

**INQUIRY INTO IMPACT OF THE ROZELLE
INTERCHANGE**

Name: Name suppressed

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Partially
Confidential

I'm writing to express the frustration of a road user coming from Hunters Hill to Balmain.

For 20 years we've traversed the same route to Balmain.

Prior to the opening of the Interchange, peak hour traffic would be banked back from Rozelle, sometimes into Drummoyne and beyond. But it was only in the morning peak and very occasionally at other peaks such as mid-morning Saturday, or Friday/Saturday nights. My average commute used to be 15 minutes at 0930. Now it's 30 mins on average.

Once the Interchange opened we noticed immediately a sharp increase in travel time no matter what time of day, with traffic choked at the Lyons Road intersection. Even commuting for work between Christmas and New Year there was a queue at those lights, with as few as four cars getting through a green light. There is mostly zero traffic on the other side of those lights. Only once in the three months since the interchange opened have I witnessed queueing across the Iron Cove Bridge and into both Rozelle/Westconnex.

With the return to term time, the situation is obviously far worse.

Travelling home from Balmain at 5pm I can watch the city-bound queue form from Lyons Road all the way back to Linley Point. Whereas the only city-bound queues in the evening peak used to be heading for the right hand lane of Gladesville Bridge, to turn right at Westbourne Rd, now the queue is often far worse on the city-bound lanes. Several times it has choked the entirety of the Hunters Hill overpass such that city-bound traffic is stuck on the down ramp from Church Street, and then blocks everywhere else.

One particular night I observed zero traffic in Drummoyne itself, but from the Lyons Road lights back to Lane Cove it was jammed. The Hunters Hill overpass was so choked that a frustrated bus heading to Woolwich just turned and blocked the whole intersection even more. It is positively dangerous for our community.

The prevailing view in our community is that this whole 'choking of Victoria Road at Drummoyne' is absolutely by design, that the changes to the lights there is specifically designed to withhold too much traffic entering the Interchange and Rozelle.