

**Submission  
No 68**

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

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## Parliamentary Inquiry into the Rozelle Interchange - SUBMISSION

**Submission from:** Catherine Dornan

I live in Lilyfield with my young family and have been massively impacted by first the construction, and now the opening of the Rozelle Interchange.

Whilst not opposed in principle to improved infrastructure, I have been appalled and outraged by the lack of community consultation at every step of the development of this project. The community feels raw, angry and yet again bearing the brunt of poor planning decisions. It is no exaggeration to say that this project represents years of negative impact on quality of life and community mental health.

I live in Grove Street Lilyfield and my children attend Rozelle Public School and Sydney Secondary School Balmain campus respectively. I both walk and drive around the local area depending on daily needs, and regularly undertake activities in Rozelle, Balmain, Leichhardt, Annandale, Drummoyne and Gladesville.

For years the community, we, have suffered noise, grime and dust from the building projects. Every week a different street, or streets, were blocked without any community notice making local movement within Rozelle, Lilyfield and Balmain challenging and frustrating. Darling Street was impossible at peak times, & even local knowledge of alternative side streets would be thwarted by unannounced closures. Years of this.

As a result of the import of workers to the suburb, for years there has been virtually no parking in our own street and I frequently had to double-park with hazard lights in front of my own house to drop off shopping and bags before searching for a parking spot in other streets.

Despite all of this, I was quietly expecting that my long-held objection to the project would be abated when the interchange opened and traffic flow improved around the area and across Sydney. But no. It just got worse. It continues to be a disaster for movement within the suburb, area, across to Gladesville and into the city.

Changes need to be made immediately to improve traffic flow and safety. The following suggestions are based on my first-hand experience and local knowledge and use of the roads:

- 1. The dedicated bus lane on Victoria Road heading into the city from the Iron Cove Bridge needs to be moved back into the left lane after Terry Street.**

This is one of the most ridiculous parts of this planning. There is insufficient need for a dedicated left-turn lane. The left-turns off Victoria Road had minimal impact on the

movement of buses. In fact I observe that buses continue to use the left lane as otherwise they would need to unnecessarily move in and out of the lane to stop at the 4 bus stops on the stretch of Victoria Road from Iron Cove Bridge to Anzac Bridge. Essentially this just removes an entire lane from use during peak times.

**2. Bringing all the local traffic heading towards Drummoyne (from Darling Street towards the Iron Cove Bridge) from 3 lanes to one is a disaster and dangerous. One of the tunnel lanes need to be a merging lane into the Victoria Rd lane.**

Insanely, whilst traffic in the morning is at a stand-still city-bound, so too is the other side of the road. The merging of 3 lanes from Victoria Road/Darling Street to one lane brings the traffic close to a standstill and is unnecessary. Almost no cars appear from the tunnel feeder, and all other traffic heading toward the Land Cove Bridge is awkwardly chunked into one lane for a short stretch before again trying to change back into the other 2 mostly empty lanes.

The clear solution is that one of the tunnel lanes needs to be a merging lane into the Victoria Rd lane.

Inadequate signage leading to the 3-1 lane merge - The distance from the initial signage to the complete merge is way too short, and is on a steep descent where you can not visually see the words written on the road in time to prepare for the merge. There is no overhead signage, all is on the road in a short distance. Very few cars indicate, most have to slam on their brakes as they realise that no-one formally has the right-of-way.

Part of the solution to this mess, is to have one of the tunnel exit lanes be a merging lane, so that there are 2 dedicated lanes heading from Victoria Road over the Iron Cove Bridge. Adequate signage within the tunnel will be necessary & will improve flow.

**3. Gridlock, frustrated drivers and dangers to children crossing at Victoria Road and nearby streets**

Parents at Rozelle Public School have long campaigned for greater safety for pedestrians at the Darling Street/Victoria Road traffic lights. Hundreds of children, including my own, cross there twice daily on their way to and from school. Every day, cars underestimate the gridlock and get stuck, blocking the carriageway and pedestrian access. Children then have to weave their way around the cars to cross the road. As a result of this danger, I still try to make sure my children are accompanied, although they are otherwise old enough to walk to school with their peers.

I note that nearby Riverside Girls High School has a dedicated 40 km/hr school zone on Victoria Road, despite the fact that the students are high school age and that there is a dedicated pedestrian bridge, meaning that few students require to actually cross Victoria Road at Huntleys Point Road, a crossing that in no way compares to the dangers of the thoroughfare of the Darling Street intersection and respectively for the primary school children that use it.

**4. Traffic lights at Lyons Road Drummoyne have clearly been altered to improve the look of Rozelle Interchange and need to be fixed.**

It appears to me after the embarrassment of the opening gridlock, attempts were made to ease the burden on the Rozelle Interchange by holding up traffic at Drummoyne. This has just moved the problem resulting in traffic jams worse than ever through Drummoyne and back over the Gladesville Bridge.

Victoria Road traffic at Drummoyne heading into the city is delayed around 20 seconds after the opposite direction traffic has a green light. This is infuriating those who use this road and causes people to use every back street possible to avoid a bureaucratic-created traffic jam, enacted to make the Rozelle Interchange disaster look better.

Traffic and delays have never been worse when heading back to Rozelle from Gladesville at many times of day. I do however support the introduction of the right and left turn light changes at Lyons Road intersection as they clearly improve flow in all directions.

**5. Right hand turning lanes (city-bound) on to Darling Street frequently blocked by cars trying to go ahead**

City-bound direction traffic turning right onto Darling Street off Victoria Road is regularly impeded by motorists not turning right who wait on the green arrow in order to go straight ahead toward the city. Given the lack of flow this is not surprising, but it is annoying and stops flow for Leichhardt & Inner West-bound traffic. I often have to sit for an extra change of lights while those cars sit through the right-turn arrow then go straight on the green. Signage needs to improve.

**6. The dedicated entire day bus lane 6am - 7pm city-bound over Gladesville Bridge is completely unnecessary. Keep it to morning only.**

This is useful during peak morning traffic only (until 10am). At all other times it just removes use of an otherwise unused lane. In evening stress it is particularly ridiculous. Decrease bus-lane only times.

**7. Inadequate and poor signage within the tunnel for destination options when exiting the tunnel at Rozelle Interchange and Victoria Road.**

Signs inside the tunnel from the M8/M5 need to indicate the place you will end up is either Drummoyne OR Leichhardt WestConnex. This is unclear and poorly signed. Specify the road and suburb where the exit will take you.

**General Comments & suggestions**

It seems that perhaps to show the validity of the Westconnex project, M5 traffic is being preferenced over Victoria Road traffic. Heading into the city, ALL of the Victoria Road traffic has no dedicated lane that remains constant on to the Anzac Bridge. This means that you need to merge 3 times to get on to the Anzac Bridge, whereas the traffic from Parramatta,

retains 2 uncompromised lanes. One of these needs to become a merging lane, allowing better flow for Victoria Road.

**Everyone living in Balmain and Rozelle is adversely affected by the traffic flow and the impeded access to Anzac Bridge and Iron Cove Bridge. We can not move and it is insane after years of alleged infrastructure improvements that this is the case.**

The local community and people who use these roads already know the solutions. Please listen to us and help ameliorate this unmitigated mess.

Finally, in regards to the Rozelle Parklands AsbestosGate issue - it is so disappointing to have waited so long for and then attended the opening of the parklands, only to have them shut down after asbestos was discovered in the mulch.

1. Whatever testing & safeguards are in place, they are clearly inadequate and the entire system for certification, monitoring and penalties needs to be overhauled. This is clearly within societal health and community expectations.
2. Rozelle Parklands needs to be adequately resourced so that it becomes a useful and enjoyable space for the community, not just a piece of full-sun-exposed dying grass next to a major road.
3. There is no safe crossing from Easton Park or anywhere along Lilyfield Road to the Rozelle Parklands. Ridiculous. For the opening we had to dash across the traffic with 2 kids and a dog, along with all the other families. Well-lit safe pedestrian crossings need to be installed.

Thank you for considering the points raised in this letter and for investigating the issues associated with the Rozelle Interchange.

Your sincerely,

Catherine Dornan