

**Submission
No 159**

INQUIRY INTO IMPACT OF THE ROZELLE INTERCHANGE

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Date Received: 2 April 2024

Hello:

Thank you for the opportunity to address this important issue.

The most urgent and relevant fix is to return to a scenario where public roads have preference and preponderance against private highways.

A key example is Victoria Rd going north when entering the Iron Cove Bridge; original Victoria Rd has 3 lanes (2 cars, 1 bus) and suddenly they are reduced to just 1 lane that has to be shared with bus traffic. But the private highway manages to keep their 2 lanes intact. How can it be possible that tax payers have to bare the burden of this planning that only benefits the private operator?

Not many people uses the tunnel anyway, specially the northern area residents that are outraged with this expropriation of public spaces, so there is no reason to benefit the private at public service cost.

Thanks

Sergio Puente

(publish with my name)