

**INQUIRY INTO IMPACT OF THE ROZELLE  
INTERCHANGE**

**Name:** Name suppressed

**Date Received:** 2 April 2024

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Partially  
Confidential

Dear Portfolio Committee

I would appreciate my submission below being received on a confidential basis.

When travelling outside of the morning and afternoon peak, the Rozelle Interchange is amazing!! Hunters Hill to Alexandria in just over 20mins, when it used to be a 40-45min trip. However, during the peak traffic periods it is so disappointing, and can take well over 1 hour, with traffic inching over the Gladesville Bridge and through Drummoyne until the Iron Cove Bridge. Some days I have reverted to travelling through Five Dock to join the tunnel at the City West Ashfield entrance.

I have tried travelling earlier, 6:30am is amazing, and later, 9:30am is still a disaster (especially if zipper barrier change is in progress), and 7:30am is still disappointing.

Below is my summary of some potential solutions to assist traffic flows, impacted with the opening of the Rozelle Interchange.

Potential improvements:

- The clearway through Drummoyne and the zipper barrier placement (which provides an extra traffic lane into the city), should remain in place until 11am (rather than 10am);
- The traffic onto ANZAC Bridge from Victoria Road should be provided with better priority, by having the traffic from Parramatta / the Main Tunnels towards the ANZAC Bridge merging, rather than the two lanes from Victoria Road merging. This would also make it safer for older residents, who find the continual lane changes stressful.
- If there is a concern about traffic queueing in the tunnels, then the exit from the main tunnels to the ANZAC Bridge should be closed during peak hours (with traffic to exit at Ashfield and use the City West Link or Parramatta Road, as it previously did);
- To ensure that the Western Harbour Tunnel is a success when it opens, make sure what the existing Harbour Tunnel and the Harbour Bridge are tolled both ways.
- Alexandria end, install a lane barrier which extends down into the tunnel, so that traffic travelling towards the airport (Gardeners Road) is required to select the right lane much sooner, rather than holding up traffic which is exiting to Euston Road;
- The entry lanes into the main tunnels to be 70km/h rather than 60km/h, this is consistent with North Connex, and would provide some additional relief to journey times.
- Dedicated "airport tunnel lane" on the right side lane of the Iron Cove Bridge, from the Drummoyne side, for the traffic travelling towards the airport, to separate the ANZAC Bridge traffic, starting at the beginning of the Iron Cove Bridge (the Drummoyne side), whether this would help ease traffic, as people travelling towards the airport are otherwise adding to the blockage of traffic to ANZAC Bridge, but once in the tunnel towards the airport, that road runs really smoothly.

Improvements to Victoria Rd through Balmain / Rozelle (removing dedicated turn left lanes, as most people take Terry St exit). Some older residents of Hunters Hill have informed me that they don't use the tunnel to the ANZAC Bridge, as they are not confident changing lanes from the left side to the right side, when they want to use the Cross City Tunnel or the Bathurst St exit (as traffic can be aggressive on the ANZAC Bridge). Therefore, these more vulnerable members of our community will continue to use Victoria Road to the ANZAC Bridge, and it is not simply a lack of education / knowledge about the tunnel. In conclusion, it would be great if Victoria Road through Rozelle and Balmain should be reinstated to its previous lane allocations, which have served traffic very well over many decades. Victoria Road is a major arterial road, and should continue to be treated as such. This will also provide some relief for the traffic banking up in the tunnel between the Iron Cove Bridge and the ANZAC Bridge.

Thank you for looking at potential solutions. It is an amazing piece of infrastructure, and additional fine tuning should be undertaken as a matter of priority.

Kind regards