



**KOBI SHETTY MP**

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## Response to Portfolio Committee No. 6, Inquiry into the Impact of Rozelle Interchange, supplementary questions

Thursday, 9 May 2024

Cate Faehrmann, Chair  
Portfolio Committee No. 6 – Transport and the Arts  
Parliament of NSW

Dear Ms Faehrmann,

I refer to the committee's supplementary question which has been put to me as follows:

*Inner West Council's evidence at the hearing was that you were advocating to reduce lanes on Victoria Road further, prior to the opening of the interchange. Could you please clarify what you intended with your advocacy for a revitalised Victoria Road?*

Thank you for the opportunity to clarify my intentions for a revitalised Victoria Road.

Prior to the opening of the Rozelle Interchange, I advocated for the reallocation of road space on Victoria Road between the Iron Cove Bridge and Robert Street, in order to make it a place for people, not just cars.

The advice was that once the toll-free Iron Cove Link became operational, traffic volumes on the surface roads would decrease by up to fifty per cent. We anticipated that volumes would increase again in a short space of time, due to the induced demand created by the new motorway. We wanted to take this opportunity. Indeed the previous coalition government had committed to taking this action prior to the 2023 election.

What we did not anticipate was the new Labor government's poor communication and engagement with road users in the lead-up, such that many people remained unaware of the network changes right up until the opening of the Rozelle Interchange in late November. This meant traffic flows could not be redirected into the new tunnel as quickly as possible, and presented many of the early challenges we have heard about in this inquiry.

Shortly before the Interchange opened my office was briefed by Transport for NSW, who clarified their advice about reduced traffic flows. They noted that while traffic was expected to reduce substantially, the reduction would not be evenly spread across the day. They anticipated there would be some challenges, particularly for city-bound traffic during the morning peak.

Following that advice, I redirected my advocacy to ensure that any future opportunities for road-space allocation were not lost through the re-configuration of Victoria Road, as an impact of the Rozelle Interchange. I note there may have been some references to a petition on the matter in a community newsletter that was still in circulation at the time, and I imagine this is what Inner West Council has referred to in their evidence.

Despite any assertions to the contrary that we may hear from Inner West Council and the government from time to time, traffic on Victoria Road has reduced considerably. I understand from my frequent discussions with senior Transport for NSW officials that the Iron Cove Link has reached about 95% capacity, diverting a huge number of cars away from Victoria Road. However, because of the pinch-point that has been created by metering traffic from Victoria Road onto the Anzac Bridge, and the spread of traffic now rat-running throughout nearby local streets in order to avoid this and other pinch-points, there is a perception that local traffic volumes have increased.

If we give greater priority to local surface traffic, such as those drivers travelling from Victoria Road onto the Anzac Bridge, we will see this traffic clearing from Victoria Road and surrounding streets more quickly. We will once again have the opportunity to consider what a revitalised Victoria Road might look like.

Thank you again for the opportunity to present evidence to the Committee's Inquiry into the Impact of Rozelle Interchange. Should you wish to discuss the matters raised here in any further detail please do not hesitate to contact my office on (02) 9660 7586 or [Balmain@parliament.nsw.gov.au](mailto:Balmain@parliament.nsw.gov.au)

Yours sincerely,

**Kobi Shetty MP**  
Member for Balmain