

**Submission  
No 9**

## **INQUIRY INTO IMPACT OF THE ROZELLE INTERCHANGE**

**Name:** Ms Stephanie Di Pasqua MP

**Date Received:** 24 March 2024

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# Stephanie Di Pasqua MP

## Member for Drummoyne



24 March 2024

Ms Cate Faehrmann MLC  
Chair  
Portfolio No. 6  
Impact of the Rozelle Interchange  
Parliament of New South Wales

Dear Ms Faehrmann & Committee Members,

### **Re: Submission to Impact of the Rozelle Interchange Inquiry**

Thank you for the opportunity to make a submission to the Impact of the Rozelle Interchange Inquiry.

My name is Stephanie Di Pasqua and I am the State Member of Parliament representing the constituents of the Drummoyne electorate. As a democratically elected representative of a community that has been detrimentally impacted by the opening of the Rozelle Interchange, I have taken an interest in this Inquiry.

This submission will seek to consider and address several matters that have been raised with me by constituents of the Drummoyne electorate. My community has seen a significant increase in traffic congestion along Victoria Road and in local streets in Drummoyne.

This submission outlines the key and recurrent themes in constituent feedback that my electorate office has received including severe traffic congestion along Victoria Road and feeder roads in Drummoyne, the increase of rat running in local streets, and the impact of traffic light sequencing changes.

This submission makes some recommendations for both short term and long-term improvements for traffic flow in Drummoyne.

I hope that together we can consider and work to address the serious traffic and safety implications for residents of Drummoyne that have come about due to the opening of the Rozelle Interchange and related decisions made by Transport for NSW.

I ask that the Committee recommends findings that will help to improve the lives of people living in Drummoyne and travelling through the suburb.

Contact  
Stephanie

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## **Impact on Local Streets, Residents and Businesses**

Since the opening of the Rozelle Interchange in late 2023, residents in the Drummoyne electorate have experienced extreme traffic congestion along Victoria Road and in surrounding streets.

For all road users in Drummoyne, it has become difficult to travel around the suburb. This is particularly the case for those in the eastern part of Drummoyne and it is very concerning because access is vital as it is a peninsula.

I have had many residents living in the eastern end of Drummoyne raise their genuine concern that emergency service vehicles will not be able to reach them in peak hours due to the extreme traffic congestion in the peninsula. This should demonstrate the scale of the problem.

Local businesses in Drummoyne are seeing a downturn in foot traffic and patronage as people are avoiding the suburb because they do not want to be stuck in traffic. Silvia, a local business owner with a shopfront along Victoria Road said, *“Consider the impact that traffic road changes would have on small businesses in Drummoyne. We must preserve small businesses.”*

I want to ensure Drummoyne remains a place people want to frequent and support local businesses, particularly those along Victoria Road. I want pedestrians and residents to feel safe in their suburb.

## **Traffic Light Sequencing**

During the morning peak, travelling around Drummoyne has become increasingly difficult. This is because the traffic backlog means that vehicles in streets feeding on to Victoria Road, and out of the eastern peninsula, are now unable to access or proceed across Victoria Road easily. On the western side of Victoria Road, traffic is also significantly backed up. Traffic is held in Drummoyne by the traffic lights, meaning flow is impeded.

Following the opening of the Rozelle Interchange, traffic light sequencing was altered by Transport for NSW. This has meant the problem has affected local streets in Drummoyne (see Map in Appendix 1). Streets significantly affected as a result of the changes include Lyons Road, Edwin Street, Renwick Street, Alexandra Street, Day Street, St Georges Crescent, Park Avenue, College Street, Formosa Street, and others. This increase in traffic and congestion in local streets is unacceptable and needs to be addressed.

Traffic light sequencing changes by Transport for NSW have dramatically reduced green light time for feeder streets (and hence the number of cars that are able to get through each light change) meaning traffic piles up. This is a serious safety concern for drivers, pedestrians, cyclists, motorists and residents, as drivers are becoming increasingly frustrated and their tendency to break the law is increased. It is also a concern as residents living in these streets in the peninsula, such as Renwick Street, are unable to reverse their car out of their driveway due to a traffic backlog that does not move or flow adequately.

Not all vehicles are turning left onto Victoria Road from feeder streets in East Drummoyne such as Lyons Road and Edwin Street. Some motorists need to head straight and cross over Victoria Road to leave the peninsula, and vice versa. This needs to be considered in traffic light sequencing. More green traffic light time must be given to streets in Drummoyne, allowing vehicles to cross over Victoria Road.

Traffic light sequencing changes are urgently needed at the intersections of Victoria and Lyons Roads, Victoria Road and Edwin Street, Victoria Road and Day Street, and Victoria Road and Park Avenue.

## Increased Traffic in Local Streets

Increased traffic on the Gladesville Bridge results in drivers heading up the bus lane, turning left at one of the side streets and using the streets of East Drummoyne to rat run through the suburb in attempt to bypass Victoria Road. Better enforcement of the bus lane is needed as a priority.

St Georges Crescent, Alexandra Street and Renwick Streets in Drummoyne have been highlighted as local concerns. It is noted that at times, navigation apps also suggest rat running through East Drummoyne via these streets.

On a larger scale, this is also occurring on the western side of Victoria Road where, in an attempt to avoid Lyons Road, motorists use feeder streets in Five Dock, Russell Lea and Drummoyne to rat run. Navigation apps also suggest using this method. It is dangerous. It must be the priority of Transport for NSW to ensure safety. The incentivisation of rat running is a significant problem and the situation is untenable.

Regarding rat running, Kate B, a local resident of Five Dock said, *“Lyons Road onto Victoria Road continues to be a serious congestion point for our Five Dock community... along Victoria Road - this is what causes a lot of the rat-run through the streets.”*

Our local streets need to be utilised as a means to connect to major roads and amenities and not as thoroughfares for speeding and erratic traffic. Access to local schools, childcares and other services are being blocked by traffic congestion during peak times.

Increased traffic is significantly affecting flow. Sue from Drummoyne said, *“Back streets in Drummoyne are car parks in the mornings and evening peaks now.”*

Robin from Drummoyne said, *‘It is extremely stressful trying to take my daughter to school each day! Sitting in traffic for 45 [minutes] - 1 hour everyday for a 5-19 minute drive!’*

In local streets, students are walking to Drummoyne Public School or St Mark’s Primary School, the elderly, parents, people walking their pets and cyclists are going about their day. Transport for NSW cannot think it is acceptable to clog up local streets, putting pedestrians and cyclists at risk.

Daniel R from Drummoyne calls for the need to *‘Improve conditions on Victoria road and other motorways to the city to remove the heavy traffic through backstreets of Drummoyne which have now become too heavily congested.’*

This is a safety issue above all else. Travel through the back roads of Drummoyne is dangerous and needs to be addressed. Given that we know the problem is occurring, this further builds the case for a necessity in traffic light sequencing changes at key intersections.

## Impact on Viable Transport Options

The traffic gridlock has also caused significant problems for those who travel by public transport via Victoria Road, Drummoyne.

Buses have experienced significant delays due to the traffic gridlock, impacting a commuter's ability to rely on the service as a viable transport option. Natalie of Drummoyne said, *"Catching a bus on Victoria Road is painful. The buses were usually able to move through the lights faster. Now I wait an extra 15 minutes because buses are waiting at lights for longer periods. This impacts my ability to get to work in a timely manner."*

The introduction of the second bus lane between Terry St Rozelle and Darling Street at Balmain has been questioned by bus and road users. Anecdotal evidence provided to me notes that the additional bus lane and dedicated left hand turn lane are causing traffic congestion.

Sasha from Russell Lea said, *'Having 2 lanes for them does not get them into the city faster, it's only causing more congestion on Victoria Rd. I saw first hand the second 24 hour bus lane hardly being used by buses, it was mostly empty and a wasted lane whilst cars backed up for kms!'*

Carol B from Drummoyne said, *'Driving from Drummoyne to RPA before the Rozelle interchange opened took less time and was less hazardous. Now travel time has doubled and lanes are more confusing now.'*

It is worthwhile to note that anecdotal evidence provided by constituents suggests that the bus lane is used to bypass lengths of traffic. This occurs at locations such as the bus lane on Gladesville Bridge, the bus lane on the Iron Cove Bridge and the bus lane at Rozelle. Better monitoring and enforcement of bus lanes is needed.

Introduction of the second bus lane at Victoria Road Rozelle and dedicated left hand turn lane at Darling Street need to be assessed to determine whether this is the best option. Anecdotal evidence from bus users suggests that drivers of bendy buses do not use the second bus lane as it is difficult for these bigger buses to swerve in and out of lanes. The drivers of the bendy bus tend to drive across both lanes, meaning there is no net improvement of bus travel times. The second bus lane creates a significant backup of traffic. The original arrangement of the single bus lane worked well and should be reintroduced.

Birkenhead Point Shopping Centre is a location that attracts significant visitors to the suburb. As public transport is not easily accessible around Birkenhead Point, most visitors choose to travel by private vehicles. It is noted that the complex traffic problems that currently exist in Drummoyne are only compounded on weekends due to visitor traffic to the Centre. Better public transport, and the reopening of the Birkenhead Point Ferry Wharf would assist in addressing traffic issues in this area.

Additionally, and especially on weekends, ferries are routinely missing stops around the Drummoyne peninsula due to capacity issues and therefore ferries cannot be relied upon by local residents during peak times as a viable transport option. The increase in services has made some improvements, however the issue of patronage is still relevant in Drummoyne. Ferries must begin further down the Parramatta River, such as at Cabarita or Abbotsford. This would ensure there is still capacity for commuters at Drummoyne.

If public transport options were improved for Drummoyne, it would mean less of a reliance on private vehicles.

## **Pinch Point - Victoria Road**

A major pinch point has emerged at Victoria Road in Drummoyne. It appears that Transport for NSW is holding the traffic in Drummoyne and this is having serious flow on effects to local streets.

This is observed during the morning peak at the last intersection before the Iron Cove Bridge. Drummoyne is visibly congested but Rozelle seems clear. Dianne from Drummoyne says, *“The traffic lights Between Lyons Road through to Iron Cove Bridge - city bound seem to be very slow changing to green - in fact we were sitting in lots of traffic on Victoria Road looking across to an empty Iron Cove Bridge in peak hour morning traffic.”*

I am significantly concerned that the decision to free up Rozelle and push traffic to Drummoyne is a politically motivated one. How can Transport for NSW justify holding traffic in Drummoyne when the Iron Cove Bridge is noted as being “empty” during the morning peak.

I am concerned that the data cited by Transport for NSW about travel times along Victoria Road is not accurate. This data does not take into account the traffic jams in local streets and added travel time that it now takes commuters to get onto Victoria Road. Data should better reflect and represent the entire journey, and not just parts of the journey.

In February, The Sydney Morning Herald reported that, *“It has taken us [journalist Matt O’Sullivan] one hour and four minutes to crawl about 3.8 kilometres during the morning peak.”*

Ramp signals controlling the rate of vehicles exiting the on-ramp to the Anzac Bridge cause traffic to pile up on Victoria Road as priority is given to motorists from other entry points. David from Drummoyne says, *“Remove the traffic metering from Victoria Rd, City West Link and Iron Cove to Drummoyne tunnel.”*

Flows of traffic could be reviewed to provide a more equitable approach to the Anzac Bridge.



## **Communication and Stakeholder Engagement by Transport for NSW**

Communications and stakeholder engagement surrounding the opening of the Rozelle Interchange was slow and lacked clarity throughout the process. Engagement with the community by Transport for NSW must be improved.

Many residents in my community cited that communications about the construction of the Rozelle Interchange, its opening, the toll-free Iron Cove Link and the changes of road lanes was extremely poor.

This all had a flow on effect which compounded the issue of traffic congestion leading to gridlock in the opening days of the Rozelle Interchange.

If it was communicated early to motorists who were better educated about the new toll-free route to the city, much of the eventual headache and anxiety caused may have been mitigated.

I place on record that on Monday 27 November 2023, my office received an email from a senior manager of Communications and Stakeholder Engagement at Transport for NSW. The email was titled "The Rozelle Interchange Opens Sunday 26 November—get ready." As the local Member, had I had access to this information earlier, I could have assisted in disseminating the information and ensuring the messaging was communicated to the community.

The initiatives to rectify some initial confusion such as the use of new signage on Victoria Road which states there is no toll payable to the city, using Variable Message Signs (digital message signs) to provide guidance to drivers and amendments to signage to make travel clearer for motorists seems to have made a difference. However, this should have been considered by Transport for NSW in the first instance. Had the community been engaged earlier, or been given adequate notice of the opening, these teething issues could have been avoided.

I am extremely disappointed that Transport for NSW has not widely engaged with my community. Despite correspondence that I sent to the Minister for Roads on 1 December 2023 seeking a community town-hall style meeting, this was not forthcoming to residents living in my electorate. It was afforded to residents of the Inner West Council area, and I am astounded that it was not extended to those living in the City of Canada Bay Council area/Drummoyne electorate.

I have sought to engage with the Minister for Roads, his office, and Transport for NSW in good faith. It is disappointing that I only received a written response on Friday 15 March 2024 from the Minister to my letter dated 1 December 2023 requesting that Transport for NSW hold a community meeting with my constituents. Despite my repeated attempts, we are still waiting.

A Labor Councillor on the City of Canada Bay Council was somehow able to organise a community meeting with senior Transport for NSW bureaucrats (Mr Howard Collins was advertised as being present but he did not show up to the meeting). The meeting occurred on 18 March 2024 at 5.30pm at the Oxford Hotel in Drummoyne. I understand that the Federal Member for Reid was invited to attend. My office never received a formal invitation to attend,

however I was present at the meeting. I question why a genuine request from the local State Member about the same issue was not actioned and why it appears that preferential treatment has been shown to members of the Labor Party. This should be an issue above politics because traffic congestion is a safety issue.

Whilst I absolutely welcome the news that Transport for NSW will meet with the Drummoyne community in person and listen to residents, I wish to stress how vital it is that such an important issue be dealt with in an appropriate manner and without partisan politics. I note that the proposed location of a local pub without lift access was not accessible for all and it was not widely advertised to all residents in the City of Canada Bay. In future, community meetings should be circulated to allow maximum community participation. They should involve all community representatives working together for their constituents.

The meeting was robust and important and I hope that the senior bureaucrats present listen to the important community feedback and address and action all that was raised.

In the spirit of working constructively with the Minister, my office is able to assist in facilitating and organising another public meeting, or to facilitate communication and consultation with the community.

On 18 March, it was suggested that a working group be established and will include Council, Transport for NSW and residents. I want to ensure this working group meets regularly to provide feedback, and that Transport for NSW report to each meeting with the initiatives enacted to address the traffic issues. As the local State Member, I wish to be a member of the working group.

I acknowledge the Minister's office for organising a meeting for me on 7 February 2024 with Transport for NSW executives, however I strongly believe that it is important for executives to hear from constituents directly about their experience.

Over the past few months, my office has surveyed the community about ideas and feedback. In Appendix 2, I have compiled some of the responses from constituents, detailing their experiences and suggestions.

## **Long Term Vision for Victoria Road**

There is potential for Victoria Road to grow into a community and business hub. This opportunity for a commercial precinct would provide many benefits to local residents and businesses. Revitalising and reinvigorating the retail functions along Victoria Road will mean that the corridor would be able to be used by locals as a place for leisure, a safe place for weekly shopping and retail, and inject much needed vibrancy back into the Drummoyne community.

As a Councillor on the City of Canada Bay Council, I supported a motion in 2021 that lobbied for the Iron Cove Link Tunnel to begin at the Gladesville Bridge.

This would allow motorists travelling through to bypass many sets of lights. This would ease congestion on Victoria Road and local streets.

A commercial precinct with alfresco dining, safe and extended pedestrian footpath and increased parking for the shopping strip would allow for a revitalisation of the local economy in Drummoyne. There would be opportunities to improve the amenity for Victoria Road, including some plant and small tree planting.

With traffic diverted from Victoria Road, it could turn this bumper-to-bumper traffic corridor into an attractive precinct by reducing traffic congestion, improving traffic flow and revitalising pedestrian and business space.

## Key Recommendations

- 1. A comprehensive local traffic study to identify immediate and implementable traffic mitigation solutions for Drummoyne.**

This must be completed urgently. Transport for NSW and the City of Canada Bay Council must work together with the community to identify solutions and improve traffic flow.

- 2. Review traffic light sequencing at intersections along Victoria Road in Drummoyne particularly at Lyons Road, Edwin St, Day Street and Park Avenue to improve traffic flow.**

This must be implemented immediately. A couple more seconds are needed to allow more cars in feeder streets to go through the lights to limit congestion in local streets.

- 3. Review the introduction of the second bus lane at Victoria Road Rozelle**

This would help to address and ease the extreme traffic congestion. Bus prioritisation should occur after the opening of the Western Harbour Tunnel.

- 4. Spreading traffic flows including coming onto the Anzac Bridge, particularly in peak periods.**

This would mean a more efficient journey along Victoria Road and help improve traffic backlog.

- 5. Ongoing and improved community engagement, communication and consultation between Transport for NSW and the public.**

This is vital. Throughout construction and opening of the Rozelle Interchange, there are clear examples where community consultation and communication has not been satisfactory. Lessons need to be learned from this debacle. The working group with Council, Transport for NSW and local residents is needed to address outstanding issues.

- 6. A tunnel between the Iron Cove Link and the Gladesville Bridge.**

A long-term solution to improve amenity.

## **Conclusion**

The current traffic situation along Victoria Road and in local streets in Drummoyne is untenable. My community cannot wait another 3-5 years for the opening of the Western Harbour Tunnel to ease traffic congestion.

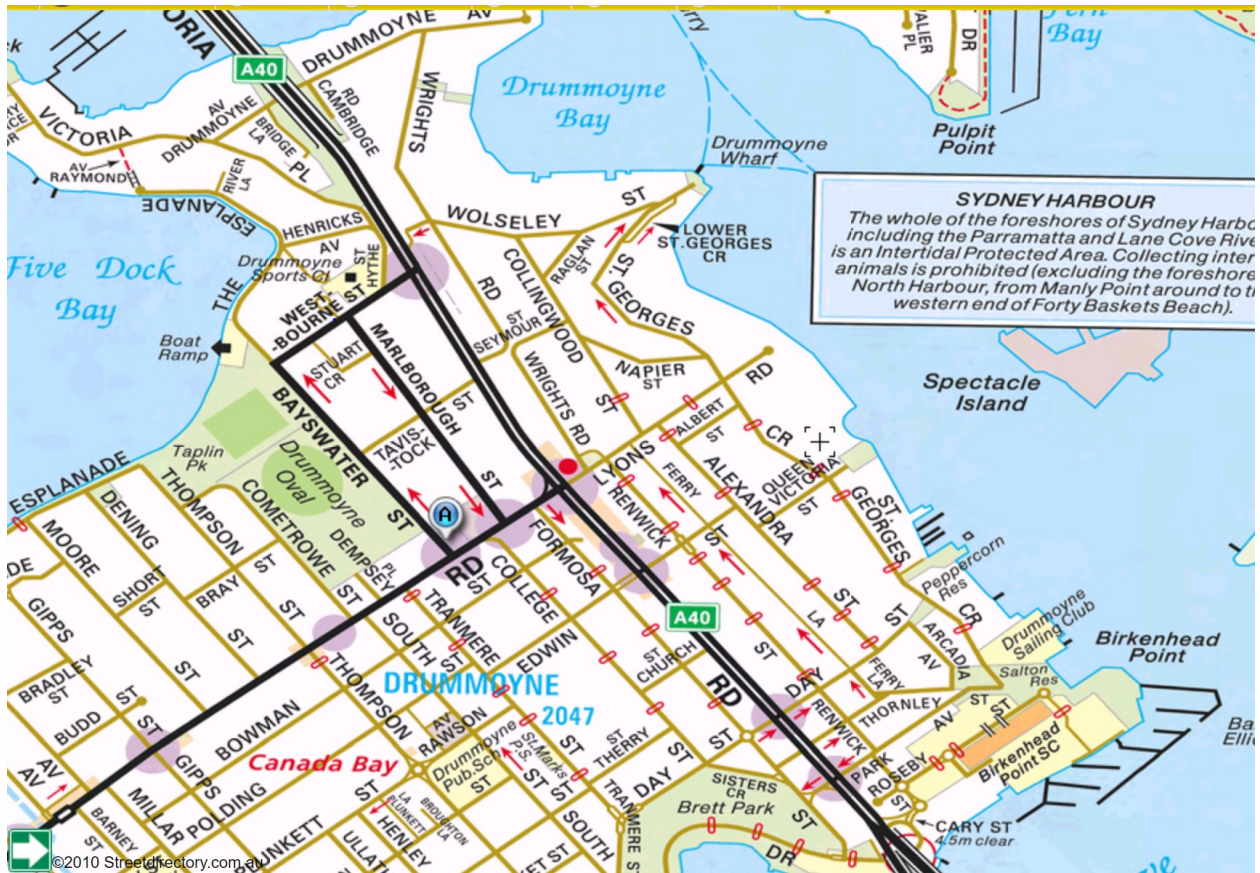
I ask that the Inquiry review the key recommendations made and implore Transport for NSW to make real improvements, and to do so quickly.

This is a complex traffic problem but the current situation must be addressed and improved immediately. This is above all a traffic and a safety issue.

Thank you for the opportunity to provide a submission to this Inquiry. I welcome an opportunity to address the Committee and represent my community.

# Appendix 1 - Map of Drummoyne

Source: <https://www.street-directory.com.au/nsw/drummoyne>



## Appendix 2 - Comments from the community

First Name	What are your suggestions to improve traffic flow on Victoria Rd?	Would you like to make any additional comments?
George	I don't have any, sorry. I just know that a solution needs to be found ASAP!	I just came here to say that this is a huge problem. All I ask is that a formal inquiry is made into the damage that the tunnel has made to traffic in the region, and that proper modelling and forecasting is carried out. Civil engineers and data modelling can surely find a solution. We waited years and spent millions on this tunnel only for traffic to get worse. How can our government stuff this up so badly? Surely intelligent people are running our country??
Sergio	Return to the public the street lines of Victoria Rd instead of giving them to a private operator. From Rozelle to Drummoyne before taking the Iron Cove Bridge we used to have 3 lines (2 for cars and one for bus), but now there is only one, while the tunnel emerging at that point has the same 2 lines it has underground; it is outrageous that a private company benefits from public roads without reducing its lines at the exit point even though it hardly carries traffic. Going into the city, the tunnel section from Balmain to the ANZAC bridge should be free of charge until 10:00 AM, so the traffic can be split into two available routes.	Priority should focus on the public, not in the private operators who profit from these infrastructure. Who authorized to give them 2 out of 3 lines of public roads at Rozelle? Is hard to believe they send billions of dollars without thinking on the consequences and expecting that due to a miracle the traffic was to reduce.
Terry	Unless they remove the fixed median lane on Anzac bridge and replace it with a moveable one for am and pm peak, I don't see how they can stop the backup of traffic on Victoria rd	
Anne Marie	Build car parking or transform spaces so people can park then catch public transportation into city. Got to get cars off roads. Ride share depots?	Education on microparticles to reduce use of vehicles
Angela	Build a tunnel from Gladesville bridge	
Raymond	Improve the traffic light phasing to more time for Victoria Road.	
Sally	Add more lanes at White Bay approaching the Anzac Bridge from Victoria Rd and City West Link.	
Laurel Kay	I have no idea but your experts who were paid probably large amounts of money planning it should be sued!	As an elderly person who often needs a taxi to go to an appointment in the city or at RPAH it makes it a long and expensive trip. With a granddaughter it is taking her at least twice as long to get to work at the University of NSW.

Sue	Eliminate merging lanes and better access from Lyons Road onto Victoria Road	
Dianne	<p>The traffic lights Between Lyons Road through to Iron Cove Bridge - city bound seem to be very slow changing to green - in fact we were sitting in lots of traffic on Victoria Road looking across to an empty Iron Cove Bridge in peak hour morning traffic. Can something be done about lenthening the timing of the green lights please.</p> <p>Also I'm not convinced the new bus lane (in the centre of the road) is a good idea at the moment. It removed 1 whole lane of traffic and creates havoc as buses have to go in and out of the left hand lane to stop. Until the harbour tunnel is open I suggest the bus lane is put back in to the left hand side of the road going into the city on Victoria road.</p>	I completely support the Greens lead enquiry into how we got here. Who was responsible for supporting and signing this contract with Trans Urban and why was it seen as appropriate to inflict massive construction and now increased congestion on inner west residents in favour of asking residents living further west to pay huge tolls daily to get into the city quicker. It is a really divisive decision and plan. It screams disrespect and money grabbing. Keen to hear and read the results of the enquiry.
Errol	<p>Send the bus lane back to the kerb (at Terry Street Rozelle). This will make the traffic flow faster.</p> <p>Stop stalling the traffic lights at Drummoyne.</p>	<p>Send the bus lane back to the kerb (at Terry Street Rozelle). This will make the traffic flow faster.</p> <p>Stop stalling the traffic lights at Drummoyne.</p>
Kate	<p>Change behaviour of single individuals driving to work or across town in peak hour:-</p> <ul style="list-style-type: none"> <li>- add a T2/3 section to encourage car pooling for school drop off or work commute</li> <li>- double the amount of buses in the schedule, linked to unlocking parking at key locations along Victoria Rd in unused vacant lots</li> </ul>	<p>Lyons Road onto Victoria Rd continues to be a serious congestion point for our Five Dock community going north or south along Vic Road - this is what causes a lot of the rat run through the streets. It's hard to think of ways to solve apart from strategies to take cars off the road - eg provide schools buses to transport kids / bus and transit sections.</p> <p>Or rethink new access points from other access points onto Victoria Rd with double lanes and lights that channel in one direction - eg north or south. Eg Edwin st, church st, Tavistock st, Day st</p>
Robert	Get the right advice from experts ,evaluate the facts and make the right decisions that actually produce something.	
Ross	<p>Tunnel to take road all the way from before Gladesville bridge into city.</p> <p>Light rail or Metro running from Parramatta through Ryde, Gladesville, linking with Rozelle.</p>	<p>Get rid of rat runs</p> <p>Green Victoria Rd - it's atrocious. No change for over 29 years tat I've lived here. Five Dock, Concord look amazing. We are the poor cousins.</p>



	No more buses - noisy No more road extensions above ground.	
Andrew	a better solution to the traffic lights on corner of Lyons and Victoria roads. There used to be a lane to turn left onto Victoria road this was removed and stopped flow this should be re-instated. Reduce the amount traffic lights, overhead foot bridges. Synchronised timing for the traffic lights to increase traffic flow Shorter waits during red lights to increase flow	
Elizabeth	revert back to one bus lane heading towards city.	
Krista		
Michael	Remove 24 hr bus zones please. Especially on iron Cove bridge citybound. Or add a sign to allow left turners to terry St access to that lane.	Please address the vertical gardens on the exhaust stack. Lots of non-functional sections. Thanks
Ian	Drummoyne East residents can use bus lane between Gladesville Bridge and Seymour st.	The Rozelle Interchange is an unmitigated failure. Close it and revert back to the way it was. It worked much better. And STOP slowing all the traffic in Gladesville so the Drummoyne traffic on Victoria Rd looks better. It is Not
Patricia (Pat)	delete the bus only lane	
Nathan	Tunnel from Gladesville to Rozelle interchange. Metro line along Victoria Rd.	
Belinda	Victoria Rd Gladesville heading towards city remove bus lane only and make it T2 or T3. Not sure maybe from bridge an over path to the tunnel making sure signs are put miles away not so close to overpath.	Heading city from gladesville been a nightmare since new tunnel it takes me over 1hr to get my daughter to blackwattle I need to avoid Victoria Rd and go through back streets and go back way of Annandale Gelbe etc to get her on time. Old days would take me to Prymont under 30 minutes
Lisa	1. To release the lane on the Anzac Bridge (to Victoria Rd) that the previous state government allotted to the toll road. 2. Provide better public transport. 3. Stop the congestion that is backing up to and from Gladesville, affecting Drummoyne.	The pollution, delays, traffic accidents and general stress that the Rozelle interchange has created for the inner west communities (especially Drummoyne & the Balmain peninsula) demonstrate the myopic, self-serving vision of previous local and state governments. The current governments should create an infrastructure that works. This will serve them well for future elections and help many communities who live in the inner west.

Catherine	<p>1. Reduce from two lanes to one lane, the traffic exiting from the M4 onto Anzac Bridge, so that when the traffic merges with the traffic in the tunnel (traffic coming from Drummoyne to Anzac Bridge), there are two lanes from Drummoyne and one from the M4 / Parramatta. Seems that there is a great outpouring from the west, of traffic that previously would have been on the City West link, at the expense of traffic from Drummoyne. Traffic from Drummoyne in the tunnel to the city, is so bad that I crawl through the beginning of the tunnel to finally get on the tunnel towards Alexandria.</p> <p>2. Alternatively, Block off exit from Parramatta to the Anzac Bridge, until the Western Harbour tunnel is open.</p> <p>Was amazing during school holidays, trip to Alexandria was 20 mins, but now back to an hour to get to work, as exit to Alexandria also problematic. Even if rat run through Five Dock from Hunters Hill to get into the tunnel (which is usually quicker than waiting grid locked on Victoria Road). Delay in the right lane of the exit in Alexandria, to fix this there should be a longer divider down the road to stop last min lane changes, as people stay in the left lane until last min, and then hold up left lane as they try to jump into the right lane.</p>	
Robin Lynn	Designated local traffic lane for left turns after iron cove bridge to Balmain	Last year it was extremely stressful trying to take my daughter to school each day! Sitting in traffic for 45-1 hr every day for a 5 -19 mins drive! This is incredible!
Nathan	Move the bus lane back to far left lane and get rid of traffic lights entering Anzac bridge	-
Nicole	Put the bus lane back where it used to be	
Natalie	Fix the pattern of lights along Victoria road. Turning into Drummoyne now is always backed up with traffic. Also catching a bus on Victoria road is painful. The buses were usually able to move through the lights faster. Now, I wait an extra 15 minutes because the buses are waiting at the lights longer. This impacts my ability to get to work in a timely manner. I'm now considering moving to another suburb because it's no longer efficient.	
Michelle	Undo what you have done in the last year. Transit traffic is now taking back streets due to poor access to Victoria road at key traffic light intersections.	Give our suburb back to us locals please.

Vishaal		I've noticed that the traffic lights at Victoria Road and Day Street Drummoyne has been altered. If you're heading to the city the traffic light won't go green despite it should, I assume this to give commuters time and give traffic time yo flow but it really just adds to the traffic especially in the Drummoyne area.
Kurt	Reinstate a single bus lane through Rozelle. The only frequent left turning spots are Terry St and Darling St, and there is not sufficient volume of left-turning traffic during peak hour to warrant a dedicated lane. Using traffic lights through Drummoyne as a gate before the Iron Cove bridge is pushing traffic into Drummoyne backstreets, maing it impossible to exit the eastern side of the suburb during peak hour (via Lyons Rd, Edwin St, Park Ave).	The green traffic light cycle heading west on Lyons Rd across Vic Rd is far too short and needs to be at least doubled in duration from 5s to 10s. It can take three or four cycles to get through, and this could be solved with a little more time. Flow would also be improved by removing the car parking spaces in front of Warwick Williams, which reduces available lanes from two to one. This is a real bottleneck, particularly when buses pull out to start their routes here.
Helen	Better signage on approach to tunnel. The lights from (east drummoyne) of lyons road onto Victoria road only allows 3 cars through, which causes major build up. The old method of lights worked a lot better: signs on traffic light poles to remind people to get off their phones whilst crossing vic road would help with safety.	
Lynn	More public transport and ferries	
Mike	More ferries	
Ann	It's very difficult to get out of the East side of Drummoyne. Some amendments have been made but not sufficient. I no longer currently want to drive down Victoria Road, and take another route to get to destinations if required.	
Westley	Police the bus lane 24 x 7 as the bus trip now is so bad trying to get onto Anzac bridge that people I know that live in the are are using cars again as the bus reliability isn't consistent and they are getting to work late if relying on buses	Access to Victoria road from lyons road water side is now almost impossible at certain times of the day and from frustration drivers are running red light and putting others at risk. Also means a once 15 minute trip to take the children to school now has added up to 30minutes of a morning just to get through the intersection across Victoria road via Lyons road.
John	Change the filter lanes in the Rozelle Tunnel and move the bus lane on Victora Road back to the left.	There was little to no public information given prior to the opening of Rozelle Interchange.
Nick	If possible: 1. Increase the number of lanes that merge when accessing the ANZAC Bridge from Victoria Road. 2. Allow some bus routes to use the tunnel under Victoria Road. 3. Provide live traffic information.	

Sasha	Remove the second 24hr bus lane & give it back to motorists. Buses need to be in the left lane only, to pick up passengers. Having 2 lanes for them does not get them into the city faster, it's only causing more congestion on vic rd. I saw first hand the second 24 bus lane hardly being used by buses, it was mostly empty and a wasted lane whilst cars backed up for kms!	Give back the lane to motorists now! Also why funnel everyone onto Anzac Bridge- what happened to Parramatta Rd? Why is ALL traffic being funnelled onto Anzac bridge now? This is obviously causing a major bottleneck!
Narelle		The exit points on the east side of Drummoyne do not allow residents to exit in a timely manner, especially on weekends when Birkenhead Point is busy.
Andt	Res light cameras at corner of Edwin street and Victoria road. Pedestrian crossing is extremely unsafe due to cars engaging the intersection on victoria road on orange/red lights and blocking the pedestrian crossings across Victoria road.	
Graham	Improve traffic light sequencing/timing; review the current signage - it is confusing!	Reconfigure the City West link at the interchange; and re-introduce the Route 439 bus service between Mortlake and the city
Max	(1) Only one bus lane is required, together with cars turning left into Balmain, on Victoria Road. This will align with the flow. (2) On Anzac Bridge, coming from the City to the tunnel -it is confusing using "Drummoyne" on the sign, but rather add "Tunnel" or "Rozelle".	(1) Why are lanes reduced when the whole point of the Rozelle Interchange is to decrease travel time and ease congestion? (2) While the Government would not have the money to do this - but wouldn't it have made more sense to build a separate tunnel from Gladesville bridge to the City??
John	Drummoyne is a destination, not my electorate. Effectively 2 bus lanes is a waste of capacity.	
Anthony	Clearer and simpler signals.where	Where was the planning?
Robert	Better lights sequencing particularly at. Lyons road and White Bay	No
Ian	Close the tunnel, revert back to the way it was. Try again next year after youve done some proper planning and forethought. Zero tolls for the first year, until traffic woes are sorted. Victoria Rd was always 3 lanes plus a bus lane. Why reduce the Iron Cove bridge to White Bay T intersection to anything less than 3 lanes plus a bus lane?	Learn from your mistakes

Sandy	<ul style="list-style-type: none"> <li>- Increase the traffic light cycle times at Lyons Road &amp; Victoria Road, to allow more traffic to flow between cycles.</li> <li>- Change the pedestrian crossing, at the same corner, to be only at the Post Office to the Chemist to allow flow turning into Victoria Road going towards the city to flow.</li> <li>- Change the Traffic Lights sequence along all of Victoria Road to allow the flow of traffic for at least 5 sets of lights and avoid the stopping at each set during peak hours.</li> <li>- Use real time artificial intelligence (AI) to recommend and manage the traffic flow.</li> </ul>	Extend the entry point to the tunnel from the end of the Iron Cove bridge to the Gladesville Bridge
Irene	<p>The bus lane heading towards Anzac Bridge should be on the lane closest to the gutter.</p> <p>The arrows painted on the road telling drivers to turn left into Darling Street should be removed because drivers feel that they might be breaking the law if they do not wish to turn left into Darling Street.</p>	
Leonard	Better signage at points of merging.	
Marc	reopen the original lanes that have been closed	
Judith Diane	I have no idea. I have used Victoria Road into the city for more than 40 years. Having a transit lane for 3 or more people was great and the same could be done for people who need to be above and not in the tunnel.	Sorry but the transport people who devised this system got it wrong.
Anthony	<p>Firstly don't drive unless necessary. Use public transport. Government should encourage &amp; incentivise it.</p> <p>"No toll" people are scared of tolls, signage for Victoria rd Anzac bridge &amp; visa versa interchange.</p> <p>Possible light rail system.</p> <p>Underground tunnel, bypassing Victoria rd completely preferable</p> <p>Truck large vehicles curfew times avoid peak</p> <p>More importantly the government should listen. I'm very concerned with the current labour governments arrogance &amp; lack of leadership.</p>	<p>All talk and no cation. Nothing ever gets done.</p> <p>In my many years residing in Drummoyne zero progress to date has been made &amp; unfortunately see no end to the politics. Just get it done!!</p>
Alison	Better signage, not condensing 3 lanes to 1	
Angela	Tunnel should have been build from Gladesville.	Lyons Road is a nightmare as well. We live so close to the city but herrendous situation

Amy	<p>Suggestions below are very expensive, but it's what happens when this city was initially built with little vision. Retrofitting is not economical, but it would help alleviate traffic congestion, especially with population increasing. Australia is one of few countries with an increase in population, we need to build infrastructure accordingly.</p> <ol style="list-style-type: none"> <li>1. Dedicate bus lane where possible.</li> <li>2. Remove side roads onto Victoria Road and replace them with on/off ramps, and remove traffic lights where possible.</li> <li>3. Build another bridge over the existing with 4 lanes each way, or to be economical, build multiple bridges. Preferably smart roads to charge electric vehicles (EVs) as it drives to encourage further uptake of EVs.</li> <li>4. Remove physical lane barriers and replace with electronic lane indicators (similar to SHB), that way lanes can be configured easily to configure city bound lanes in AM peak to have 5 lanes and vice versa in PM peak.</li> <li>5. Adopt AI technology to work with SCATS to help with the most optimal Lane configuration and to help staff working in the Transport Management Centre be more proactive with alleviating congestion.</li> </ol>	<p>It would be great if the NSW Government could take more risks in adopting technology and methods that have proven effective overseas to fix this problem once and for all.</p>
Nathan	How did traffic get worse when the new road opened?	
Lisa	Extend tunnel to start before Gladesville bridge city bound in Gladesville and Hunters Hill	
Christine	<p>Actual dedicated bus lanes. Express buses from Drummoyne that use the tunnel to get to the city. More ferries in peak hour.</p>	
Richard	Improve the pinch points, particularly White Bay.	Run some buses via the new tunnels.
Heather	I'm not sure what can be but it does seem that something has gone horribly wrong in the planning and execution of this plan.	I have been using the 502 bus service as another option to get from Concord to the city. A slower but more convenient option than rail but until this resolved this option is no longer open to me- the delays would be unbearable.
Cynthia Gay	<p>Trial toll free Change lanes in Rozelle</p>	Just fix the problem
Serge	Put the bus lane where it belongs on the LH lane	Recoil at the recent street closure and signalling as they are making it impossible to get onto Victoria road and will cause major problems if emergency vehicles need to access these area

Lex	The problem now seems to be getting onto the Anzac Bridge there's 7 lanes merging to 4 as a result traffic is now banked back to Gladesville Bridge There's no solution to it aside from stop immigration which will stop the increasing cars on the road	Stop immigration it's destroying our landscape, clogging up our roads and all our services. Our dam was built to service 2 million people not 8 plus million. Less people less demand on everything
Gaetano	Toll free period till drivers become aware of the options, review of traffic light sequencing, better signage ., police presence till congestion gets sorted.	
Wendy	Needs more lanes that don't merge into already congested lanes. So poorly planned and rolled out major project that should had foreseen problems before they arose	Please fix it as the highest priority.
Marilyn	Maybe make epping rd more than 1 lane so people stop coming accross to Victoria rd. Also it needs another crossing across river to funnel traffic off gladesville bridge	
Tony	Traffic lights along Victoria Rd should be synchronised, like most major cities in the world do so. Keep all trucks of the road during peak hour. Bus lane on Anzac bridge is in wrong lane. Build overhead road as a last resort like they have in USA.	
Jacqueline	Extra lanes where required instead of the ridiculous merges - the greatest cause of accidents/traffic jams.	It is not just the flow ON Victoria Road it is the "entrapment" for ridiculous lengths of time for motorists trying to get out of their suburbs onto Victoria Road.
Andrew	Better traffic light sequencing	
Robert	<ol style="list-style-type: none"> <li>1. return/reduce the bus lane hours back to the morning peak 6-10am from Gladesville Bridge to Seymour Street as it was before. The change has greatly impacted locals turning left at Lyons Road who now are forced to queue for extended periods in the remaining two lanes whilst hordes of law-breakers ignore the bus lane rules altogether, and because it is not being policed, brings the law in to disrepute.</li> <li>2. Increase the amount of time allocated to right turning vehicles from Lyons Road on to Victoria Road at Drummoyne. The current setting is too short and barely one or two get through, delaying locals from leaving. Negligible effect on the through traffic as following traffic would quickly catch up to where they would have been anyway.</li> <li>3. End the 24 hour bus lane on Iron Cove Bridge and dedicate the left lane(s) to local traffic only for Balmain/Rozelle (buses excepted).</li> <li>4. Block through traffic on Victoria Road at Darling Street (buses excepted) requiring other traffic to turn left or right on to Darling Street.</li> </ol>	

Madeleine	Too many merge lanes into less lanes	Fix this fiasco and admit you got it wrong. We're paying for this in more ways than one. At least let us pay for a good road!!!
Willyna	Make more lanes instead of 2 lanes merging to 1 lane!!!!	
Neville	Change Traffic light sequencing at corner of Lyons & Victoria Roads back to what it was 3 months ago. Change the bus lane back to peak hours only NOT 13 hours a day.	Employ Traffic engineers that know what they are doing. Obviously the genius who thought merging 3 lanes of peak hour traffic into one lane would improve traffic flow either has never driven a car or is on the verge of Insanity.
Amy	Additional lane to turn left onto Anzac Bridge from Victoria Rd	
Emily	Toll free period till drivers understand the new system. More generous time allocation for traffic lights to allow every onto Victoria road.	
Georgia Monaghan	Toll free, better signage	
Carol	Get rid of the merging lanes where everything merges into one on Victoria Rd, Drummoyne near Iron Cove Bridge. Also, clearer lanes turning right from Victoria Rd towards the Crescent, Annandale.	Driving to and from RPA, from Drummoyne, before the Rozelle interchange opened took less time and was less hazardous. Now travel time has doubled and lanes are more confusing now.
Alison	1) Remove the merging lanes and have designated lanes on Victoria Rd tunnel exit near iron cove bridge. During peak hour, traffic approaching Drummoyne is very congested and does not flow.	More bus services and more ferry services.
Roger	return Victoria road between Iron Cover Bridge and the Anzac bridge junction to the original pre Roselle interchange traffic flow. Heading south between Drummoyne and the interchange , removing one lane just for Left hand turns was never a problem. Ingres into Balmain has always been easy. Thus the bus lane can return to its original curbside and logical position. Heading northbound from the roselle interchange at Iron Cove bridge, why should 3 Victoria lanes be reduced to one lane when the entry into the Drummoyne lane at the interchange is only one lane. So it should be one lane going out on Iron Cove bridge too. Nuts what has been built.	Return Victoria road to three lanes north and south. reduce the Northbound Iron Cove bridge interchange lane to one lane , the same as its entry off the Anzac bridge.
Lisa	Increase the number of lanes at the entry to Anzac Bridge. The western distributor is now comparatively under-utilised. The Entrances to the Anzac Bridge from Victoria Rd and Drummoyne tunnel need to maintain more continuous lanes without the ridiculous metering system of on/off. Whereas the right hand turn toward Annandale is now over compensated with too many lanes.	



Vanessa	Cheaper bus fares to encourage more people to use buses. More ferry services from Drummoyne to the city. Often Parramatta River ferries are full by the time they get to Drummoyne, especially on weekends. Also, many people from neighbouring suburbs park in Drummoyne & take the ferry, so increased services are important. Change the bottle-neck merging lanes on the Iron Cove Bridge on the approach to Drummoyne. The merging lanes cause lengthy delays.	My commute was much easier before the Rozelle interchange.
Brittany	Toll free period and improved signage	Thanks for this petition it's chaos out there, even Rebel Wilson is up in arms!
Jessica	WAY LESS MERGING! we all know people suck at merging, please find a better solution	
Ante	Light sequencing is causing so much traffic. This needs to be fixed as to people using Renwick st to miss the traffic along Victoria road.	Very poor planning and very poor response to locals. Shameful
Jenny	The traffic light sequencing has drastically changed at Lyons road and Victoria road and needs to be fixed. The traffic has increased down Renwick st substantially too as people avoiding Victoria road. Maybe signage from Gladesville ridge saying right lane only to Anzac bridge or something. The back streets are unsafe.	Very poor planning and very poor response to locals. Shameful
Sherri	New Tunnel under Gladesville Bridge that bypasses both the Iron Cove and Anzac Bridge. Metro should have been placed in Drummoyne and through Victoria Rd corridor. It seems extremely unfair that we made a decision to buy a smaller home to be closer to city and yet you can commute from Parramatta and even further west to Blacktown to the city for the same time it takes us to travel 6km! Yes - 6 km. It's absolutely pathetic. The Victoria Rd corridor is also so ugly. Give us some street trees and traffic calming solutions. And stop the rat runs. It's not fair we cop all the people further out trying to get the city faster at our expense. Breathing in fumes and listening to traffic noise not nice. More policing of bus lanes would help as well.	Victoria Rd is atrocious and you want to put more development into the inner area. Roads don't cut it. We need better PT and more options than buses. Metro or light rail is more favourable.
Carol	Longer duration of traffic lights at Lyons rd	No
David	Remove the traffic metering from Victoria Rd, city West link and ironcove to Drummoyne tunnel.	

Grant	Advertised Toll free period for people to try the tunnels, better signage and most importantly better light sequencing - especially Edwin st and Lyons road Drummoyne we have a terrible traffic jam in Renwick at every morning .. can take 15 minutes just get out of the parking spot on road side	Speedy action is required
Jane	Create 2 lanes exiting the tunnel onto the Anzac Bridge! Whoever is responsible for merging 2 lanes into 1 should be sacked for gross incompetence! It truly is absurd and flabbergasting!!!	I remain speechless as to how the quantity of money, time and construction could result in two lanes merging into one to create the mess and inconvenience, not only in the tunnel but surrounding suburbs! It is nothing short of a gross miscalculation and an example of incompetence at the highest level!
Uyen	Additional tunnel connecting Gladesville bridge to Rozelle interchange so Victoria Rd is for local traffic only	
Michael	Better signage for new tunnel, no lights when coming off Victoria Rd to Anzac bridge people know how to merge. Only one Bus lane. More telemetry around traffic flow and patterns to know how to actually solve the problem properly in the long term. Tunnel from Gladesville to city?	Whatever they've done, they completely stuffed it
Lee	Keep the interchange to & from Anzac Bridge to Iron Cove toll free indefinitely Have a T3 to get more than 1 person per car	
Sherryn	Make the two right hand lanes of the iron cove bridge city bound exclusive for entering the tunnel.	
Marea	More buses from more locations with parking nearby so commuters can drive to a station or hub	
Joe	<ol style="list-style-type: none"> <li>1. Police the bus lane on Victoria Rd in the morning between Westbourne St and Lyons Road to deter the thousands of rat runners bypassing Victoria Rd between Lyons Rd and Park Avenue via Renwick Street each workday</li> <li>2. Close the gate on Henley Marine Drive each morning to stop cars joining Victoria Road on the Iron Cove Bridge which queue across and obstruct the bus lane interfering with public transport bus flow</li> <li>3. Work with council to impose stricter parking restrictions in Drummoyne to stop people driving to Drummoyne to park and then bus into town</li> <li>4. Change the signing from tunnel to "city" to "Anzac Bridge" to avoid</li> </ol>	<ol style="list-style-type: none"> <li>1. Work with council to improve traffic flow generally as state and local roads are connected.</li> </ol>

Rosalie	A toll on Gladesville Bridge to deter those trying to avoid a toll on the Lane Cove tunnel?? Not workable, of course, but as things stand it will be difficult to solve a major problem. The residents of Balmain were not the only ones to have been trapped in their own suburb. On Monday I simply gave up and went home.	Honestly, I can't see a solution because the tunnel entrance is in Rozelle and that doesn't decrease the amount of traffic coming across Gladesville Bridge, and along Lyons Road
Darren	Count vehicles on different approaches and configure lane mergers accordingly. For example if Victoria Rd has more traffic than City Rd, then have City Rd form one lane prior to the merge. This will ease congestion on Victoria Rd, which would seem to be the worst part. There are "traffic experts" who can presumably mitigate this planning oversight, without needing the public to tell them how. Although if they were properly consulted earlier, it shouldn't have come to this.	If the money was spent on world class public transport, you wouldn't be sitting in your cars wondering what went wrong. I usually commuted (Inner West - City) on a bicycle, saving my car for the weekend. So if you live 5-10 km from work and you're able to, then the best solution is to jump on your bike and off you go.
Leo	Please ensure the overhead signage is easy to understand and there are clear instruction listed overhead and on the road for various exit and entry points.	Entry points onto Victoria Rd need better traffic light break up for no right and left turns - they (L&R) no turn arrow hold traffic up for too long. Getting out of Drummoyne is a real issue at present.
Daniel		Improve conditions on Victoria road and other motorways to the city to remove the heavy traffic through backstreets of Drummoyne which have now become to heavily congested.
Pam	Additional lanes, improved traffic light sequences, longer intervals between lane merges	
Greg	Toll free so people can get used to it Some politician they are unable to turn the toll off but we are able to put people on the MOON and bus lanes are for buses... cameras on the bridge you will be able to pay the States Debt off in 2 months Thank you	
Joseph	Increase the time for traffic lights sequence for the Victoria and Lyons Road intersection for traffic travelling west along Lyons Road.	Please fix this peak hour chaos and traffic disaster
David	Amend the bus-lanes Police the bus lanes properly and consistently Develop the carpark on behind Victoria Road so that extra travel lanes can be made available on Victoria Road	Longer term, improve planning skills within the public sector. Our Road planners are very bad at their jobs!
Sharon	Fix the bottle neck of 7 lanes merging into one. Put the bus lanes back in the left hand lanes to make it easier to drop off passengers rather than having to waste time weaving in & out of traffic to get into the left hand lane.	This whole interchange is an absolute nightmare. It was obviously not thought through properly & now a 15min commute takes 45mins+ It needs to be completely toll free until all the issues are sorted out. Needs to be sorted quickly.

Susan	Enforce the bus lanes for a start...and fine everyone who shouldn't be in them. Send traffic experts out to observe and record what is happening on Victoria Rd, plus all the side streets, analyse the data and develop solutions. Day1 was not simply 'teething problems'....it was a poorly designed and executed plan. What did they expect to happen, dumping more traffic, more quickly, into an area that already has traffic congestion? The lane configurations and bottlenecks need to be addressed.	Thanks for the opportunity to comment
Ivan	put back the single bus lane, and change the traffic signals back to the old intervals	The new Expressway works, but you need to reinstate the traffic conditions on Victoria Road back it's previous state so traffic flows. As it stands I avoid victoria road or im up for 1-1.5 hour delay from the previous 20 min
David	Better signage and more flow for the huge amount of traffic that access the Anzac bridge outside the free tunnel catchment area	Transport NSW must be held accountable
Dorota	The leftmost lane being turned into a completely left turning lane is not helping anyone. The only place where people regularly turn left is Terry st. The remainder remains unused and has caused massive bottlenecks. Also an express 504 bus bypassing Rozelle is needed	
Fiona	Add some morning peak hour 504X buses into the city so they can use the new tunnel. Make the 500X buses truly express by having them use the tunnel into the city. Maybe introduce a 500L (limited stops) for Victoria Rd buses. Create an interchange at Birkenhead Point Bus Stops (inbound and outbound), where a dedicated new express bus route would simply go into and out of the city on rotation.	
Brendan	1.revert the bus lane back to far left lane, return the new bus lane to car use 2. When approaching Anzac bridge, replace at least one of the right hand lanes to glebe to turn left to city 3. Fix the awful 3 into one lane merge onto Anzac bridge	It is unjust that people who live close to the city, who have paid for the privilege, have had all benefits of CBD proximity removed. At the expense of people who live far out west now having a shorter commute. Westconnex has not provided any solutions - it has just redistributed commute times.
Sharon	Remove the middle bus lane and put it kerb side Change the sign to say rozelle by pass !!! Why put a bus lane for 200 metres on Lyons Rd - will just add MORE confusion	I have lived here for 23 years and am astounded by the lack of change management on this major piece of work Reverse the change until you can work out how to do it correctly

Colleen	Better merging of lanes & better sequencing of lights.	Please get some experts to actually drive on the interchange to experience the issues first hand.
John	Much better signage and earlier. Take away the traffic light flow system from Victoria Rd to Anzac Bridge. As driver can work this out themselves.	

Cyra

I have been using Victoria Road to drive from Russell Lea (coming from Lyons road) to Camperdown for the last few months. I could understand the traffic on the Drummoyne side over the Iron Cove bridge before the tunnel was open, as three lanes merged into two during construction. However it always flowed well from the Rozelle side onwards, as I was able to use the right-most lane to travel the rest of the way down Victoria road towards Glebe. However last week was impossible, with only two lanes travelling the whole way down Victoria road through Rozelle/Balmain areas whereas before there were four. This meant that people travelling towards the Anzac bridge/city were using both lanes and then trying to merge into one lane to the city which barely moved, blocking the right most lane going towards Glebe. The part that used to take me 5 minutes took more than 45. I also saw that the tunnel entry at Rozelle looked like a parking lot (this was on Thursday) so it's not an issue of people not using the tunnel. The tunnel itself is blocked, as is Victoria road. Something is not right with the way travel has been designed to flow.

I appreciate that an additional lane has been dedicated to buses but from what I'm hearing it seems the buses are not flowing through either. Maybe this is because cars are using the bus lane, but this problem is not going to go away with threats of fines. The minority of people are using bus lanes wrongly, and it is out of pure frustration. What was proposed to ease traffic has made it much much worse, and I fail to understand how anyone is going to fine their way out of this. This is a planning problem, and the solution needs to be a planning solution.

I would hope that traffic flow can be improved somehow in the short term. In the long term, one must see that no amount of roads and tunnels is going to fix this problem. We need better transport options. It costs me \$5 a day to park at University of Sydney, and >\$8 to take the bus (which either involves taking 2 buses, or walking 20min + a bus ride, or driving 5 min to park my car elsewhere to take the bus) for what is a 15-20 min ride without traffic, 30 min with traffic (before the tunnel fiasco). All bus routes from where I live (near Lyons/Hampden roads intersection) go towards the city. I would love to take a bus from Russell Lea/Drummoyne to Camperdown, but such a route does not seem to exist, which is surprising given there is a major hospital and university campus there. I think an audit of current public transport availability, bus routes and the needs of people travelling needs to be undertaken, with improved public transport options for people going to other

I would also like to note that travel in other directions of Victoria Road have worsened lately. There appears to be more traffic on Victoria road going westbound away from the city, with a bottleneck at the Victoria Road/Lyons Road intersection. I am not sure why... The turning from Lyons road going right onto Victoria road westbound is also too short and results in a line up down Lyons road. The length of the green light needs to be increased.

On a positive note, the right turn signal from Lyons road into Victoria road eastbound (towards city) is very welcome and much improved from the situation before.

areas in the inner city but not the city.

I want to note the flow on effects of the difficulty in travelling - those of us who can will opt not to deal with the traffic and work from home as much as possible. This has implications for businesses.

Lara	Add an extra lane	It's perfect for people travelling from Sydney's West, but coming from the inner west (Russell Lea where I live) we still need to go through the traffic on Victoria Rd to get to it. The whole project has only been catered to please a certain group of areas whilst forgetting about suburbs in Sydney's Inner West like mine
Claudia	The left lane of Victoria Rd needs to be reinstated as the Bus Lane, and the middle lane returned to vehicular. The merge onto Anzac Bridge needs to be separated from buses, and the two right lanes merge graduated further along. The merge on Victoria Rd onto the Iron Cove Bridge needs to be separated from the bus lane. The two lanes exiting the tunnel should merge, and the two vehicular lanes of Victoria Rd should merge.	How many of these "designers " are residents of the area? Anyone who is a resident would have known the design implemented would be a disaster.
Alexandr	Increase the green light at top of Drummoyne (Lyons road) for travellers on vic road. The traffic has not only gotten bad going into the city but toward Ryde it's horrible. The light sequence has changed recently meaning cars going city bound and Ryde bound get less than 17 seconds of green light. With the addition of the bottle neck from the tunnel the lights at the top of Drummoyne are causing mayhem!	
Nikki	More lanes onto Anzac Bridge. Also from Vic rd onto the Crescent, heading from Balmain to glebe. Everyone uses the left lane because that's the direction they are going. Another lane going onto the crescent would help ease traffic in Balmain	What happens if the ONLY lane merging traffic from Vic road onto Anzac Bridge gets blocked from accident or breakdown. How did this design ever get approved??? I am an engineer and I would never design anything without some redundancy. Shocking.
Silvino	Reinstate previous bus lane arrangements	
Renee	Not have 2 bus lanes	It took me 2.5 hours to get to work at ultimo from Victoria road, completely unacceptable. I have a medical illness that impacts me which is why I drive to work instead of catching public transport and now it looks like I will have to catch the bus and risk a flare up because of the ridiculous time it takes to get to work.  Whoever thought 1 lane into the city was a good idea is crazy.



Paula	<p>Regular signage from Gladesville Bridge indicating that city traffic stays in 2 right lanes and that the tunnel is free.</p> <p>Toll free period for M8.</p> <p>Police presence in the AM peak to force traffic off bus lanes.</p> <p>Encourage traffic west of Drummoyne to use City tunnel at Five Dock.</p> <p>Have gps navigation systems regularly advise to stay right for the city and that the tunnel is toll free.</p> <p>Use social media and Send sms messages to people who use Vic road stating " stick to right 2 lanes city via toll free tunnel and stay off bus lane as fines apply.</p>	
Adam	Move the bus lane to the far left hand lane and elongate the pinch points slightly so cars have more space to merge.	
Karen	<p>The improvements need to not only be Victoria Rd but the Drummoyne streets leading onto or crossing over Victoria Rd. The lights on Lyons Rd coming from East Drummoyne only allows for 1-2 cars to get through. During peak hour there is absolute gridlock down Lyons Rd/Renwick St and Edwin St. Suggestions to improve this to allow traffic to flow:</p> <ol style="list-style-type: none"> <li>1. Lyons Rd between Victoria Rd and Renwick Street - remove the two parking spots in front of Warwick Williams Real Estate. With cars parked in these spots it reduces the traffic to one lane. Cars going straight are stuck behind cars turning right onto Victoria Rd increasing the traffic.</li> <li>2. Make Edwin St one way. Park Street is currently one way and Day Street is one way.</li> </ol> <p>Without any turning lights at the Edwin St/Victoria Rd intersection, cars are rushing through. Additionally, cars coming from the western side of Edwin St don't know which lane is going straight across Victoria Rd or turning right. This street is not clearly marked causing many near crashes I have personally witnessed.</p>	Over two days last weekend in non-peak hours It took me 7 minutes to cross Victoria Rd. Living one street back (Wrights Rd) it has been an absolute nightmare to leave the area.

Deborah	<p>Rethink merging locations where the number of lanes are decreased drastically as this causes traffic jams.</p> <p>Consider increasing lanes east bound by moving centre strip mechanically during peak hours.</p> <p>Ensure timing of lights allowing traffic from side streets into Victoria Road function adequately for both Victoria Rd traffic and residents from Drummoyne and Rozelle.</p>	Please help as a matter of urgency.
Helena	<p>Improve changes of traffic lights on Victoria Rd from Gladesville Bridge to Iron Cove Bridge to allow more cars from side streets during peak hours.</p>	
Phil	<p>Maybe pause the iron Cove to Anzac tunnel until you work a solution</p>	<p>Travelling from M5 to Iron Cove Bridge now gives a 25 minute saving on prior to Westconnex. Absolutely brilliant and worth every cent.</p> <p>Thank you</p>
Christine	<p>Stop building more apartments. Too many non residents taking short cuts through out streets. Build another tunnel from Gladesville bridge</p>	<p>It's hell getting out of Drummoyne onto Victoria Rd from both east and west Drummoyne in peak hour. We need another tunnel.</p>
Silva	<p>Unblock Formosa street.</p> <p>Increase time to exit Lyons road into Victoria road</p>	<p>Consider the impact that traffic road changes would have on small businesses in Drummoyne. We must preserve small businesses.</p>
Rebecca	<p>As a regular user of the bus in peak hour mornings to the city, I suggest that bus lane cameras be placed just before the Wolseley street and Victoria road section. As this part of the bus lane often turns into bumper to bumper cars who intend to turn left at Lyons road and use easy drummoyne roads as a rat run at the expense of the bus lane for atleast 1km. I also suggest clearer signage to communicate that it is free for people to take the new Drummoyne tunnel to the Anzac bridge and that it will be free forever. Also having three Victoria road lanes merging at the Anzac bridge is rather difficult, I'm not sure if this can be remedied at this point.</p>	
Michele	<p>It is not my job to have suggestions on how to improve the traffic flow, but to point out the obvious issues, which I am sure you are more than aware if you had been using it.</p>	

George	I have no idea but something needs to be done	<p>this is "madness"</p> <p>my trip into the city on Thursday morning (*after* 9am mind you!) took nearly *double* the expected time. no rain or accidents.. apparently, all caused by the tunnel. it was gridlock both inside and outside the tunnel from the beginning of iron cove bridge all the way to anzac bridge. i figured it would be better to be stuck in gridlock outside the tunnel than inside it, so i opted to avoid the tunnel completely! interestingly, waze re-routed me through lilyfield and parramatta road, saying it was quicker to go this massively round-about way, than to go directly through vic road or the tunnel. such a shame.. i really had (seemly naively placed) faith that the tunnel would be the thing to save citybound weekday morning traffic</p> <p>having said that, credit where credit's due - there have been instances where citybound the tunnel was a bit of a timesaver (maybe 5 or so minutes), and from alexandria to drummoyne via M8 it was a dream</p>
Adam	Make the tunnel toll free for a month so that motorists can get used to its setup and adjust their travel route accordingly over time to suit their need.	
Karen	Visible policing bus lanes; add another left hand turn lane for cars from Victoria Rd heading towards ANZAC Bridge.	
Francesca	Open another lane. One lane is inadequate.	
Giuseppe	I'm hoping there are professionals who can actually work this out. I don't think it's just the signage and believing they'll be charged a toll. It's a much more multifaceted problem.	This was to be a game changer for all the congestion we have dealt with for years and to have this absolute mess delivered has been such a disappointing experience
Melissa	Turn off the confusing traffic lights at the end of Victoria road as you go onto the Anzac bridge at peak hour, also the traffic lights at the end of the tunnel on the Anzac bridge exit at Peak times it's not needed at peak time & causing allot of confusion	
Betina	Sequencing of lights. They seem to be giving roads off Victoria road too much time and not letting the traffic flow on Victoria road, so lots of stop/start pinch points. Also the side streets around Drummoyne have parking spots close to the lights eg: park ave. This stops the flow onto Victoria road and backs up the traffic.	Cars should not be able to turn left into Edwin st from Victoria road. It is too tight a turn for any car and slows down the traffic off Victoria road. You could make Edwin street one way and then you could get two lanes onto Victoria road. The Left hand lane could turn left and similarly the right hand land could go straight or turn right.

Catherine

The slow heavy morning peak traffic seems to have shifted from City West Link to Victoria Rd.

Would remove the new dedicated left turn lanes on Victoria Rd through Balmain, people can just cross the bus lane same as they did previously, current lane markings have people in what should be bus lanes for longer, slowing things down. Reinstate one dedicated bus lane on Victoria Rd (not the new arrangement which has two bus lanes in places), less traffic metering at ANZAC Bridge for traffic flows from Victoria Rd, either by, firstly relying on people to merge better (noting we all managed for years of construction which often involved overnight traffic changes, and everyone merged without the need for a metering traffic light), or secondly adding an additional lane from Victoria Rd, but that would have to be at cost of lane from somewhere else). Traffic seems to flow okay over Iron Cove Bridge into tunnel, so whether a dedicated "tunnel lane" for right side lane through Drummoyne towards Rozelle would help (but that gets difficult with the moving traffic barrier on Victoria Rd through Drummoyne which changes the lane configuration in the morning and again in afternoon).

Unfortunately ANZAC Bridge is at capacity. The original concept back in the day (2016 or earlier), had an exit point in Glebe onto Parramatta Rd at Sydney Uni which would have provided an additional "city" exit point in addition to exit to ANZAC Bridge. Arguably, until WHT opens, the exit to ANZAC Bridge from M8 and especially M4 (based on the decrease in City West traffic), should not be open during peak hour, but don't think there is ability to easily switch off exit point in tunnel.

The situation will be much better when Western Harbour Tunnel (WHT) opens, which will provide an alternative way to cross Sydney Harbour, but that is years off, and the situation is super unsatisfactory as it currently is. At least the Warringa Freeway works are currently well underway to accomodate WHT when it opens.

Patrick	We only need 1 bus lane. We don't need it to merge into one lane. Get rid of the silly lights on anzac Make the lights on Drummoyne Lyons Road beside the post office longer than 3 seconds- they updated the lights there but never considered the timing. Please fix this.	
Hilton	Extend clearway time along Lyons Road & Victoria Road	
Marilyn	They need to be able to divert traffic before gladesville bridge towards Five Dock away from Drummoyne	
Heidi	Take the whole tunnel to the start of the gladesville bridge where there are more lanes to distribute traffic.	
Alexandra	Need to fix the lanes getting onto ANAC	
Jacques	Keep the bus lane as normal. Avoid merging lanes. There should always be 3 dedicated lanes to the city on Victoria road	This should be done asap. We cannot get out as locals because of the traffic accumulation within Drummoyne back streets
Nathan	Employ people who actually know what they are doing Clearly the muppets hired are incompetent	Stop merging lanes. It is such a Sydney thing. Everywhere you go ok every major road 2 lanes merge into 1 and cause absolute chaos. So narrow minded and typical of all politicians. No thought for the future just if yourselves
Lisa	Signed previously but want to suggest improving ferry transportation to get locals who travel to the CBD off the roads. Better public transport is the way to encourage people to not drive.	
Adele	Change the timing of the lights to ensure multiple cars pass through	the government and transport minister should be ashamed!! This is disgraceful
Caroline	Reinstate 3 left turning lanes (incl bus lane) at the bottom of Victoria road into Anzac bridge. Make safe the several merging lanes at the beginning of Anzac bridge, with adequate distance between merges, road markings & signage. Explain the lane on the inside of the bus lane towards the end of Victoria road with proper road markings, is it ok for car drivers to use? Remove the 'one vehicle on green' light at the start of Anzac bridge, it only encourage motorists to play chicken	Please resolve the gridlock as soon as possible, it's horrendous to experience daily & very stressful. TfNSW should be investigated to inform how they got it so wrong, to avoid any reoccurrence in the future and to be accountable to the tax payers
Derek	Return Victoria Rd to a single bus lane city bound Remove the contra flow lights on Anzac bridge	Just fix the mess

Lisa	I (try) to travel by bus & have been badly affected by the serious delays that the interchange is responsible for. Proper signage, a left lane bus lane that allows cars to turn left to Balmain would stop buses going into the middle lane. They have to stop on the left for passengers. Cars and express buses going to CBD to use the tunnel. It is tricky as people need to use the left lane to exit the Balmain peninsula, but switching bus lanes isn't working.	
Rhys	Open up more lanes, take away one of the bus lanes as they don't need 2 lanes. Stop using the lights at the end of Victoria road as you enter the Anzac bridge!	The way this has been rolled out in regards to communication has been nothing short of appalling and catastrophic! A trip that use to take 40 minutes to get to work is now taking 90 minutes. So much for improving the traffic in the area!!!!
Jane	Open up more lanes  Make the streets no parking  Get rid of all the boats and trailers parked everywhere to get rid of the traffic build up  Make all the toll roads free everywhere	You need to do something. You're the government, think of something.
Aleksandar	Rearrange the lanes	It's so frustrating that I stopped using this stretch of the world.
Rachael	Remove the left turn lane on Victoria and move bus lane back over. Make the interchange toll free for a period to help drivers know where it goes	
Blair	fix it!	
Bronwyn	Enforce bus lane rules, have a toll free period for new tunnel	
Dino	Longer time frame for green lights on side road traffic entering Victoria road. No left turn from Victoria road into Lyons road between 7 and 10am on weekdays in city direction.	Extend the point of merging from Rozelle interchange onto Anzac bridge traffic up to middle of the bridge to stagger congestion created by merging from 3 into 1 down to 2 into 1 and then later 2 into one again mid bridge in city direction
Juliette	Currently it is near impossible to get out of or into the eastern side of Drummoyne during any busy period. I live in Napier St and spend so much of my day queued up in traffic and at the lights just trying to get out of the suburb to drive my daughter to school.  I would also encourage more bus lane cameras especially on the Iron Cove Bridge as my oldest daughter's school trip in to the city has gone from 10mins to close to an hour this week due to the number of cars driving in bus lanes	

Lori	Change the timing of the traffic lights at all the intersections on Victoria Road in Drummoyne as east drummoyne residents can't leave or return to their houses It now takes three light changes to cross Victoria Road	
Leonardo	Funnelling of traffic from 3 lanes to 1 lane is ludicrous. Traffic into the city must allow for more lanes onto Anzac bridge from Victoria road.  As an alternative, subsidies can be provided to encourage access to ferries.  If the concern is traffic congestion into the city, introduce a tax to incentivise the public to use public transportation and avoid driving individual cars into the city.	The fact taxpayer money has been spent with the aim of improving traffic flow reflects a complete failure of the intended objective. This must be corrected with immediate effect.
Fahad	Remove the one car per green light in the tunnel. Put more signs to help motorists	
Colin	1. Open up bus lanes to cars. 2. Close the tunnels at haberfield. Told you Anzac bridge would not cope , Drummoyne and Victoria road has suffered since those tunnels opened .	Poor planning Again I emailed NSW transport to say haberfield tunnels had slowed Victoria road down 3 years ago !! NSW transport said it would be corrected with iron cove bridge tunnel NSW transport have failed
Kyle	Build a tunnel from gladesville to city	

Sam	<p>Dear Stephanie,</p> <p>I hope this email finds you well. I am writing to express my deep concerns about the ongoing traffic challenges in Drummoyne on the iron cove bridge due to Rozelle Interchange Westconnex Tunnel and to seek your assistance in finding a resolution. As a resident of Drummoyne, I have witnessed firsthand the growing frustration and inconvenience caused by the current traffic situation.</p> <p>The lack of effective infrastructure congestion management has led to significant delays, increased commuting times, and a negative impact on the overall quality of life for the community. I understand that addressing traffic issues requires collaboration and coordination among various stakeholders, including government bodies, local authorities, and community representatives. However, it is disheartening to note the lack of engagement and communication from relevant authorities, leaving residents feeling unheard and without an outlet to voice their concerns or seek clarification. I believe that it is crucial for our elected representatives to actively engage with the community, listen to their concerns, and work towards finding viable solutions. I kindly request your prompt attention and action in addressing the traffic challenges in Drummoyne.</p> <p>Specifically, I would appreciate it if you could:</p> <ol style="list-style-type: none"> <li>1. Advocate for increased funding and resources to improve infrastructure and traffic management in the area.</li> <li>2. Support initiatives that promote community involvement and consultation in decision-making processes related to traffic planning and improvements.</li> <li>3. Facilitate regular updates and open forums where residents can express their concerns, ask questions, and receive updates on progress made. By taking these steps, we can work together to alleviate the deep frustration felt by the community and improve the overall traffic situation in Drummoyne. Thank you for your attention to this matter, and I look forward to your positive response and ongoing support.</li> </ol>	
Julie	Reduce the number and rate of merging lanes on the approach to Anzac Bridge.	



Sharon	Remove one of the bus lanes. There now appears to be 2 bus lanes heading into the city. Remove the traffic lights at the start of Anzac bridge	
Jenny	Call in the experts, it's not working . Lane merging is a huge issue	
Barry	Remove the extra bus lanes especially around Balmain. Fix light sequencing on Victoria Road Drummoyne. Only 1 car can turn right or left f4om side streets We do not need a bus lane on Lyons Road either... how manybbuses	
Sue	Sort out the new lights sequencing on Victoria Road in Drummoyne- it is impossible to turnleft o right out of Edwin Street since the green arrows added. Sequencing is so wrong as you cannot turn left due to lights being red at Lyons Road. Can take over 1 hour to get to Gladesville. Back streets in Drummoyne are car parks in the mornings and evening peaks.	not tried tunnel yet as cannot get to Victoria Road!
Howard	It's a math problem. You are cramming the same amount of cars into less lanes. These are structural problems that cannot be fixed without wholesale roadworks widening Anzac bridge. In essence, the areas of Drummoyne have been cheated so that other areas can flow onto the Anzac bridge and decrease their travel time through a tunnel shortcut.  In the interim, enforcing the bus lane is the number 1 priority. Currently buses are clogged when in the bus lane and end up as just one of the cars in congestion.	
Simon	Change the signage at the entrance of the tunnel removing reference to Port Botany. Increase the lanes in Vic Rd at Rozelle. Remove tolls on the entire tunnel system for 2 months to allow people to get used to it.	Engage the community on all proposed traffic changes going forward.

