

Submission
No 66

INQUIRY INTO IMPACT OF THE ROZELLE INTERCHANGE

Name: Name suppressed

Date Received: 17 March 2024

Partially
Confidential

This is a copy of an email I sent to Transport NSW, Darcy Byrne and various other parties on 7 February 2024.

I'm a resident of Goodsir Street in Rozelle, a hard-working mother of two Rozelle Public School kids and (former) managing director of a highly successful content agency. I'm writing to complain about the life-changing effects of the Rozelle Interchange.

My husband and I decided to pay the inner west premium on our house due to our commitment to combining senior roles with spending as much time as possible with our young kids. Rozelle won hands down. Good public schools - tick. Great community - tick. Quick and easy commute - tick. That is, until the Rozelle Interchange opened last year!!

The school drop-off and my drive to my office in Ultimo used to take me 8-10 minutes in the morning rush hour. Could that be considered a privilege? Absolutely, but one we paid for dearly in the terms of our mortgage. Now, I regularly have to turn back on my drive to the office and work from home to ensure I can be on calls from 9am. I was already considering a change in role and work hours, but the added stress caused by the traffic and longer commute time fast-tracked my decision by six months.

1. Please admit that the concept of putting a bus lane in the second lane - away from the pick-up/drop-off zone of bus stops - is simply not logical and doesn't work.
2. Please resolve the bottle neck going on to the bridge. You are affecting people's livelihoods here!!
3. Forget any high-density living development until you can plan the correct infrastructure to support. My only thought is that Mr Minns is keen for local residents to decide to leave the area due to the chaos and open up more sites to build said high density living....

Before moving to Sydney, I lived in Singapore for four years and worked with the government's incredible urban development team with their rolling five and ten-year plans. Perhaps NSW needs to seek advice from overseas on how to plan, model and build roads to meet future population demands with minimum negative impact to the local community during construction and maximum positive impact for everyone on completion?

All the best - typed from my computer at home