

**Submission
No 86**

INQUIRY INTO IMPACT OF THE ROZELLE INTERCHANGE

Name: Alan Thilo

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Dear Committee,

It has struck me that the interchange design simply did not consider local traffic entering or exiting from Balmain and adjacent suburbs. It seems to me that sole priority was given to the West Connect (private enterprise) tollway traffic.

In summary I will deal with matters as I see them

1. The permanent removal and no replacement of the pedestrian bridge across Victoria Road
2. The location of the bus Lanes and a failure to provide proper 'slip' road access to or from the Balmain peninsula
3. competency of the signage
4. The lack of historical research into just why privately owned tollways were abolished in the UK and Europe and surprise surprise history is being repeated.

1 Persons travelling towards the Iron Cove Bridge by Public Transport and need to change bus to a 441 or 442 (Bus) or cyclists/pedestrians who need to cross the Victoria Road have no safe crossing at the Victoria Road Roberts Road junction. The road is divided by fencing from Evans Road into the CDB without any regulated safe place to cross. People have to judge a 'safe passage' utilising the phasing of the traffic lights. Please explain why there is not a regulated Green Man at this junction; after all the phasing of the lights can easily be adjusted to accommodate such a regulated crossing. A refuge Island might be required however there is adequate space to accommodate such. To me this reflects much of the design work for the Rozelle interchange; inadequate attention to detail.

Just maybe after a fatal accident, minds that determine will turn their attention to this matter. and the breach of the promise to return this pedestrian bridge. After all, a person's life is worth so much less than the replacement of this bridge.

2 The location of the bus lane along the Victoria Road towards the City has been adjusted since the opening of the Tunnel complex, however in my opinion it is still inadequately located. It should be moved from the left hand lane across the Iron Cove bridge and that lane dedicated to a slip road that enters the Peninsular at Terry Street and forces entry at Darling Street. Where there is a bus stop this can be accommodated by diversion to the kerb. This will enable a continuous left turn at Darling street. The bus lane would be moved to an outer lane. The slip road would then continue to Evans road with compulsory left turn, and then to Roberts road with compulsory left turn. This would enable a continuous slip road from Roberts Road onto the ANZAC bridge. Such a slip road is probably now inconceivable as it was not planned for and there is insufficient space between the existing roadway and the Power station building corner. This would have eased the traffic flow from the peninsula, and could have easily been accommodated during the planning process.

3 I was educated in the UK and one series of lectures covered the history of the development of transportation, roads rights of way, river and canals (locks riparian rights) and rail. One lecture was dedicated to the historical economic effects of building and maintaining roads and why Toll roads were removed. Basically the owner operators failed to construct and maintain viable all weather roads of sufficiency size to allow freedom of trade. Tolls became very expensive. The toll charges together with an inadequate road system was styming trade by impeding the free movement of people and goods.

The toll system of Sydney now doing exactly that, demonstrated by the NSW Government subsidising tolls through various capping schemes to benefit selected politically selected segments of the community.

There is a certain absurdity in having paid for the construction of the toll ways the NSW Government then sold them only now to slowly under political and economic pressures increasingly 'pay the tolls' for selected segments of the population.

Speak to 'tradies', couriers, and others who often pay approaching \$100/ day in tolls. Try talking to tradies who are 'paying to sit or crawl on toll ways, and look at their call out fees. I have and some have told me they are abandoning tollways and increasing their hourly rates to compensate for the lost time. Slowly the penny will drop and realisation will permeate and the very painful decision will be made to change back to public ownership using ghost tolling or just stopping their collection.

Alan Thilo