



# **Transport for NSW**

## **Responses to post-hearing questions**

Portfolio Committee No. 6 – Transport and the  
Arts

Impact of the Rozelle Interchange

Hearing date – 3 May 2024

**QUESTIONS ON NOTICE****QUESTION 1. p23**

**The Hon. BOB NANVA:** Quoting from the Transport for NSW submission to the Committee, "Following the release of the 2013 design, the NSW Government made three decisions which generated several necessary design changes captured in the 2015 design change". Can you provide the Committee with some clarity on who the reference to the New South Wales Government is? Is it the WestConnex Delivery Authority, the Sydney Motorway Corporation, the Minister or Cabinet? Perhaps take it on notice.

**CAMILLA DROVER:** I might take that on notice.

**The Hon. BOB NANVA:** The Committee has heard some evidence that in 2014 there was a significant change in the motorways strategy and then in 2015 a fundamental design change to stage three of the project. The concerning thing is that it's seemingly gone against significant amounts of planning advice and concerns. Any information that could be provided to the Committee with respect to the rationale of those changes would be welcome.

**CAMILLA DROVER:** I accept that "government" is a broad term. We'll bring back whatever information we can. I would note that in 2014 the Infrastructure NSW State Infrastructure Strategy update—so the update from 2012—did advocate for some north and south connections to WestConnex. It was then that the provision for the Western Harbour Tunnel came into play.

**The Hon. JOHN GRAHAM:** To assist the Committee I have two comments about the principles that apply here. The first is as an incoming Minister I don't have access to these documents. I've got the expert advice of Transport, which is extremely helpful, on the principle that incoming governments shouldn't have access to a former government's documents. That's appropriate. I think that's a really important principle in government. Secondly, I do want to indicate—and I think it's reasonable for Ms Drover to take these questions on notice, given she wasn't there—that my expectation is the parliamentary Committee has got to do its job as well and it is reasonable for the Committee to ask Transport, "Where were the decisions made?" and expect answers to that. I think it's appropriate to take it on notice, but it's also appropriate that that information be provided to the Committee, where it is known.

**ANSWER:**

In the context of the submission to the inquiry, references to decisions made by the NSW Government refer to Ministers of the day.

This work was led by the WestConnex Delivery Authority, following its establishment in November 2013. The WestConnex Delivery Authority was later merged into the Sydney Motorway Corporation in November 2015.

In addition to the NSW Government submission to this inquiry, consideration of, and changes to, the alignment of Stage 3 of WestConnex are outlined in the Updated Strategic Business Case of 2015, which is publicly available.

Procurement and construction for Rozelle Interchange was transferred from the Sydney Motorway Corporation to Transport in late 2017, with operational and maintenance responsibilities returning to the Sydney Motorway Corporation following opening during November 2023.

**QUESTION 2. pp25-26**

**The Hon. NATALIE WARD:** Getting back to the local issues, can I pick up on the traffic modelling point. What traffic modelling or traffic counts or impact assessments to local roads – and when I say local roads, I mean the minor and major roads connecting to Victoria Road – and Victoria Road itself were undertaken during the design phase and prior to the opening of the interchange?

**STEVE ISSA:** I think Ms Drover can talk about design and then I will talk about roads opening.

**CAMILLA DROVER:** As I said, to inform the EIS design of 2017, which would have been frozen or effectively locked down perhaps in 2016, there would have been significant traffic modelling undertaken. It would have been strategic traffic modelling and there would have been also some localised operational traffic modelling. There are two types of traffic modelling. That would have confirmed the impacts of that design, which were displayed as part of the EIS, and those impacts are quite clearly outlined within that EIS. Then if I can hand to Mr Issa for commentary on what actually occurred in 2023 prior to opening to satisfy that condition of approval 63.

**STEVE ISSA:** Prior to opening we were required to produce a pre-opening road network performance plan. As part of that performance plan, we collected data across both the M4-M8 Link and the 3B project. We shared a particular plan with council and undertook intersection modelling and performance-based modelling based on what we saw as the current demand at those locations or what we forecast, a particular performance.

**The Hon. NATALIE WARD:** On the local roads?

**STEVE ISSA:** For the side street intersections. Some of the local roads don't have intersections that we can model, but there are particular intersections that we modelled at those locations and we also collected traffic data on those local roads.

**The Hon. NATALIE WARD:** Could you perhaps, given time, take that on notice about which roads those were and which intersections?

**STEVE ISSA:** Yes. The plan is public; it's available on the website so we can share that.

**ANSWER:**

The WestConnex Stage 3 Road Network Performance Plan was published in November 2023 and is available on Transport's website:

[https://www.transport.nsw.gov.au/system/files/media/documents/2023/WestConnex-M4-M8-extensions\\_pre-opening-road-network-performance-review.pdf](https://www.transport.nsw.gov.au/system/files/media/documents/2023/WestConnex-M4-M8-extensions_pre-opening-road-network-performance-review.pdf)

**QUESTION 3. p28**

**The Hon. NATALIE WARD:** Yes. What percentage of traffic presently on Victoria Road is predicted to go through – in Drummoyne, will divert through the Harbour Tunnel, and who's working on it?

**GRANT KNOETZE:** In future?

**The Hon. NATALIE WARD:** That's the assurance that's been made to the community.

**STEVE ISSA:** We'll have to take the specific numbers of that. I think what Ms Drover's outlined is that a 10 per cent reduction in demand across the Anzac Bridge Western Distributor, the key main constraint for the whole corridor is the Anzac Bridge Western Distributor. Improving the performance of the Anzac Bridge and Western Distributor and moving that demand into the Western Harbour Tunnel from further afield will improve the way the Rozelle interchange and the Anzac Bridge performs. That will then in turn help manage journey times through the inner west, because we've actually reduced the overall demand.

**The Hon. NATALIE WARD:** Can I ask you to take that specific one on notice? I am happy for you to come back on that percentage.

**STEVE ISSA:** Yes, no problems.

**ANSWER:**

Current strategic modelling predicts a reduction in demand of 4 per cent in the AM peak for Victoria Road inbound (at the Iron Cove Bridge) following the opening of the Western Harbour Tunnel.

Across the Anzac Bridge, the same model is predicting a reduction of 7 per cent inbound in the AM peak following the opening of the Western Harbour Tunnel.

**QUESTION 4. pp28-29**

**The CHAIR:** On that note, we heard from the mayor of North Sydney Council, who also put a submission into this inquiry. She told this inquiry: *To this day, we have not yet had any practical discussions with Transport for NSW about what they expect to do and what could be practically done now to avert the sorts of things that we have seen at Rozelle.* That community is extremely concerned. Everything we're seeing does indicate that exactly the same thing is going to happen. Firstly, why is North Sydney Council so disappointed in the consultation that Transport for NSW is doing with them?

**JOSH MURRAY:** I'd have to take that on notice in terms of terms of the specific concerns of North Sydney. But I am aware that we've received representations and have held meetings with North Sydney.

**ANSWER:**

Transport has regular meetings with North Sydney Council staff regarding the construction of the Warringah Freeway Upgrade and Western Harbour Tunnel projects.

Transport has started work to evaluate network integration requirements ahead of the Western Harbour Tunnel opening. This includes looking at current traffic conditions and the Government's decision to cancel the Beaches Link project.

Transport will prepare a pre-opening Road Network Performance Plan, which will include updated analysis, including modelling of traffic impacts to the adjoining road network.

The Plan will be prepared, and mitigation measures identified implemented, before the Western Harbour Tunnel becomes operational, which is expected to be in 2028.

Transport will further engage with Council, as part of the planning for the pre-opening Network Performance Plan.

Transport is also required to undertake an Operational Road Network Performance Review within 12 months and again within five years of the Western Harbour Tunnel opening.

**QUESTION 5. p30**

**The Hon. BOB NANVA:** Ms Drover, you may wish to take this one on notice too. In 2021 the Audit Office prepared a report titled WestConnex: changes since 2014, those changes being the Camperdown interchange and the conception of the Rozelle interchange. It stated that Transport for NSW, "documented, but did not publish, the rationale for the design changes". Can you provide the Committee with any guidance on what the rationale was or might have been?

**CAMILLA DROVER:** I cannot, but I'm happy to take away and see what we can bring back. I think the use of Transport probably may have been misleading as well, because at the time of the design change it would have been Sydney Motorway Corporation.

**ANSWER:**

The WestConnex Updated Strategic Business Case, released in November 2015, details the conception of the M4-M5 Link. The Updated Strategic Business Case detailed that 16 designs were considered for the M4-M5 Link (including the Rozelle Interchange). These focused on traffic outcomes along Parramatta Road, Anzac Bridge and the broader road network.

It also identified that the recommended design for the M4-M5 Link realignment that was pursued is more cost effective and provided similar reductions to surface traffic flows for WestConnex that followed the Parramatta Road corridor. The WestConnex Updated Strategic Business Case is available at

[https://www.westconnex.com.au/media/yejnwxmw/westconnex\\_updated\\_strategic\\_business\\_case.pdf](https://www.westconnex.com.au/media/yejnwxmw/westconnex_updated_strategic_business_case.pdf)

Further rationale for specific changes were detailed within in the M4-M5 Link Environmental Impact Statement which was released in August 2017. This included the specific amendments made following the 2015 WestConnex Updated Strategic Business Case. These specific changes include the following:

- Undergrounding of the Rozelle Interchange north of the Rozelle Rail Yards, including all three options considered
- Removal of the Camperdown Interchange
- Realignment of the mainline tunnel corridor
- Increase in lanes along the mainline tunnel corridor
- Introduction of the Iron Cove Link

The Camperdown Interchange was removed in response to feedback received during formal community consultation undertaken in September 2016 and to avoid potential impacts at the Royal Prince Alfred Hospital, and its Cyclotron medical research facility, and the University of Sydney.

The M4-M5 Link Environmental Impact Statement is available at:  
<https://www.planningportal.nsw.gov.au/major-projects/projects/westconnex-m4-m5-link>

**QUESTION 6. p31**

**The Hon. ANTHONY D'ADAM:** Can you explain to what extent those better travel times have been achieved as a result of changing the signal scheduling on the north-south intersections on Victoria Road?

**GRANT KNOETZE:** These times that I'm referring to are along the Victoria Road corridor specifically. They are obviously done on a daily basis to manage the peaks.

**The Hon. ANTHONY D'ADAM:** My question was to what extent were the improved times achieved by adjustments to the interval times for the traffic signals along the Victoria Road corridor?

**GRANT KNOETZE:** There are some instances where we haven't touched the signals. I would need to go through and get some specific details and take that on notice about specific intersections.

**The Hon. ANTHONY D'ADAM:** Is that one of the strategies that you used to improve the travel times?

**GRANT KNOETZE:** No. Sometimes in some intersections we wouldn't have made changes; in some we would've adjusted the signals.

**ANSWER:**

In the morning peak, Transport has not significantly amended traffic signal timing in Drummoyne that substantially changes egress from the local community onto Victoria Road. However, amendments and small changes are regularly made to traffic signals across the network to balance the needs of all users including pedestrians, public transport services and vehicles.

Following the opening of Rozelle Interchange, Transport has observed traffic movements and patterns adjusting to the network over the past six months, as well as the issues relating to rat running through local streets in Drummoyne. The increase in the number of vehicles using local streets instead of parts of Victoria Road has resulted in queues observed trying to enter Victoria Road. To manage the increase in rat running and the associated increase in traffic volumes observed along Renwick Street and Park Avenue in Drummoyne, the amount of time for vehicles turning left from Park Avenue into Victoria Road was reduced.

**QUESTION 7. p33**

**The Hon. NATALIE WARD:** What's the budget for it?

**CAMILLA DROVER:** For the smart motorways?

**The Hon. NATALIE WARD:** The Western Distributor network improvement plan—or you can give us both.

**CAMILLA DROVER:** I'd have to turn to my colleague.

**STEVE ISSA:** I would have to take it on notice. I don't have the figure, but we'll take it on notice.

**The Hon. NATALIE WARD:** For both projects.

**STEVE ISSA:** Yes, but to be clear, we did deliver works at Allen Street. We did what we could without the major civil works.

**The Hon. NATALIE WARD:** But the plan was Q2. It's now well over a year after that. I am wondering what has changed. Has it been delayed? Are there budget constraints? I understand the utilities issues but the balance of it.

**STEVE ISSA:** It's just general progress.

**CAMILLA DROVER:** It is funded. I can't recollect the exact number, but those three initiatives are funded.

**The Hon. NATALIE WARD:** You'll take that on notice for both.

**ANSWER:**

The 2023-24 NSW Budget allocated \$52.8 million in 2023-24 to the Western Distributor Smart Motorway and \$20.9 million in 2023-24 to Western Distributor Network Integration.

**QUESTION 8. p33**

**The Hon. NATALIE WARD:** In terms of Victoria Road, Transport measures and publishes transit times along Victoria Road from Gladesville Bridge to Anzac Bridge. Does Transport presently, or in the future, plan to measure the time it takes local residents to get onto Victoria Road from those local roads – for example, from Lyons Road to Victoria Road? Will it be measuring that as part of this traffic plan or does it presently do that?

**The Hon. JOHN GRAHAM:** I will let you answer first, Secretary, and then I'll make a comment.

**JOSH MURRAY:** Ms Ward, the publication of those statistics was an initiative that was brought in recognising the substantial community concern about some of the travel times. We wanted to ensure that people could track those in real time and, along with us, see the benefit of some of the changes. In regard to the work that –

**The Hon. NATALIE WARD:** I understand all of that, but is it being tracked specifically in relation to the time it takes local residents to get onto Victoria Road?

**The Hon. JOHN GRAHAM:** Can I answer, Ms Ward, to say that releasing that data is really important for the public. If the Committee wanted to recommend that that's something we should continue to do in the way you're suggesting, I think Transport would endeavour to make that possible as part of the work that is being done in Drummoyne.



**The Hon. NATALIE WARD:** Yes, but my question is, to be clear – and you can take it on notice—is that presently being done or is it planned to be done? We can make recommendations but that's months away.

**STEVE ISSA:** We'll take it on notice.

**ANSWER:**

Travel time data is presently being collected along Victoria Road and along Lyons Road from Great North Road to Victoria Road.

Transport is in the process of collecting data as part of a holistic post-opening review required to commence within 12 months following the opening of the Rozelle Interchange. Transport will work with the City of Canada Bay Council on a traffic study measuring impacts on local roads in Drummoyne, including measuring queuing at specific intersections. Transport is working with the council to define the exact data requirements to most effectively measure this.

**QUESTION 9. p34**

**The CHAIR:** I have only under three minutes so I won't go to the departmental officials. I will get onto another issue. We've heard a lot from active transport advocates about what they have said is a pretty disastrous outcome in terms of cycleways and active transport provisions. We've had two overpasses that were good for foot traffic as well as cycling removed. We have evidence about the active transport routes being unsafe, currently 102 poles in the cycleway in the 1.2 kilometres from the Iron Cove Bridge to the City West Link. Cyclists are saying it is a complete disaster. What is happening to improve this? The evidence before this Committee is that the conditions of consent have not been met when it comes to the provision of active transport infrastructure. They're very clear on that and we have evidence about that. Minister, what are you doing to ensure that this is fixed and it's fixed very quickly?

**The Hon. JOHN GRAHAM:** Those cycling groups have written to me and I was concerned to see their evidence to the Committee. Obviously there have been big disruptions to the cycling network during the construction, but I was concerned to see how they feel about this going forward. I am committed to meeting with them and working through the issues, but I might have to ask Transport to comment on the conditions of consent.

**JOSH MURRAY:** Mr Issa, can you address that?

**STEVE ISSA:** I think from a project perspective about what the project was required to deliver and what community expectations are, we have delivered 14 kilometres of new and improved active transport links through the Rozelle Parklands, new underpasses and connections to the City West Link and Victoria Road and the Anzac Bridge. We've actually removed the divide of the City West Link.

**The CHAIR:** Can I just check, is the work complete?

**STEVE ISSA:** From Rozelle 3B there are some finishing touches. We have some work to do along – the question is around conditions of approval.

**The CHAIR:** I might get it on notice in terms of everything that you've done.



**ANSWER:**

Approximately 14 kilometres of improved walking and bike riding paths have been delivered as part of the Rozelle Interchange.

The Rozelle Parklands connect people to the northern suburbs of Drummoyne, Russell Lea and Chiswick, connecting them to The Bays Precinct and the CBD via:

- the Bridge to Brenan Street connecting Brenan Street/Railway Parade and the walking and cycling path along Whites Creek in Annandale; and
- the Green Link bridge, a major walking and cycling path connector across City West Link that joins directly with the Rozelle Bay Light Rail stop.

Further active transport works have also been opened including:

- A new Victoria Road underpass for walking and cycling, connecting to shared user paths on Victoria Road and the Anzac Bridge
- Upgraded existing bike and pedestrian paths to improve connectivity between Robert Street and Springside Street (between the Iron Cove Bridge and the Anzac Bridge); and
- Improvements to declutter the existing shared path along the eastbound side of Victoria Road.

Some areas, such as Lilyfield Road, have temporary line marking which will remain in place until the road is resurfaced in late 2024. This will minimise disruption allowing for the completion of Western Harbour Tunnel enabling works and Inner West Council construction programs along the route.

Transport is aware of concerns with the placement of signs on paths and is undertaking a signage review along Victoria Road in Rozelle, with consideration to the needs of active transport users. Whilst these particular active transport improvements were not funded or included within the scope of the Rozelle Interchange, Transport will also consider what other improvements can be undertaken to improve the safety of the shared path on Victoria Road in Rozelle.

## SUPPLEMENTARY QUESTIONS

### QUESTION 1.

At the hearing on Friday 3 May 2024, the Government provided a copy of the previously redacted “Rozelle Interchange Compensation Principles”. It is not clear from that document the amount of compensation that may have been payable should the Rozelle Interchange have been abandoned or delayed. What was the total amount of compensation potentially payable to Transurban under the Rozelle Interchange Compensation Principles?

### ANSWER:

The amount of compensation payable under the Rozelle Interchange Compensation Principles would have been dependant on several factors including the timing of the abandonment or any relevant delays to opening the Rozelle Interchange to traffic, neither of which occurred.

### QUESTION 2.

What specific improvements does Transport for NSW have planned for the cycling and walking infrastructure in the areas surrounding the Rozelle Interchange. When will each of these be completed?

### ANSWER:

The Parramatta to Sydney Foreshore Link project proposes to provide active transport links in the vicinity of the Rozelle Interchange, including proposed connections to and from the Rozelle Parklands as part of a 91 kilometre continuous link to connect Parramatta Park to the Opera House and Botanical Gardens. The development and delivery, including timeframes for future connections, would be subject to a Final Business Case.

The Get NSW Active program is funding the continued planning of the Lilyfield Road cycleway that is proposed to connect the Bay Run to the Rozelle Parklands. Planning of the project was approved for funding in the 2023-24 program. This planning work is currently being undertaken by Inner West Council. Delivery of the project would be subject to further funding.

### QUESTION 3.

The City of Sydney provided feedback to the Draft Performance Review Plan for WestConnex suggesting weaknesses in the methodology. Were these suggestions taken into consideration?

a) If so, how?

### ANSWER:

Transport engaged with the City of Sydney as part of the development of the pre-opening plan. The City of Sydney requested information pertaining to the modelling inputs to verify the methodology for traffic demand changes. Where permitted in line with commercial confidentiality, Transport provided this information to the City of Sydney.

**QUESTION 4.**

Why has no remodelling of traffic impacts been done for the Western Harbour Tunnel since the Beaches Link was cancelled?

- a) What specific hat specific plans are there to do further traffic modelling for the Western Harbour Tunnel and when?
- b) Has a consultant been commissioned to do that work?
- c) If so, how?

**ANSWER:**

Remodelling of traffic impacts is currently being undertaken for the Western Harbour Tunnel project which considers the cancellation of the Beaches Link.

**QUESTION 5.**

How did Transport for NSW (or its former iterations) respond to warnings in 2014 and again in the Stage 3 EIS and the Department of Planning Peer Review that the Anzac Bridge would be over capacity if the Rozelle Interchange was built?

- a) Please provide links to these documents.

**ANSWER:**

The M4-M5 Link Environmental Impact Statement, released in August 2017, acknowledged the constraints and potential overcapacity at the Anzac Bridge. The EIS outlined expected peak period impacts on the eastbound approaches to the Anzac Bridge and wider network.

Transport included in the EIS a commitment to a post opening network review within 12 months and five years to ensure all operational impacts were identified and mitigated. In response to specific congestion concerns around Anzac Bridge the EIS outlined that a combination of demand management, staging openings or capacity enhancements would be implemented on the network to address these issues prior to opening Rozelle Interchange.

Subsequently, the then NSW Department of Planning, Industry and Environment introduced a pre-opening network review requirement within the Minister's Conditions of Approval (E63) which Transport prepared and finalised prior to opening in November 2023.

Transport identified 21 mitigation measures, of which 17 have been implemented, including six of nine around the Rozelle Interchange. Further work is continuing through programs such as the Western Distributor Network Improvements.

The M4-M5 Link Environmental Impact Statement is available at

<https://www.planningportal.nsw.gov.au/major-projects/projects/westconnex-m4-m5-link>.

**QUESTION 6.**

What does the most up to date traffic modelling show about traffic on the Anzac Bridge and its approaches after the Western Harbour Tunnel is complete?

- a) Please provide links to these documents.

**ANSWER:**

The most recent traffic modelling for the Western Harbour Tunnel and its approach to Anzac Bridge was released with the Western Harbour Tunnel and Warringah Freeway Upgrade Environmental Impact Statement in January 2020. For further information regarding work undertaken since the cancellation of Beaches Link, please see Supplementary Question 4.

The Western Harbour Tunnel and Warringah Freeway Upgrade Environmental Impact Statement is available at <https://caportal.com.au/rms/wht/approvals-documents>.

**QUESTION 7.**

What remediation works have been undertaken since 2021 on WestConnex projects and specifically what remediation works are being carried out at St Peters Interchange?

- a) What is the reason for any remediation works and who is responsible for the design and cost of each of the works?

**ANSWER:**

In terms of contamination, Transport's role is to manage contamination in accordance with its Environment Protection Licence and landfill management obligations. For further details see Supplementary Question 9.

**QUESTION 8.**

The committee has received evidence that Transport for NSW has not responded to a letter sent by the City of Sydney in 2023 regarding a proposed park on Campbell Road St Peters.

- a) Is this correct?
- b) If so, why has Transport for NSW not responded to the letter?
- c) When did Transport for NSW last discuss the issue of the use of the land on Campbell Road with the City of Sydney?

**ANSWER:**

Transport has held a number of constructive discussions and meetings on the development of the proposed parkland at St Peters Interchange with the City of Sydney and Inner West Council, along with other stakeholders. Transport is undertaking further investigations on a range of potential uses of the parkland, including options identified by the City of Sydney.

As these investigations conclude, Transport will further engage with the City of Sydney, Inner West Council, and other stakeholders on its plans for development of the parkland.

**QUESTION 9.**

Transport for NSW stated at the Inquiry that the problems with parks at St Peters Interchange were caused by intense rain events.

- a) Why is the NSW EPA requiring contamination studies to be done?
- b) What is the reason for audit reports having been delayed?

**ANSWER:**

Periods of extreme weather during 2020 and 2021 destabilised the surface of the elevated section on the southern side of St Peters Interchange, adjacent to Canal Road. The area had only recently been planted and protracted periods of heavy rain uprooted sections of the new vegetation on the slopes. The area had not yet opened to the public.

Currently, the site is being used for construction access on the Sydney Gateway project. This is allowing more time for the vegetation to mature and the area to stabilise. Further works are planned following the completion of the Sydney Gateway project.

Heavy rain was not a factor in Transport's contamination management at St Peters Interchange. In this regard, Transport monitors and manages contamination-related issues in accordance with the St Peters Interchange Environment Protection Licence and Landfill Closure Management Plan.

With regard to audit reports, Transport is in the process of engaging an independent audit of its licence obligations in accordance with the Environment Protection Licence (EPL). In accordance with condition E2.2 of EPL4627, a final audit report is required prior to surrender of the licence, which is not currently being considered and therefore not required yet.