

**Submission  
No 57**

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

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The fundamental problem with the Rozelle Interchange is that the new traffic flows coming in from the M4 (with correspondingly reduced traffic on Parramatta Road) are constraining traffic from the Balmain/Rozelle peninsula.

This can only be fixed by limiting the flow of traffic from the M4 to the Interchange and Anzac Bridge — and this may be best done by adding a peak hour surcharge for vehicles leaving WestConnex at that point, whilst not changing the toll paid by those trucks and other vehicles that continue through the WestConnex tunnels to the M8 (in accordance with the project's primary objective).

I have made these thoughts public in comments added to my LinkedIn post about Sydney Metro several months ago (which also includes speculation on potential longer-term alternative use of WestConnex infrastructure for the West Metro), which you can see here:

[https://www.linkedin.com/posts/drdauidcthorp\\_drdauidcthorp-sydney-metro-high-speed-activity-7094759829956620288-lnkb/](https://www.linkedin.com/posts/drdauidcthorp_drdauidcthorp-sydney-metro-high-speed-activity-7094759829956620288-lnkb/)