

**Submission  
No 14**

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

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I would like to make a submission to the following NSW government Inquiry.

*That Portfolio Committee No. 6 – Transport and the Arts inquire into and report on the impact of the Rozelle Interchange*

In particular I would like to comment reference term (d)

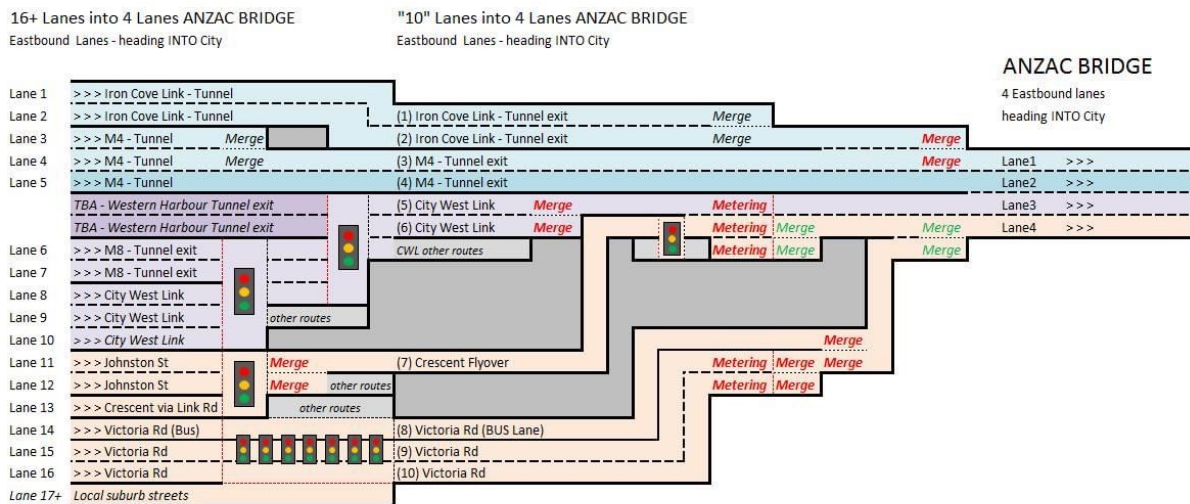
*The planning, design and development of the Rozelle Interchange project and its impact on the efficient and on-time running of buses, ferries and all other public transport .*

I believe that the utter failure of the interchange and its devastating impact on the lives of people in and around the Balmain Peninsula will not be in any doubt by any sane politician or member of the community.

However, what I think might have been seriously underestimated and what I would like to bring to the attention of the inquiry is the impact on public transport particularly on the bus services on Victoria Road which serve large swathes of commuters in the inner west and “norther suburbs” such as Drummoyne and Ryde.

The diagram below shows why the interchange was always going to be a disaster as over 10 lanes of traffic from arterial commuter roads were to be shoehorned into four lanes on the Anzac Bridge.

Victoria Road is the biggest loser in this configuration with three lanes being merged into one within a matter of a few metres.



Unfortunately, what the diagram doesn't show is the relative volume of buses on each approach to the city. As you will be aware the Iron Cove Link and M4 Tunnel are not used by any public bus services, and I believe City West Link only has one scheduled service that uses the road (very briefly).

Victoria Road on the other hand has at least ten scheduled services carrying tens of thousands of commuters during the morning peak of rush hour.

Every single one of these commuters has been a victim of poor transport planning and been abandoned by the planners for the benefit of a private toll operator.

In addition here are some quotes from the New South Wales Government's own "Future Transport" strategy, <https://www.future.transport.nsw.gov.au/vision-our-future>.

*"Transport for NSW will continue to shift its focus from moving vehicles to moving people. We're carrying on reshaping our transport networks from a collection of disparate modes into an integrated and multimodal system"*

*"We're planning to make our cities more sustainable and liveable by reducing traffic congestion"*

*"All public transport modes contribute to delivering 30-minute cities, which reduce private vehicle use and increase sustainable transport use"*

*"We'll break down the barriers that prevent people using public transport by refreshing terminals and interchanges to reduce connection times"*

*"Transport for NSW is planning 30-minute cities, where people can access great jobs, housing, health care and social connections"*

The reference to 30-minute cities is particularly galling considering it now takes more than 30 minutes just to get out of Balmain and Rozelle on a weekday morning.

How can the NSW government and the department of transport in anyway justify prioritising single occupancy car use over mass transport users when planning any major transport project. Can the inquiry ensure that this never happens again?

If anything comes out of this inquiry then at the very least I hope it will be a moratorium on any road project that does not have the minimum requirement that it will benefit mass and public transport so as to be consistent with the governments own "strategy".