

**INQUIRY INTO IMPACT OF THE ROZELLE
INTERCHANGE**

Name: Name suppressed

Date Received: 20 March 2024

Partially
Confidential

Thank you for extending this inquiry and thank you for taking the time to examine the issues.

We have been Drummoyne residents for 30 years, living in 3 streets on the East side (Wolsely, Day and Alexandra St) in that time.

We are a one car family, two working parents with 4 children (23, 21, 19 and 14). We try as much as possible to use public transport for work and school and we prioritise walking to access goods and services within our local community for all things and only use the car for medical appointments, sporting commitments, school drama/music commitments and out of hours school commitments generally.

We bought in Drummoyne because of its fast access to the city, its beauty and its historic federation qualities. It is a wonderful community to be part of and we participate in many local community activities, including Drummoyne Swim Club, a local book club and Drummoyne Sailing club to name a few. We paid a high price to enter this area and we valued less land space and more amenity than living in a suburb further out. We chose amenity over land size because of the environmental, social and well being aspects of accessibility.

Sadly this amenity is being stripped of us and despite all we hear about Liveability - Drummoyne's liveability has gone backwards.

1. **Victoria Rd is the ugliest transport corridor in the state** if not the country, followed very closely by Parramatta Rd (although there seem to be a few visible improvements there).

In the past 30 years I can recall 3 separate versions of stakeholder consultation, where Council have engaged consultants and asked for community input into ways to fix Victoria Rd and yet nothing has been done. Surprisingly, these tend to line up with changes to the DCP (to get more density), so that has been changing, but they have done NOTHING to improve visual amenity. Their latest Urban Design Review (<https://collaborate.canadabay.nsw.gov.au/victoria-road-urban-design-review>) in August 2019 with DCP adopted in August 2022, has seen none of the promised changes to Victoria Rd (with no progress updates on the website). Seems not a very big ask really and include the basics which would transform the corridor aesthetically:

- **Street trees installed to line Victoria Rd** (which also aids in traffic calming). Council argue it can't be done because of awnings - that is a complete cop out as an audit reveals there are spaces and if the likes of City of Sydney Council can achieve it, so can they. Funny that our Council has found solutions for other suburbs like Five Dock, Rhodes, Concord yet avoid us (does it have something to do with trying to seek funding from NSW Govt? If so - just get on with it and cooperate to fix it)
- **New footpaths.**
- **Better lighting.**

Other items asked for to try and create a better village feel, but seem to be missing include

- **Street banners** (to promote community and cultural events), and reported that they were considered but not approved because of cost, yet other smaller areas (like Five Dock) seem to have these (Funny that a Metro stop is going in there)
- **Flowers** (like Five Dock/Concord).

Victoria Road is a Gateway to the city of Canada Bay and the Iron Cove bridge and Gladesville Bridge forms the entrance/exits. It's a small section to fix. Sadly, the corridor from Iron Cove to Gladesville bridges visually is just a really very sad looking story (unchanged for decades) surrounded by some of the most beautiful natural vistas (it is like night and day), despite it being a home depot for house renovation/kitchen stores, because other shopping/restaurant options aren't viable in such an ugly setting. Council - can you listen!!!!

2. Where is the promised **separated bike path**? If we are serious about getting people out of their cars (great now with e-bikes) nothing is done to encourage that and it's way too unsafe to use the road network.

3. Drummoyne has become a living nightmare in peak hour since the opening of the interchange, and despite band aid fixes, something more infrastructure based is needed (besides timing current lights) to fix the problem.

4. Read about the academic literature on the **Lewis-Mogridge position**.

Road development needs to consider the whole traffic system, which means understanding the movement of goods and people in detail as well as the motivation behind the movement.

The issue is that you **can't keep trying to add more traffic volume without consequences - and there will always be winners and losers**. BUT - why should we lose for choosing to live in such an accessible area. It's faster to take public transport from Parramatta to CBD than catch PT in the peak from 5-6pm out. Does that seem fair? If Transport for NSW tries to compensate for the local community, those further out suffer and NSW does not get the so called "benefits" from investing in this infrastructure, that were highlighted in the business case. There are no winners in either solution being "worked on" by Transport.

5. **Public transport must be prioritised** if we are to try and shift people out of their cars, but we still have the issue of lacklustre cross-linked public transport. It's a difficult one as people drive because the bus timetables to places like Five Dock and Concord are really bad and the on time running down Lyon's Rd is appalling because of traffic. We can't skimp on bus lanes and give back to traffic as PT must be faster if we are to get mode shift to PT.

6. **Buses aren't the long term public transport solution as the corridor between Gladesville and Rozelle is too narrow** and there are too many cars to accommodate proper bus lanes to cater to the masses. At the community meeting on 18 March, there are residents calling to reduce bus lanes, but WE NEED PUBLIC TRANSPORT. So it means the bus public transport solution is wrong or we need a tunnel or light rail/metro.

7. **Utilise more of the harbour with more frequent INNER HARBOUR ferry services and separate the services from Parramatta**, (more cost effective as can run more frequently which will make it more attractive) and investigate services that cross the harbour. Parramatta has good transport options so don't keep adding more services for the whole journey as they fill to capacity on weekends and don't allow us to join. Separate the services and investigate more options to utilise this amazing waterway to improve efficiencies in getting people from A to B.

Consider leasing vessels for 6 months and trialling some new timetables before fully committing. Trials let you explore and test and learn.

8. **Investigate Trackless trams** as an alternative option to light rail, allowing traffic and trams to have access to the roadway. Speak to experts like Dr Peter Newman and don't just seek advice from bureaucrats - explore it properly. Possibly cheaper and technology is improving. It is still a nascent transport technology but we should consider creating a new industry and utilise the likes of our existing train manufacturers to go in partnership to develop something suitable for Australian conditions. We could sell it to other jurisdictions worldwide and compete with current Chinese manufacturers. Cheapest isn't necessarily best in the long term and other jurisdictions around the world are exploring this as an option to traditional transport options. Right now only China has intelligence on it but it doesn't mean it can be the only country. Don't rule these options out until fully explored.

9. **The Premier wants more density**, but if we do have more density which is coming from more than one source further up Victoria Rd (Ryde Council has many projects on the go), **how is traffic going to be sustainably managed in the long term with buses as the option?** Back to Pt 4.

10. **Explore adding a Mini-Metro station (not grand architecture) to Drummoyne** (possibly near Iron Cove Bridge or at Destros corner (buy up whole block where space permits it). Don't base decision on only funding it through ensuring it can bring additional medium rise development (even though it will and that's ok). Base it on need alone and solving the problem that exists now OR **extend light rail/trackless trams through Rozelle and the whole Victoria Rd corridor.**

11. **Data being reported by Transport does not explain the full local picture** as they are only counting traffic times from the major Victoria Rd corridor, not the streets of Drummoyne, Balmain, Rozelle etc. No data is being reported (or possibly recorded) about local travel times.

Turning from Alexandra St, onto Lyons Rd, to either get onto Victoria Road or to cross Victoria Rd, can sometimes take up to 5 (usually around 4) light changes before being able to do so. A recent example where a 3.3km trip starting at 8:45 to Five Dock to attend a specialist appointment at 9:15am (difficult to change time to off-peak as it is the only date/time available due to cancellation) got me there at 9:30. This is not acceptable.

12. **Safety of pedestrians should be a major priority.** If you are truly trying to create liveable precincts - prioritise this!

In summary:

1. Beautify and Green Drummoyne (and Rozelle) corridor to create better visual amenity and assist in ensuring the pollution caused by traffic is offset by greenery.

2. Have a better medium to long term vision for Drummoyne that returns Victoria Rd (from Gladesville to Rozelle) back to the locals.

3. This may require a tunnel from Gladesville to take traffic from both Hunters Hill and Ryde corridors away from these local streets. Surely modelling can be done to see where all of the people further out are wanting to get to (and you'll find it isn't to our suburb).

4. Explore other public transport alternatives that move more people and seriously consider more ferry services - the harbour is underutilised.

5. Density being added up the line WILL require a different type of public transport as the corridor is at choking point with current car volumes.

6. Active transport is also a key consideration.

Thank you for the opportunity.

Regards