

Submission
No 109

INQUIRY INTO IMPACT OF THE ROZELLE INTERCHANGE

Name: Name suppressed

Date Received: 25 March 2024

Partially
Confidential

Good morning, further to the meeting organized by Councilor Andrew Ferguson last Monday I thank you for extending the period for submission to 24th March 2024.

Thank you for the opportunity to make a submission to help solve a problem with traffic in Drummoyne since the opening of the Rozelle Interchange and the return to work post the Christmas period when traffic increases. I hope you can review these points below and I am sure with other submission see some common ground and make changes to resolve the immediate problems.

We need and want to aid the smooth flow of traffic in both directions. At present there have been changes to the light sequencing which are too variable and for longer periods than is necessary for traffic flow. I appreciate the use of "Parking Lots" to manage traffic flows and this has worked in the past however the current structure of timing is not suitable for best outcomes and leaves the roads empty for periods of time pushing traffic back into Hunters Hill, Gladesville and Lane Cove etc. I live in Bowman Street and have for many years suffered from the speeding car avoiding Lyons Road each and every day, it is backed up 7 days a week. I know we live in a busy city but the current situation is potentially dangerous.

It is unavoidable and human nature that due to traffic delays drivers will seek alternatives and with our suburb's back streets being used, this creates a potential for damage to roads at a cost to our council (and ultimately us) and potential safety issues with speeding cars seeking to take advantage of a few minutes. We have several primary schools and day care centres in the streets around Drummoyne, and as Lyons and Victoria Roads is a traffic hub for high school children catching buses in all directions, we should be aiming for a higher level of road safety, but we have cars "Rat Running" trying to avoid the traffic on Victoria Road.

My suggestions are below.

1. Close the gate at Cary Street and Victoria Road during Peak Hour – This has been closed for many years during peak hour prior to Rozelle Interchange opening, which discouraged the "Rat Run" of cars around Henry Marine Drive onto Iron Cove bridge. With this open it means that cars are required to cross the 24 Hour Bus Lane into the traffic creating delays in flows on Victoria Road. This also increases traffic around the Pool and Bay Run which could raise safety concerns for local pedestrians and cyclists. It worked well before and simply has not been closed since the return to work in January.

Accident in the tunnel will cause total traffic chaos due to the reduced via laone on the surface

2. Return the use of the bus stop at Birkenhead Point near Cary Street where buses can be off the road to collect passengers. This has been successful and allows for bus overtaking.

3. Light change at Park Street is open too long for the entering traffic – The timing should be returned to times prior to Christmas 2023. At present people are seeing it quicker to turn left at Lyons Road and come down Renwick Street and re-enter Victoria Road at Park Street than sit in traffic because these lights are open longer and the lights on Victoria Road are stopped for too long. The traffic that comes through this intersection from Park Street onto Victoria Road often clears in full whilst keeping traffic backed up on Victoria Road with a clear road ahead. If the timing was changed this would allow greater flow of traffic along Victoria Road and reduce the Renwick traffic as the advantage is removed.

4. The light sequencing needs to return to prior settings as it worked before November to get traffic around the corner from Lyons Road and not then being held up at Edwin Street. The bus turning from Lyons Road into Victoria Road stops at the pedestrian crossing first then the Edwin Street lights then the bus stop. It's ridiculous to expect a bus driver to stop three times in 500m. If the light timing were changed to all work simultaneously, this would aid the flows and allow pedestrians who wish to catch the bus to cross the road in time to board the bus. Current timing means we miss the bus.

5. The pedestrian crossing between Lyons Road and Edwin Street should be back to an “on demand” crossing during peak hour and not just stopping every light change. There shouldn’t be a great demand for crossing here as few shops are open at that time of morning and parking starts at 10.00am so should have limited impact on local shops.
6. Second pedestrian crossing at Edwin Street (Lyons Road side) should be removed to allow free flow left turn traffic towards Gladesville and potentially quicker turning right from Eastern side at Edwin Street towards Gladesville. Remember there is a Pedestrian crossing 40 m up the road as well.
7. Return the NO LEFT TURN at Tranmere Street in peak hour to reduce the traffic in the back streets. Often there can be 5, 6 or more cars turning into Tranmere who have come up Marlborough St from Gladesville bridge to get through to Day Street and rejoin Victoria Road. They travel at speed and its dangerous to judge and cross the road, particularly for the children getting to school. Someone will be injured.
8. The use of “Parking Lots” as a means of traffic flows, which I fundamentally agree with, should be fully reviewed to ensure traffic flows consistently in all directions and the main arterial road is not left empty and priority given to side streets used by traffic avoiding the main road. We should have light sequencing that will discourage taking the side streets. Please consider removing the offset light changes and allow traffic in both directions to flow at same times and Pedestrians to cross at light changes
9. The intersection of Lyons and Victoria Road is extremely busy given it’s a traffic hub with multiple bus routes etc. For safety the lights sequencing should be reviewed to prioritise safer pedestrian access and potentially removing the left turn arrow from Victoria Road which is encouraging people to use Renwick Street to shorten their journey. This light change also confuses the flow for Pedestrians and delays the overall traffic timing meaning Pedestrian s don’t get enough opportunity to cross. Note that school children need to cross Victoria road to catch the school bus on Western side.
10. Restore the bus lanes along Victoria Road Rozelle – This section of road should be returned to previous configuration and return the lane to city traffic. There are limited traffic that needs to turn into Balmain. Most traffic turn at Terry Street or Darling Street. The idea that we lose a lane on a major road within a few km of the city is not sensible. Roads cost money to build don’t reduce them for turn traffic or cycleways. Traffic needs to get out of Balmain not into it.
11. The impact of the standstill traffic going towards Gladesville has meant more cars are also using the back streets to get the Gladesville Bridge, backing up College Street past Bowman in the mornings to try to get onto Lyons Road.

Kind Regards