

**Submission
No 164**

INQUIRY INTO IMPACT OF THE ROZELLE INTERCHANGE

Name: Mr I Mackenzie

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Hello

I know nothing about transport infrastructure, Strategy and design, but even I could have done better than the NSW government with this Rozelle Interchange.

Whats wrong with it?

We all know that. Victoria Rd heading east, banks back over the gladesville bridge- cars trying to turn right to get onto Lyons Rd, and cars trying to get over the Iron Cove Bridge. Put yourself in my shoes, trying to get to Drummoyne Ave- the cars banked back to the top of the Gladesville bridge, can't use the right lane to get off Victoria Rd, can't use bus lane to get to Seymour St. Meanwhile the bus lane is empty 80% of the time, between buses. Ohh that's right, everyone should use a bus, in your view.

How to fix it? Here are my dumb suggestions that would definitely work:

1) Give back the duplicated 24hr Bus Lanes to the public to use- you know, the drivers who pay tax. Buses never use them anyway!

2) Improve signage everywhere. Examples..

i) The Crescent on ramp to Link Rd needs much more signage, early signage and clear signs to state that you need to go up the ramp to get to Drummoyne and Victoria Rd. Everyone stays on the main road and ends up on the M8 or City West Link then has to back track to get back to Victoria Rd.

ii) the in-tunnel signage heading east from Iron Cove bridge is poor. You need clear signage before the intersection, and again at the intersection, to show the right hand lane takes you to the airport. Once you miss that turn off then you are stuck heading onto Anzac Bridge. The road also needs 2 sets of markings on the road saying "airport" and the other lane "city"

3) At 60kph, the tunnel adds no value apart from skipping some lights. Make it 80kph, remove the speed camera **as a SAFETY measure**. Safety and speed can be concurrent. Looking down at the speedo instead of the cars, the signs, the traffic behind and in front, is a HAZARD. Get rid of them and remove the signs that scare people into taking their eyes off the road. You will fine someone for looking down at their phone, but see no problem with drivers looking down to check their speed!

How are you going to read the road signs if you are looking at the speedo. Why did you put the Warning Camera signs at the beginning of the tunnel, the most critical place when the important turnoff signs and lane changes need to be made?

3) Revert the Bus Lane over gladesville bridge heading east, to peak one hour times only - not 6am to 7pm. Suggest 8am to 9am, 5pm to 6pm, AND permit that lane to be used by

residents of Drummoyne East by marking “ Left Turn Only into Seymour St”. This would enable us residents to use that bus lane to get home, using the leftmost lane over the bridge and help avoid the gridlock that you’ve created .

4)The traffic lights are not timed right. The critical part is Victoria Rd from Gladesville Bridge to Lyons Rd. After Day St, there’s usually no traffic and everything can move well.

5)You do contra flow from Westbourne st to Iron Cove,moving the median strip across a lane. So, you need to do it over the Gladesville Bridge so there are 2 eastbound lanes on Victoria Rd to turn right in the peak periods, over an extra kilometre of lanes. For the rest of the eastbound traffic on Victoria Rd, that extra lane would mean 3 lanes all over the Gladesville bridge going straight.

Hope you listen and act.

Your condescending letter to my earlier written suggestions above , so you could blindly justify the duplicated Bus Lanes ,was an insult.

Published with my name is permissible.

Mr I Mackenzie

East Drummoyne