

Submission
No 102

INQUIRY INTO IMPACT OF THE ROZELLE INTERCHANGE

Name: Name suppressed

Date Received: 24 March 2024

Partially
Confidential

Dear Sir/Madam

I have been a resident of the Drummoyne and Balmain areas for over 24 years.

I am writing to you in regard to this Inquiry on the Impact of the Rozelle Interchange to provide feedback and share my observations.

Following the opening of the tunnel that commences on Victoria Road and links traffic to the start of the Anzac Bridge my observations of the impacts have been:

1) A significant build up of traffic and long cues and delays along Victoria Road and in surrounding streets heading in a city bound direction on the Drummoyne side of the Iron Cove Bridge has resulted. Traffic banks back over the Gladesville Bridge for longer periods on weekdays and regularly on weekends to the Westbourne Street turn off at the bottom of the Gladesville Bridge in Drummoyne.

2) More traffic is choosing to use alternate routes either through Lyons Road heading towards Five Dock and Ashfield to avoid the West Connect area as well as using local streets as "rat runs" in an attempt to speed up commutes to the city.

3) There is now a significant build up of traffic on the Rozelle side of the Iron Cove Bridge heading towards Drummoyne as the bus and vehicle traffic lanes of Victoria Road are merged into one lane and the two lanes exiting the tunnel are given priority.

In the morning peak on weekdays the left hand lane of the Iron Cove Bridge heading towards Drummoyne is a Bus Lane Only. However this is the same lane that all traffic coming along Victoria Road from Rozelle is expected to merge into. Hence there are significant delays as cars seek to push into the tunnel exit lanes to avoid breaching the Bus Only rules.

4) On weekends traffic heading from Rozelle to Drummoyne is regularly banked back towards Rozelle across the Iron Cove Bridge causing significant delays in travel times with no alternative route. This congestion is exacerbated by a few cars typically parked along Victoria Road in Drummoyne between Edwin Street and Lyons Road on both weekdays and weekends.

Clearways on both sides of Victoria Road in Drummoyne on weekends between Lyons Road and the Iron Cove Bridge would allow better movement of buses and much better traffic flow. There would normally be less than 20 vehicles parked along this section of Victoria Road at any time and most often fewer parked vehicles that create such an impact.

5) Victoria Road between the Iron Cove Bridge and Roberts Road Balmain is now very much underutilised while Victoria Road Drummoyne is overworked.

Where traffic lights along Victoria Road through Rozelle, Balmain and Drummoyne once controlled the pace and flow of traffic, the exit of vehicles from the tunnel just creates a large pinch point.

6) There is much confusion with the extra bus lanes along the stretch of Victoria Road Rozelle and Balmain heading towards the city. Whilst I have travelled through this section of road for many years, I now find it daunting when I wish to turn left into any of the streets heading for Balmain and have to cross two Bus Lanes to do so. It is quite confusing as to where and when you can do so legally and it is safe to do so.

7) I do now find it odd now that the right hand turn from Victoria Road city bound into Darling Street Rozelle has two lanes available to do so while progress towards the city along Victoria Road has only has one lane available given the significant corridor that Victoria Road is versus Darling Street. It seems to me that we have the road priorities the wrong way around.

8) A number of changes have been made In Drummoyne to the traffic signals on the Lyons Road/Victoria Road intersection and the Edwin Street (East) /Victoria Road intersection.

Some of these changes are to better protect pedestrians crossing Victoria Road with Red Arrows preventing cars from turning left or right across the pedestrian walkways. This is desirable and necessary.

However a consequence of this especially with the configuration of Lyons Road and Edwin Street (East) is that with Red Arrows preventing the first vehicle from turning left or right, no other cars behind them can move straight ahead and as a result traffic banks up. In Edwin street (East) in particular, which is a narrow street, traffic now regularly backs up back towards the Alexander Street intersection - two blocks away from the lights.

This did not happen in the past.

I do note that traffic monitoring equipment was installed in Drummoyne recently to monitor traffic at several points along Victoria Road and Lyons Road. However the equipment seemed to be installed and removed on weekdays. Hence my understanding and disappointment is that no traffic monitoring was done to gather data on the impact of the Rozelle Interchange on weekend traffic and on some of the issues that I have described above.

I look forward to hearing about the results of the Inquiry and do hope that some of the issues that I have raised will ultimately be addressed and resolved.

Kind Regards