

**Submission  
No 143**

## **INQUIRY INTO IMPACT OF THE ROZELLE INTERCHANGE**

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Dear Committee Members

We are residents of East Drummoyne.

Along with the rest of our local Community we have, as a result of the opening of the Rozelle Interchange, become greatly inconvenienced by the traffic gridlock on Victoria Rd from the Iron Cove Bridge back to the Gladesville Bridge and beyond.

The Authorities and their planners have either monumentally failed their task of assessing the outcomes or have proceeded to implement the project with total regard for our Community and perhaps others with the knowledge that the disastrous outcomes detailed below were inevitable.

If there was a Plan B, it needs to be disclosed for scrutiny by our Community and, if considered acceptable, implemented accordingly. If there was no Plan B, you owe it to our Community to come up with one, preferably using Planners other than to ones who created this mess.

You need to include Canada Bay Council to, as our representative, be included in all planning and decision making to ensure a satisfactory outcome for the problems you have created for our Community.

The order of priority needs to be:

- a. Safety,
- b. The amenity of residents of suburbs through which commuters pass and,
- c. The safe and orderly flow of commuter traffic

We venture that not even the commuters who are getting stuck and delayed in their own grid locked traffic jam are impressed with this State Government manufactured mess.

The issues listed below, which, as you know were aired at a recent meeting attended by representatives certain of your Authorities, need to be seriously considered and the suggestion below in regard to each issue need to be implemented.

1. Review the changes to traffic flows and traffic lights on Victoria Road, Drummoyne

These delays have been further impacted by Transport for NSW modifying traffic flows and changing traffic lights configuration to ease congestion in Rozelle and Balmain, making the situation along the Drummoyne stretch of Victoria Rd significantly worse.

The timing of traffic lights along Victoria Road makes it very evident that traffic is now being “held” along the Drummoyne sections at peak times to control traffic flow. This means at some intersections, such as residents on Park Avenue trying to turn left onto Victoria Road towards the city are sometimes left waiting (with all the Victoria Road traffic) and no one is moving – so frustrating!

These changes not only impact city bound travellers but also significantly impacts traffic heading in the other direction.

Crossing Victoria Rd E-W or W-E at peak times, especially at the Victoria Road and Lyons Road intersection. – This is a major issue. At best, the timing of these lights allows 2 vehicles to cross. If any vehicles are looking to turn left or right from the junction, crossing can take up to 5 signal cycles. As residents we just can’t get out.

A new traffic light placed on the RHS of Edwin St (East to West) makes Edwin St look like a one way causing much confusion with drivers not familiar with this area – it’s a head on accident waiting to happen.

## 2. Unable to move around our suburb in peak hour

The priority given to traffic along Victoria Rd at peak times has made it almost impossible for locals to cross over Victoria Rd (from one side of Drummoyne to the other) or move safely around the suburb.

In addition to increased journey times into and out of the city, it is now increasingly difficult to move around the suburb to drop and collect kids at school or attend medical appointments, or many other things that cannot easily be rescheduled outside of peak traffic hours.

## 3. Increased rat running

Local streets are also now clogged with “rat running” motorists who, in turn, congest the local streets further impeding access to and from my home.

City bound drivers, turn left off Victoria Road into Lyons Road and Edwin Street in morning peak hours after the Gladesville Bridge using local streets in East Drummoyne to travel at speed and rejoin Victoria Road at Park Avenue. Turning left into Edwin Street should, for safety reasons be denied (see 6 below) and,

turning leftist Lyons Road, in morning peak, should be restricted to "local traffic only" (i.e. residents/employees) and regularly Policed.

These two measures should greatly reduce rat running and simultaneously obviate the desire for commuters to risk travelling in the bus lane due to turning left being made illegal.

Google maps, Waze and Apple Maps also encourages drivers to turn left into Lyons Rd at peak times reinforcing the rat running.

4. Review the bus lane/left hand turn lanes only on Victoria Road, city bound, after Iron Cove Bridge

To have a bus lane in the 2nd lane, not kerbside, just doesn't pass the pub test especially given the buses have to move back to the left lane to stop. The effect of this is to block two lanes city bound. The 500X bus and other long bendy buses, cannot move easily in and out of the bus lane and the kerbside lane to pick up and drop off passengers, meaning they end of straddling two lanes.

The left hand only turn lanes are pointless - anyone traveling city bound from Drummoyne to Balmain turns left into Terry St, Rozelle. Making the rest of these left hand only turn lanes redundant.

5. Enforce the road rules

The long bus lane over Gladesville Bridge is not policed. It is used to bypass blocked lanes and drivers then either cut in prior to Lyons Rd or turn left at Lyons Rd to skip part of Victoria Road.

6. Other safety issues

i) The left turn from Victoria Rd into Edwin St city bound is at a very acute angle to turn often causing drivers to reverse back into the bus lane (a major safety issue). Turning left here should be denied.

ii) The green Left Turn Arrow on City bound Victoria Road at Lyons Road should be delayed until the lights prevent right turn from Lyons Road because vehicles in Lyons road are required to stay behind the white line set back in Lyons Road to provide sufficient space to enable the vehicles to safely turn left into Lyons Road. When vehicles from both directions compete for that space, collisions are inevitable.

7. Transport NSW Representatives

If you are going to send representatives from Transport for NSW to talk to us at a community meeting and they suggest we use different means of transport such as busses and ferries, please change the ferries' timetable so that some so that some ferries start their trip further down the river near us so we actually have a chance of getting on a ferry. What point is a new ferry with no capacity for passengers?

The suggestion that we use busses is also rather absurd. Busses are fine if their routes and destinations are suitable to the user and those of us who have a need or desire to use them already do so.

On the other hand, the majority of city bound commuters on Victoria Road are obviously bound for the City. Perhaps you should suggest it be the commuters who change their habits by using busses and accompany the suggestion with a promise of better and more frequent bus services.

Also, whilst improving ferry and bus services would assist those whose destination is the city, it won't solve the above issues including our newly inflicted inability to move around our own suburb with the ease that we previously enjoyed.

8. Have you considered ? :

Building a tunnel under Victoria Road from west of the Gladesville Bridge to connect to the new Interchange

Regards,

Michael & Marianne Edgerton.