

**Submission
No 4**

INQUIRY INTO IMPACT OF THE ROZELLE INTERCHANGE

Organisation: City of Canada Bay

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NSW Parliament
Legislative Council
Portfolio Committee No. 6 – Transport and the Arts
Committee Chair
Hon Ms Cate Faebmann

Hon Cate Faebmann,

City of Canada Bay Submission to the Inquiry into the impact of the Rozelle Interchange

The development of the Rozelle Interchange was forecast to markedly enhance vehicle movement and connectivity throughout Sydney's Inner West. However, contrary to expectations, the project has had an overall negative impact on our community, particularly in the Drummoyne area.

The detrimental effects experienced by residents, businesses, and daily commuters in the area should have been foreseen, and urgent remedial actions are required. Also required is a commitment to collaboration with Local Government and strategic, forward-looking traffic management planning to address the congestion issues.

Historical Advocacy

Previously the City of Canada Bay sought to discuss concerns and potential solutions to the traffic issues experienced in Drummoyne including but not limited to:

- The campaign for the revitalisation of Victoria Road, Drummoyne (Mayoral Minute - 6 July 2018), which called for the abolition of extended clearway times detrimental to local businesses and the consideration of alternative traffic solutions, such as a tunnel, to assist local business and improve community safety.
- The call to address parking congestion in Drummoyne (Mayoral Minute - 28 February 2019), which demanded a thorough parking study to effectively manage parking availability and demand.
- The proposal for a traffic solution for Drummoyne's future (Mayoral Minute - 10 February 2021), which suggested the construction of a tunnel to extend the M4-M5 Iron Cove Link under Drummoyne to the Gladesville Bridge, aimed at resolving local traffic and congestion issues.

Adverse Effects on the Drummoyne Community

Following the implementation of the Rozelle Interchange, the Drummoyne area has experienced significant disruption to its daily life, characterised by increased traffic congestion and decreased local road functionality. Council's concerns raised during the project's planning and construction phases have been overlooked, leaving the community to deal with the negative consequences.

The opening of the interchange has notably resulted in adverse impacts on traffic flows and residents across the Drummoyne area, affecting both primary and secondary roads. This has lengthened travel times and created behaviours of 'rat running' on surrounding residential roads, compromising the safety and quality of life for Drummoyne residents.

Transport for NSW's public data highlights traffic conditions on Victoria Road from the Gladesville Bridge to the Anzac Bridge during morning peak hours and shows:

- On the morning of Monday, 04 March 2024, travel times increased to 28 minutes by 08:30 am, up from 17 minutes at 07:30 am.
- The following day, Tuesday, 05 March 2024, saw journey times extend to 32 minutes by 08:30 am.
- This pattern of delays continued throughout the week, with Friday, 08 March 2024 recording the shortest journey time of 14 minutes, which still represents an inconvenience compared to pre-interchange conditions.

These detail the negative impact of the interchange on Drummoyne's traffic flow, substantially lengthening what were previously short commutes.

Previous mitigation efforts

Attempts to alleviate congestion, such as adjustment of traffic signal phases around the accessing roads have been unsuccessful.

Rather than reducing congestion, these adjustments have merely redistributed traffic problems further west, further exacerbating the situation for Drummoyne residents. At the intersections on Victoria Road, the increasing delays in traffic has resulted in road users' frustration and risk-taking behaviour, compromising community and road users' safety.

This failure underlines the need for a comprehensive review of traffic management strategies associated with the Rozelle Interchange.

There is an urgent need for Transport for NSW and the State Government to take immediate action to address the ongoing traffic congestion crisis and to develop a robust transport infrastructure capable of meeting future demands.

This Inquiry into the Rozelle Interchange presents a crucial opportunity for the Drummoyne community to express its concerns and call on the State Government and Transport for NSW to bring about substantial change. The City of Canada Bay demands immediate action and a more collaborative approach to future urban planning and traffic management.

Yours sincerely,

John Clark
General Manager