. The other end would then require the acquisition to be at the western end fitness centre car part rather than the proposed eastern end.
- With the Wattle St bridge, we support the Inner West Council proposal for the inclusion of steps to directly access what remains of the Reg Coady Reserve.
- The proposal included the removal of pedestrian crossing at both Dalhousie St and Waratah St. It is essential that these crossings be retained. Consideration should be given to possibly moving them a little distance from the corner – five but no more than ten meters – to improve safety as well as allowing stopping space for a vehicle coming from the arterial road.
- Any proposal for footbridges/cycleways should include designs that give due consideration to aesthetics and the Federation character of the suburb.

6. Impact of Specific Changes

6.1. Removal of Traffic Lights Dalhousie St / Parramatta Rd

At the webinar, we were advised that the traffic *“lights currently occur just to the east of a crest curve on Parramatta Road, and ...has resulted in a number of rear-end crashes”*

One wonders why the exit portal was designed to merge with surface traffic at the crest of a hill and a bend? The solution TfNSW suggest is to remove the traffic lights which allow as the EIS advised *“Traffic in Dalhousie Street would continue to be able to turn right into Parramatta Road and then left into Orpington Street.”*

This proposed solution to a bad design is not acceptable to the Haberfield community and is opposed by both residents and businesses.

6.2. No Right Turn out of Dalhousie St

For west-bound alternative routes would be via:

- Waratah St
- Liverpool Road and rat-running through Ashfield, or
- Bland St via Denman Ave or Ramsay St.

The resulting additional traffic on Waratah St or Ashfield local streets is undesirable as is the increased travel time these options would impose.

Haberfield Public School saddles Denman Ave and Bland St increasing the risk to our children.

No alternative for the 406 bus route has been included in the proposal. Any rerouting of this bus would impact bus users once again.

There are a number of school special buses which pickup in Rodd Point and beyond, and then proceed to pickup school children in Haberfield before returning to the schools via Dalhousie St and Parramatta Road. These school buses don't get any mention in the proposal and appear to have been overlooked completely.

The parents of school children and other residents of Haberfield oppose any suggestion of rerouting these special school buses via the alternate routes of Waratah St or Bland St past our local primary schools.

6.3. Removal of Street Parking in Bland St

At the webinar, we were advised that *“there is the need to remove about eight parking spaces that are immediately close to the Parramatta Road intersection”*, but a close inspection of the area highlighted on the interactive map and a site inspection suggests that at least 13 car spaces would be removed involving both sides of the street.

TfNSW documents suggest that the removal of parking spots on Bland St would *“improve amenity near residential properties”*. How will removing parking improve amenity for residents?

The removal of car spaces is opposed by residents of Bland St and the Haberfield community.

6.4. Give-Way Left Turn out of Dalhousie St into Parramatta Road

At the present time, the traffic lights provide a safe turn out of Dalhousie St, with the ability to get into lane 3 if drivers are heading for Liverpool Road.

The Give-Way for all vehicles exiting from Dalhousie St would result in significant queueing in Dalhousie street, particularly at peak times.

Currently the queue for the right-turn bay at Liverpool Rd and the right-most lane before the bay often stretches back past Dalhousie St. Traffic exiting from Dalhousie St heading towards Ashfield would have trouble changing lanes and may hold up traffic in the middle lane and the right lane.

With the removal of the traffic lights, vehicles would be at risk of colliding with on-coming traffic on Parramatta Rd, which may be approaching at significant speed from the tunnel exit and comes around a bend on Parramatta Rd, AND over a crest.

Therefore drivers, wishing to turn left at Parramatta Rd, may choose to avoid the queue and a safer route exiting Haberfield by turning left from St David’s Rd, O’Connor St, Rogers Ave or Chandos St, thereby dispersing more traffic onto local streets.

6.5. No Right Turn into Dalhousie St from Parramatta Road

After using the proposed U-turn bay on Parramatta Road many drivers who wish to reach western parts Haberfield or the shopping precinct, would probably use Chandos St and avoid merging with traffic exiting the tunnel portal. Besides increased traffic in Chandos St, this would increase traffic in Denman Ave.

This would drive traffic past the entrance to the Guardian Childcare centre in Chandos St as well as nearby Haberfield Public School potentially putting our children at further risk as many children walk to school.

Those vehicles destined for the eastern parts of Haberfield, may turn left into Dalhousie St, St David’s Rd or O’Connor St. Additional traffic on these and adjacent local roads is undesirable.

6.6. Removal of Pedestrian Crossing on Parramatta Rd at Dalhousie St

The traffic lights currently provide easy access for both pedestrians and cyclists going to Ashfield Park, Ashfield Station and Summer Hill.

The location of the proposed footbridge will add to the walking distance for pedestrians, but should allow for the inclusion of ramps, stairs and lifts.

The proposed use of the corner of Ashfield Park as a location for the bridge is opposed and is not in keeping with the approval for WestConnex – condition CoA B26 requires that the project minimise impacts on Ashfield Park.

A better south-side location would be the surplus land at the corner of Orpington St (particularly with the planned removal of the left-turn lane in Orpington St.) and the north-side at the western end fitness centre car park.

Advertising and signage should be prohibited.

Consideration should be given to providing time limited simple level crossing at the present traffic signals locations. To discourage use by able-bodied pedestrians long wait times could be used, particularly at busy traffic periods. This facility would lessen the impact on pedestrians with mobility issues.

6.7. Removal of Pedestrian Crossing on Dalhousie St at Parramatta Rd

The proposal includes the removal of pedestrian crossing at Dalhousie St. Without a pedestrian crossing there would be a higher risk of fatalities at this intersection.

It is essential that this crossing be retained, but the proximity to the corner of Parramatta Road is of concern. Pedestrians crossing Dalhousie St would encounter visibility issues with left-turning vehicles from Parramatta Road.

A more suitable location may be between five and ten meters from the corner to improve safety as well as allowing stopping space for a vehicle coming from Parramatta Road. That would also allow for a speed hump and entrance narrowing to reduce vehicle approach speeds.

6.8. Reduced traffic on Dalhousie St?

With the no right turns, and give-way left turn with its inevitable queueing, it is possible that the traffic in Dalhousie St may be reduced.

However, the left turn exiting Dalhousie St means that queuing would not be alleviated.

The traffic volume is unlikely to change throughout the area and would simply be dispersed around other local roads that have fewer or no safety features i.e. line markings and traffic islands.

The removal of tunnel signage on Dalhousie St and over-height detection equipment is a welcome positive improvement for the amenity of Dalhousie St residents. However, any improvement in amenity is negated by the likely significant drop in business activity for Haberfield’s shopping centre.

Dalhousie St residents have a range of views about the calming benefits as opposed to the loss of convenience and potential loss of businesses. Most are of the view that the changes should not be considered until the impact of the following are assessed:

- Opening of the M4-M5 link and Rozelle interchange
- Change to commuting practices following the easing of COVID-19 restrictions.

6.9. Removal of Traffic Lights Waratah St / Wattle St City West Link

As the Waratah St traffic lights are or should be synchronised with those at Mortley/Timbrell, their removal is unlikely to benefit the CWL through traffic.

A better alternative would be a half-signalised intersection allowing right turn into a merging lane while only west-bound traffic is stopped.

TfNSW have that “All traffic lights are ... to be removed as part of the proposal. The G loop however would remain until 2023”. Clearly the G loop cannot operate without traffic lights!

Quite late in the feedback period, TfNSW have confirmed that the traffic lights will remain to accommodate the WestConnex spoil trucks using the G loop. That would suggest that TfNSW consider the turning of spoil trucks to be more important than Haberfield residents getting in and out of their suburb.

The residents of Haberfield demand that the traffic lights at the Waratah St CWL intersection must be reattained.

6.10. No Right Turn out of Waratah St

The removal of the right turn from Waratah St is most strongly opposed by Haberfield residents as it would remove the only direct access they have to City-West Link (CWL).

The alternative of Mortley Ave and crossing CWL into Timbrell Dr, then a U-turn at the roundabout at Arthur St, to return on the already congested Timbrell Dr, would add considerable distance and time (including two traffic light sequences) to access CWL is totally unacceptable.

The only other alternative to use Darley Rd to approach the CWL and add further queueing in Leichhardt. This too is totally unacceptable, as getting to Darley Road via the congested Marion St and all routes to Marion St would add at least 15 minutes to travel times.

The residents of Haberfield support the retention of the traffic lights and right turn into City West Link at the Waratah St intersection.

6.11. No Right Turn into Waratah St

While this would likely reduce eastbound traffic on Waratah St, it would also remove the only safe direct exit from the M4E tunnel into Haberfield.

Many residents report that the other Parramatta Rd tunnel exit:

- i) is unsafe as the merge from the Tunnel onto Parramatta Rd is an almost completely blind, dangerous merge with accidents in that location;
- ii) in the afternoon peak, traffic is heavy at the approach to the Parramatta Rd tunnel exit, with frequent delays in the tunnel.

Removing the other Haberfield entry point at Waratah St would add to the congestion at the Parramatta Rd exit and local residents’ travel times.

Haberfield residents have considered the proposal and oppose the removal of this right turn.

6.12. Give Way Left Turn out of Waratah St

Having no traffic light to turn left out of Waratah St into City West Link with its oncoming fast-moving traffic with poor visibility, is significantly less safe than a demand driven traffic left turn traffic light and will not lead to *“improved safety outcomes for local residents...”*

Left turning vehicles would either be destined for the tunnel or Wattle St and beyond. For the latter, it would involve changing several lanes in often heavy traffic in a very short distance. This is much less safe than with traffic lights. Safety must be a prime consideration!

As the G loop will remain until 2023, presumably with traffic lights there should be no attempt to remove the Waratah St traffic lights.

6.13. Removal of Pedestrian Crossing on Waratah St

The proposal includes the removal of pedestrian crossing in Waratah St at City West Link. Without a pedestrian crossing there would be a higher risk of fatalities at this intersection.

It is essential that this crossing be retained, but the location needs to be further considered. Pedestrians crossing Waratah St would have visibility issues with vehicles coming from CWL.

A more suitable location may be adjacent to the footpath into the Dobroyd Pde cul-de-sac. That would improve safety as well as allowing stopping space for a vehicle coming from CWL and allow for a speed hump to reduce vehicle approach speeds. There may be an issue with trees on the opposite side of Waratah St?

It should be noted that blind or sight impaired residents live in this area and do need to safely cross Waratah St.

However, the residents of Haberfield insist that the traffic lights must be retained at the Waratah St City West Link intersection.

6.14. Removal of Pedestrian Crossing on Dobroyd Pde at Waratah St

The proposed bridge for cyclists and pedestrians is welcomed as mentioned previously, but as with the Parramatta Rd bridge, consideration should be given to providing time limited simple level crossing at the present traffic signals locations. To discourage use by able-bodied pedestrians, the current long wait times could be further extended, particularly at busy traffic periods. This facility would lessen the impact on pedestrians with mobility issues.

As with the Parramatta Rd bridge, advertising and signage should be prohibited

Haberfield residents support retaining traffic lights and level crossing at this intersection.

6.15. Extended Lane at Timbrell Dr

It is not clear from the information provided how long the extra lane would be. From the maps provided the lane separation broken white line appears to be about 18 meters longer than the current line, yet we have also been advised that *“widening of Timbrell Drive is proposed between Iron Cove Canal Bridge and the existing pedestrian crossing near Henley Marine Drive”*.

6.16. Removed Parking & Extra lane at Mortley Ave to cross City West Link

Mortley Ave currently has significant queuing in peak hours and an additional lane near the intersection is not likely to add much throughput as the approach road is a single lane. Removing the eight car spaces, would NOT result in another eight cars getting through to Timbrell Dr during the green phase for Mortley Ave. This removal of car spaces is opposed.

Timbrell Dr already has significant queuing in peak hours and removal of the right-turn lane and removal of straight-headed traffic from the centre lane is unlikely to dramatically improve flow

The Mortley/Timbrell intersection phasing (which TfNSW will not release) is expected to favour CWL as the throttling effect of the Waratah St intersection traffic lights would be removed. This offers no “improvement” for the Haberfield community.

6.17. No Right Turn out of Timbrell Drive into Dobroyd Pde

We object to the proposal to remove the right turn from Timbrell Drive onto Dobroyd Pde/CWL.

The removal would increase the traffic on Mortley Ave, Boomerang St, Waratah St, Dalhousie St as well as the rat-runners in Minto, Crane and Chelmsford Ave’s. This increased traffic passes Dobroyd Point School which faces Waratah St as well as Crane Ave and Chelmsford Ave. This is at odds with the claim that the proposals will deliver *“improved safety outcomes for local residents, pedestrians, cyclists and motorists in the area”*.

Since the opening of the M4E, there has been a significant increase in traffic turning right from Timbrell Dr into CWL to either access the tunnel or to take advantage of the improved traffic flow to Parramatta Rd, or Frederick St, Ashfield.

At peak times, the turn right queue is longer than those for left or straight because of the limited right turn phase of the lights. Indeed, many drivers would pull out of the right turn lane and instead go straight onto Mortley Avenue to ensure they catch the green light. Further, drivers who would prefer to turn right but are frequent travellers would proceed straight into Mortley Ave, and rat-run through the local streets to avoid the right-turn delay.

Residents also report vehicles crossing into Mortley and making U-turns in Mortley and in Crane Ave’s and returning to turn left at CWL to avoid the right-turn delay at the intersection.

We believe the TfNSW analysis of right turning traffic significantly understates the number of vehicles wishing to turn right into CWL, given an improved opportunity to do so. Further the analysis overstates the traffic that wishes to go straight into Mortley Ave. The additional traffic on Mortley Avenue would inevitably encourage rat running through local streets, passing pedestrian crossings and schools in the process.

6.18. Removal of Pedestrian Crossing on Dobroyd Pde at Mortley/Timbrell

The proposal includes the removal of pedestrian crossing on Dobroyd Pde/CWL at the Mortley/Timbrell intersection. While TfNSW may suggest this crossing is little used, the experience of residents is that **it IS** well used. For residents north of Waratah St, this is the direct route to the Bay Run and the option of the proposed footbridge at Waratah St does not remove the need for this crossing.

The residents of Haberfield insist that the pedestrian crossing must be retained at the Mortley/Timbrell/CWL intersection.

6.19. Additional Important Information

We have additional important information on a non-public page on our website.

To properly consider our submission please use this [link](#).

