

From:
To: [Portfolio Committee 6](#)
Cc: [Stephanie Di Pasqua MP - Member for Drummoyne](#)
Subject: NSW Parliamentary Inquiry: Rozelle Interchange
Date: Tuesday, 2 April 2024 7:12:39 PM



I wish to make a submission to the Parliamentary Inquiry regarding the planning and impact of the Rozelle Interchange.

I live in Formosa Street Drummoyne between Bowman and Edwin Streets.

Gridlock and rat-running

During peak hour I am unable to get out of my street, due to the gridlock of cars trying to enter Victoria Road at Edwin Street (and also Lyons Road). I must head north on Formosa Street towards Bowman Street as it is a one way street. Cars are trying to avoid the Lyons Road intersection with Victoria Road heading east, so they rat-run onto Bowman Street which then leads through the carpark on Formosa Street. It is difficult to turn left due to the traffic jam along Bowman St, a two way street only wide enough for 2 cars but with parking allowed on one side. If it is possible to turn left, I then encounter further gridlocks at Edwin and Day Streets along College Street heading south.

Edwin Street is a major gridlock point. This has been made worse by the recent installation of right arrows on Edwin Street/Victoria Road intersection in both directions. This gives priority to pedestrians and generally only allows one or two cars through at a time.

Recently it took me 20 minutes to get from my house to Ultratune on Victoria Road, 500 metres away, at 7.30am. This involved getting out of Formosa Street and turning right onto Victoria Road at Edwin Street. Google maps estimates the journey should take 2 minutes.

Suggested solutions:

Change the light sequencing regarding the turning arrows on Edwin Street (and Lyons Road) to prioritise cars over pedestrians during peak hours. Perhaps allow pedestrian crossing only on the northern side every second light change.

Do not allow right turning, heading north from Formosa Street into Edwin Street during peak hour.

Bus lane

Having the buses pulling in and out across the kerbside lane to enter the bus lane on Victoria Road heading south is dangerous. Cars and buses are having to weave in and out to avoid each other. I have observed 2 near misses with cars crossing in front of or behind buses to turn left. On one occasion the bus I was on had to do an emergency stop, sending passengers flying.

Suggested solution:

The bus lane should be rerouted back to kerbside.

Speed limit in the tunnel, from Iron Cove Bridge to Anzac Bridge

The signage in the tunnel indicates that the speed limit is variable. However the speed limit is set at 60kpm in my experience as a regular user. This may be necessary in peak hour, but outside peak, when there are very few cars using the tunnel this could be increased to 70kpm. Motorists are having to break for most of the journey, which is inefficient and sometimes dangerous to keep to the speed limit, when it is unnecessary in off-peak times. Also the limit on Anzac Bridge could also be lifted to 70kpm. Hence the speed limit from Iron Cove Bridge to North Sydney would be consistent with the Harbour Bridge at 70kpm.

Suggested solution:

Raise the speed limit on the Iron Cove Bridge to Anzac Bridge tunnel to 70kpm based on conditions.

I do not wish my name to be made public.

Thank you