

**Submission
No 69**

INQUIRY INTO IMPACT OF THE ROZELLE INTERCHANGE

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Hi Stephanie,

Appreciate you attending the community meeting at the Oxford Hotel earlier this week on this subject.

We are locals, having lived in the area for over the last 20 years including Birkenhead Point, Wrights Rd, and now Renwick St. We have one child at Drummoyne Public School, and one now at high school in Strathfield.

As is well-publicised, we've noticed a major increase in traffic volumes through our local neighbourhood since the opening of the Rozelle Interchange, particularly in eastern Drummoyne during peak periods. Transport NSW seems blinkered by trying to assess travel times to the city; they have not considered the impacts on residents trying to exit / cross their suburb, such as getting their children to school on time.

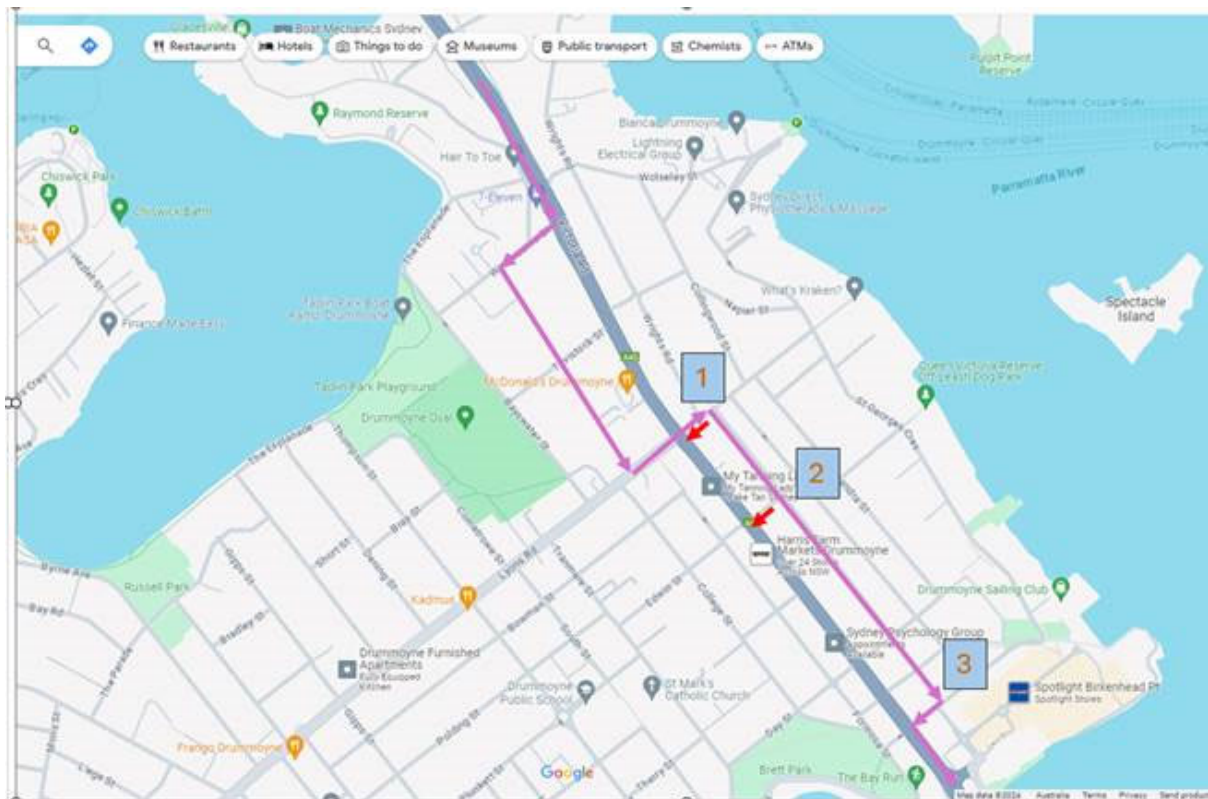
Here are our observations:

Renwick Rat Run. The gating of traffic on Victoria Rd so the Rozelle Interchange / Rozelle can clear causes traffic to back up from Park Avenue westwards, through Drummoyne and over the Gladesville Bridge. This causes motorists to take a rat run, as outlined in pink below. Using this route motorists take advantage of a longer cycle time at Lyons Rd / Victoria Rd (1) to cross into east Drummoyne, head down Renwick St (2), and attempt to rejoin Victoria Rd at Park Avenue (3). At times, Renwick St is completely blocked back to Lyons Rd, and it is impossible for local residents to exit to Victoria Rd (via Park Ave, Edwin St, or Lyons Rd).

Traffic light timing heading westbound at Lyons Rd (2): Transport NSW have extended the green light cycle duration heading east on Lyons Rd, and shortened the westbound green light cycle time, to the point that only 3-4 cars can cross at a time. Aside from traffic backing up along Lyons Rd towards Victoria Rd (so residents can't exist on Ferry Lane) this creates frustration and angst; as a result motorists speed through the intersection to get through, dangerously running amber / red lights. This is a serious pedestrian safety issue.

Parking from 08:30am on Lyons Rd (near Warwick Williams) reducing lane capacity. Exacerbating the point above, there are two car park spaces on Lyons Rd which cause westbound traffic to reduce to one lane. We recognise this is a council issue. However, in addressing the broader problem, if these were removed, it would open two lanes of traffic to cross from 08:30am.

Edwin St (2). The Edwin St / Renwick St corner that you stood at is a major hazard. Out of area motorists that speed down Renwick (when not clogged), do not always stop at the intersection, and motorists speeding across Edwin St to cross Victoria Rd do not always approach with caution (and it's relatively blind given houses are built up to the footpath). Some motorists also think that Edwin St is one way heading west, with a left and right turning lane onto Victoria Rd, setting themselves up for a head on with traffic turning left off Victoria Rd or heading east along Edwin St. It's impossible to negate people's stupidity and recklessness, however, safety at Renwick St / Edwin St and Edwin St / Victoria Rd has become a serious issue since the rat run has been established.



Possible Solutions:

Reduce the traffic gating time on Victoria Rd. Residents have timed it at 42 seconds. While this might make Rozelle look empty and make the Rozelle Interchange flow look reasonable, it simply pushes the problem upstream (some political cynics might argue from a safe state Green/Labor seat into a state Liberal seat). Gating traffic is a practical approach, but it needs to be far more nuanced across a much longer stretch of Victoria Rd / Burns Bay Rd.

Revert to previous green light traffic light sequences at Lyons Rd. This will be a deterrent to cars taking the Westbourne / Marlborough / Lyons Rat Run, which leads into the Renwick Rat Run. Remove the two parking spaces on Lyons Rd near Warwick Williams to improve Lyons Rd flow.

Implement No Left Turn onto Lyons Rd from Victoria Rd. Should these measures not work, this is a more drastic measure. It has been implemented at Seymour St, and could be policed (police do monitor Seymour St).

Other Observations:

Dual Bus Lanes in Rozelle: this has been an unnecessary change. Citybound motorists only turn left at Terry St in Balmain; no need to have two bus lanes. It should revert to the previous configuration, opening up one more lane for traffic.

Regards,
Kurt & Gill