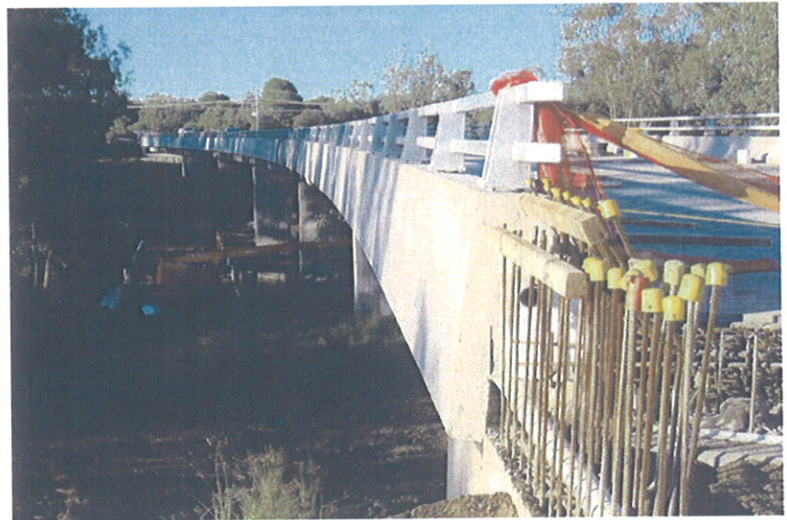




Newell Highway – Moree Town Centre Bypass Modification 1 – Gwydir Highway (Interim) Connection



Modification of Minister's Approval under Section 75W of
the *Environmental Planning and Assessment Act 1979*

June 2010

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Published June 2010
NSW Department of Planning
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EXECUTIVE SUMMARY

The NSW Roads and Traffic Authority (RTA) has requested a modification to the Newell Highway Moree Town Centre Bypass to facilitate staged operation of the project using the existing Gwydir Highway (Alice Street). The modification is required as remediation of former industrial land is required on the southern portion of the Project, and timing for these activities is uncertain.

The Project was exhibited between 14 October 2009 and 16 November 2009. 15 submissions were received. It is noted that the community has significant concerns in relation to the modification, in particular concerns that the interim connection will become permanent and therefore benefits arising from the project, as originally proposed, will remain unrealised.

The Department assessed the Proponent's modification Environmental Assessment and the modification Environmental Assessment –Submissions Report and has taken into consideration issues raised in both private and public submissions. The key issues associated with the proposal were assessed as being:

- Project justification;
- Traffic impacts and safety;
- Noise and vibration; and
- Alice Street reconfiguration.

On balance, the Department's assessment concluded that the modification will aid in the delivery of a key objective of the Newell Highway Moree Town Centre Bypass as the interim connection would remove traffic from the Moree central business district. Further, it is considered that the total number of impacted properties along the interim alignment is low, when compared to those along the existing Highway, which will gain significant improvement to the staged opening of the project.

The Department considers that the existing conditions of approval can be adapted to include the interim connection activities so as to comply with acceptable environmental and amenity limits. Additions to the conditions of approval have also been recommended to address matters that are distinctive to the modification.

Consequently, the Department considers the project as being within the public's interest and recommends that the modification be approved, subject to the recommended conditions of approval.

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1. BACKGROUND

1.1 Location and Project Objectives

Moree is a regional centre with approximately 8000 people (ABS 2006) within a rich agricultural district in the north west of the State. It is the last major settlement prior to the Queensland border when travelling along the Newell Highway.

The Newell Highway serves as a main inland road link between Victoria and Queensland. At 400km, the highway is the longest in New South Wales, providing support and a vital link for a number of regional centres west of the Great Dividing Range.

Being a direct transport link between Victoria and Queensland, the highway has developed as a strategic route for heavy vehicles including semi trailers, B-doubles and road trains. The Environmental Impact Statement (August 2002) for the project identified that:

- 12,300 vehicles per day (2001) travelled along Balo Street (Newell Highway) through the Central Business District, comprising of local, regional and through traffic from the Newell, Gwydir and Carnarvon Highways;
- The highest proportion of daily through traffic was from the Newell Highway (3,700 vehicles); and
- 30% of total traffic volumes were found to be heavy vehicles of varying sizes. This equated to an average of one heavy vehicle a minute passing through the town during the day and one approximately every 1.5 minutes at night.

As Balo Street also functions as the main street for Moree, the Environmental Impact Statement identified that the proportion of heavy vehicles travelling through Moree contributed to congestion, pedestrian and local traffic conflict, noise and loss of amenity in the Central Business District. This in turn contributes to, the inefficient movement of goods. It was also identified vehicle volumes were increasing along the highway in the order of 2.5% per annum.

The key objective of the project is to remove the heavy vehicles from the town centre. The Environmental Impact Statement identified that once operational, a significant reduction in heavy vehicles through the town centre would occur (90%+). The bypass would provide a safer environment (i.e. fewer opportunity for conflict between local vehicles parking and accessing property and pedestrians), have fewer intersections and provide a direct route for through traffic with a travel time saving of up to three minutes.

1.2 The Surrounding Environment

Topography along the approved highway alignment can be generally described as floodplain surrounding the Mehi River. The river crossing will provide a 'gateway' for the Moree urban area when travelling south with a distinct change in land-use from rural and rural residential north of the river including the Moree Racecourse and an immediate transition into an urban area to the south. With exception of riparian vegetation along the river, little endemic vegetation exists in the area, having been removed for farming or urban development.

South of the river, the approved alignment runs parallel to the existing rail line, past the Moree Spa Baths and industrial area before joining the existing highway beside the existing Gosport and Fome Street intersection, on the southern outskirts of town.

The proposed modification to the south of the Mehi River is contained within the urban area of Moree along the existing Gwydir Highway and Frome Street alignments. Adjoining properties comprise a mix of commercial and residential land uses and Jellicoe Park which is used for a variety of purposes, including a monthly market.

2. APPROVED PROJECT

On 20 July 2004, the then Minister assisting the Minister for Infrastructure and Planning (Planning Administration) granted approval for the construction and operation of the Newell Highway Moree Town Centre Bypass. The major components of the approved project, identified in Figure 1 are:

- a 4.4 kilometre two lane road which runs between the Newell Highway in the vicinity of Bulluss Drive (south Moree) and the north-east of Moree;
- a 150m long multi-span bridge which crosses the Mehi River;
- an upgrade to the existing Gwydir Highway level crossing;
- road network changes including reconstruction of existing carriageways, intersection upgrades and new local roads to retain access to properties;
- the acquisition of 20 properties and partial acquisition of another 22;
- improvements to drainage regimes in the town including construction of new culverts;
- preservation of property access and a travelling stock route;
- signage, lighting and landscaping along the alignment, including enhancement of the railway/spa baths precinct through public domain improvements; and
- Pedestrian and cyclist facilities within the urban section of the proposal.

The design speed for the project is 70km/h in the urban sections and 100km in the rural sections. Speed limits are likely to be 80km/h in the rural section (i.e. south of Mehi River Bridge) and 50km/h in the urban section that is north of the bridge.

Capital investment value of the project was estimated at \$33 million (2001 value), which is funded by the Commonwealth Government. Construction of the rural component of the project including the Mehi River Bridge commenced on 27 November 2009. Works are now well advanced with activities north of, and including the Mehi River Bridge largely complete. Activities south of the bridge and the Gwydir Highway are underway.

Figure 1 – Map of Approved Project



3. DESCRIPTION OF PROPOSED MODIFICATIONS

The NSW Roads and Traffic Authority (the Proponent) are seeking a modification to the Minister's approval of the Newell Highway Town Centre Moree Bypass, to facilitate staged operation of the project using the existing Gwydir Highway (Alice Street) under section 75W of the *Environmental Planning and Assessment Act, 1979*. The proposed modification involves the following:

- partial pavement reconstruction along Alice Street (Gwydir Highway) between the approved bypass route and the existing Newell Highway (Frome Street);
- modifications to the roundabout at the intersection of the Gwydir and Newell Highways to cater for larger trucks including B-double, B-triple and road trains;
- changes to existing street parking along the Gwydir Highway replacing 45 degree parking with parallel parking;
- construction of a new cul-de-sac at the intersection of Gosport and Newell Highway to avoid 'rat run' conditions;
- traffic management measures to control use of local roads by heavy vehicles;
- noise mitigation to properties impacted by operation of the interim connection; and
- continued use of Frome Street as the highway alignment.

A distance of three blocks separates the approved project and the existing highway. Alice Street between the existing highway and the bypass will be reconstructed. With the exception of Jellicoe Park, little remnant vegetation remains.

Refer to Figure 2 and 3 for the proposed modifications to project.

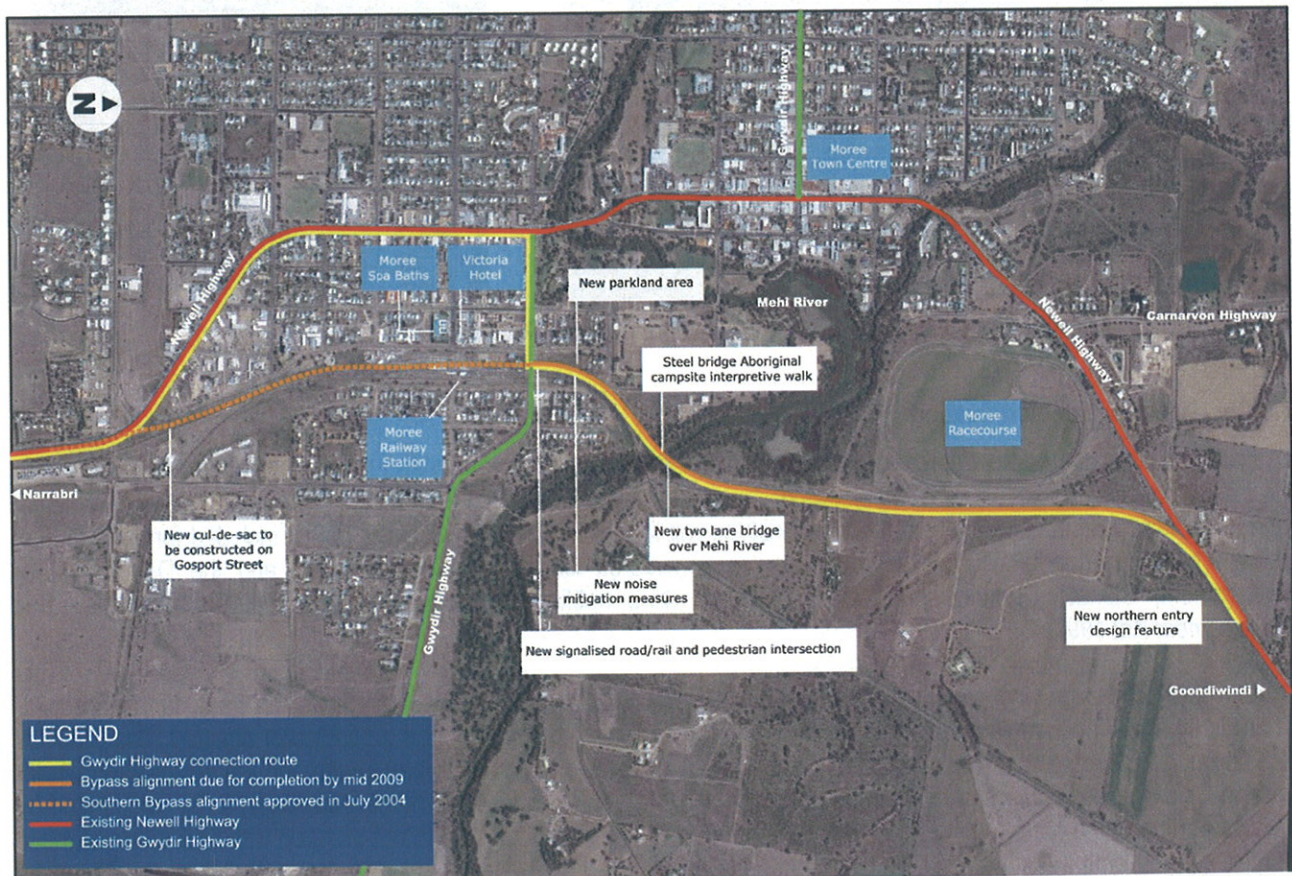


Figure 2: Approved bypass and the Gwydir Highway interim connection (Source Proponent's EA, October 2009)



Figure 3: Concept Design of Gwydir Highway Connection (Source Proponent's EA, October 2009)

3.1 Need for the modification

To construct and operate the approved project, a number of properties were required to be acquired in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*. Properties ranged from residential, agricultural and industrial land uses. Industrial land primarily in the vicinity of the rail line and south of Moree spa baths, included former bulk fuel storage facilities (depot). This industrial land was considered likely to be contaminated and the Department of Environment, Climate Change and Water (DECCW) were notified in accordance with the *Contaminated Land Management Act 1997*.

During detailed design and project development, the scope and severity of contamination has been further defined. There is significant contamination of parts of the fuel depot area, with both soil and groundwater affected. The DECCW has deemed that some of the contaminants pose a significant risk of harm to human health and the environment under section 21 of the *Contaminated Land Management Act, 1997*. This requires the nominated site(s) to be remediated by various parties to the satisfaction of DECCW. Accordingly, the RTA has elected to not proceed with acquisition of these parcels of land until the contamination issues have been resolved. However, there remains no definitive timeframe for completion of these activities. It is also noted that delays associated with contamination have resulted in escalation of projects costs that have affected project funding streams.

Approximately four years lapsed between the project approval and commencement of substantial construction, and the Proponent elected to stage construction by commencing construction to the north of the river and the construction of the Mehi River Bridge. The rationale for this approach was the expectation that remediation activities would be completed by the time substantial construction was underway and construction activities could then continue south of the Gwydir Highway. This has not occurred due to levels of contamination being higher than originally envisaged.

The key objective of the modification is to facilitate the staged opening and operation of the project, with the bypass north of the Gwydir Highway opening in advance of the bypass south of the Gwydir Highway, whilst remediation works are completed prior to property acquisition. It is considered that use of Alice Street would deliver this objective and at minimal cost, when compared to alternatives such as the construction of new alignments along Gosport Street.

Should the modification not proceed, the opening of the project would be substantially delayed due to the need to finalise remediation activities prior to completing the project. The delay would result in the completed stage sitting idle and prevent the delivery of a key objective for the project, being the removal of traffic from the Moree CBD.

4. STATUTORY CONTEXT

4.1 Major Project Status

The project was approved on 24 July 2004 by the former Minister assisting the Minister for Infrastructure and Planning (Planning Administration) under Division 4, Part 5 of the *Environmental Planning and Assessment Act 1979* ("the Act").

Following commencement of Part 3A of the Act on 1 August 2005, Division 4 of Part 5 was repealed. Savings and Transitional provisions under clause 88(3) of Schedule 6 of the Act states that the *approval of the Minister for an activity that was given under Division 4 of Part 5 of this Act before its repeal (or under that Division as continued by subclause (1)) is taken to be an approval under Part 3A of this Act, and that Part (sections 75U and 75V excepted) applies accordingly.*

Therefore, the project is considered to be project to which Part 3A applies.

4.2 Section 75W of the Act

Under section 75W(2) of the Act, the Minister's approval for a modification is not required if the project, as modified, will be consistent with the existing approval under Part 3A of the Act. The Roads and Traffic Authority has concluded that these changes would be inconsistent with the existing approval.

Section 75W (3) of the Act enables the Director-General to issue environmental assessment requirements (DGRs) for a proposed modification that the Proponent must address before the matter will be considered by the Minister. DGR's for the modification were issued on 27 May 2008 and the Environmental Assessment was considered to be adequate for exhibition on 4 September 2009.

The Environmental Assessment was placed on public exhibition from 14 October 2008 until 16 November 2009. Advertisements notifying of the exhibition of the Environmental Assessment were placed in the *Moree Champion*. The Environmental Assessment was made publicly available on the Department's website, the Department's head office and at the Moree Plains Shire Council Administration Centre. Additional copies were also made available at the RTA project office at Moree.

4.3 Permissibility

Clause 94 of *State Environmental Planning Policy (Infrastructure) 2007* states that "Development for the purpose of a road or road infrastructure facilities may be carried out by or on behalf of a public authority without consent on any land". As the NSW Roads and Traffic Authority is a public authority, the project is therefore permissible without consent.

4.4 Relevant Environmental Planning Instruments

There are no environmental planning instruments that substantially govern the carrying out of the project.

4.5 Minister's Approval Power

Section 75W(4) of the Act gives the Minister the authority to modify the approval (with or without conditions) or not approve the modification.

On 25 January 2010, the Minister for Planning delegated his powers and functions under s75W of the Act to the Executive Director, Major Projects Assessment, in the case where:

- a. there are fewer than 25 public submissions in the nature of objections in respect of the modification request

The modification request complies with this criterion as less than 25 public submissions were received in respect of the project. Consequently, the Minister for Planning's delegate, Executive Director Major Projects Assessment has authority in this instance.

5. CONSULTATION AND ISSUES RAISED

5.1 Introduction

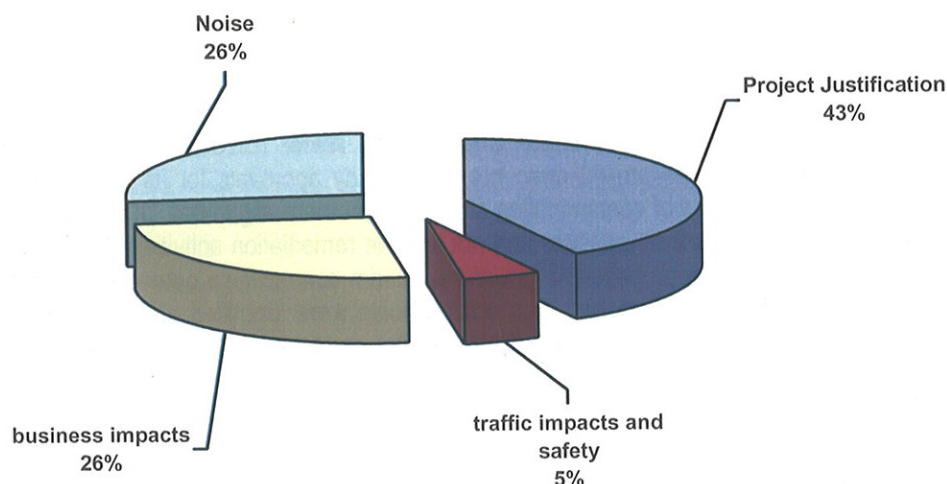
The Department received 15 submissions during the exhibition period (15 October to 16 November 2008). One of the submissions was from a State Government agency and one from Moree Plains Shire Council.

Of the total submissions received, nine objected outright to the project, whilst five submissions did not state a clear position, but provided specific information on issues of concern or comments in relation to the proposal. One submission supported the project.

5.2 Summary of Issues Raised

A general breakdown of the issues raised in all submissions is presented in Figure 4. The chart indicates the frequency a specific issue was raised in submissions relative to the total number of issues raised, as opposed to the percentage of submissions raising that issue. Project justification, traffic impacts and safety, operational noise and business impacts, were the issues raised most frequently in submissions.

Figure 4 – Summary of Issues Raised in Submissions



5.3 Submissions from the Public

Of the thirteen public submissions received, seven were from businesses (including two from the same business) and six were from local residents. The key concerns can be broadly summarised as:

Project justification

- The 'Interim connection' will become permanent, and is an abandonment of original project.
- Additional costs of construction and mitigation to properties on 'interim' corridor when an approved project exists.
- Questions why contamination wasn't considered when properties were originally acquired for the original alignment.
- RTA should continue to resolve contamination issues with view to commencing construction on the southern section.

Traffic impacts and safety

- Introduction of higher traffic volumes into Alice Street resulting in increased risk of accidents due to conflicts with local, regional, tourist and pedestrian traffic.
- Use of roundabout at Alice Street/Frome Street dangerous as heavy vehicles will be required to undertake sharp turns. The roundabout itself has been identified by NRMA as a black spot and turning traffic will aggravate this.
- Potential for back up/bank up of traffic arising from vehicles turning right into Alice Street/Gwydir Highway.

- Increases risk arising from traffic using the Alice Street railway crossing.
- Safety risk arising from trucks using Thompson Street exit due to restrictions on Gosport Street.
- Construction of the road alignment may not withstand increased vehicle movements on the black soil.

Noise and Vibration

- Operational noise arising from the interim connection and its resultant amenity impacts at sensitive receivers such as residences and Motels/Hotels.
- Noise impacts at the roundabout due to trucks changing gears and turning as opposed to going straight through.
- Structural integrity of neighbouring buildings due to increased heavy vehicle noise and vibration.

Business Impacts

- New road will result in a loss of car parking in the order of 50% in Alice Street. Parking loss will have significant impacts during market days at Jellicoe Park. Compensatory car parking in Warialda Street suggested as an alternative.
- Loss of business due to reconfiguration of street/property access and customers needing to travel further. Legal access to property following completion of bypass will result in difficult access to shops/Motels and will reduce patronage.
- Lack of access to Gosport Street (from South)
- Lack of access to Moree Pool complex in Anne Street, opposite to originally planned.
- Lack of right hand turns east and north at Alice Street and Gosport Street.
- Suggests construction of a car park on eastern side of Gosport Street to service pool and/or Cascade conference centre.

5.4 Submissions from State Government Agencies

The **Department of Environment and Climate Change and Water** (DECCW) was the only agency to make a submission. DECCW noted that the project does not require any approvals for its construction and operation. The submission confirmed the presence of contamination along the Southern alignment. DECCW identified that construction of the southern alignment would still be possible and not impede remediation activities. This would be likely to alleviate community concerns regarding the proposed length of the interim connection's operation. In terms of the assessment, DECCW also noted that significant increases in operation noise were identified and identified that, an audit of noise levels and effectiveness of operational mitigation measures be employed if the project is approved. Application of all reasonable and feasible noise mitigation measures during construction and the need to undertake a vibration assessment for construction were also identified.

5.5 Views of Council

The Department received a submission from **Moree Plains Shire Council**. Council by way of an Extraordinary Council Meeting on 12 November 2009 resolved to object to the project. Council's concerns largely mirror those received by the community including:

- Justification: The interim arrangements may become permanent, thus the community not realising the full economic and social benefits of completing the project.
- Maintenance of the RTA owned/controlled corridor may not match community expectations;
- Traffic and Safety impacts: Increased number of heavy vehicles using local roads, not utilising existing heavy vehicle detours and that partial completion of the bypass may result in vehicles using the existing highway. Disruption to emergency vehicles.
- Safety of pedestrians crossing Alice Street to utilise businesses, the Spa Baths, Jellicoe park.
- Business impacts through changes to access and parking along Alice Street.

Council requested that should approval be granted, it be conditioned to a maximum of three years.

5.6 Submissions Report including Preferred Project Report

The Department required the Proponent to prepare a Submissions Report to address the issues raised in submissions. This was lodged with the Department in March 2010. As part of this process, the Proponent made specific comment in relation to each issue identified. No changes were made to the project in response to the exhibition.

6. ASSESSMENT OF ENVIRONMENTAL IMPACTS

After consideration of the Environmental Assessment, submissions and the Submissions Report, the Department has identified the following key environmental issues associated with the modification:

- Project justification;
- Noise and vibration;
- Traffic impacts arising from road network changes; and
- Business impacts arising from the Alice Street reconstruction.

The Proponent also assessed a range of other impacts associated with the project and considered these would be likely to generate minor impacts during construction and identified that they could generally be managed through the existing conditions of approval for the project, and in particular the Environmental Management Plan Framework. To date, implementation of the Construction Environmental Management Plan has been successful with no significant environmental or community issues arising from construction and the Department considers this an appropriate response to these issues providing site-specific issues are incorporated into this plan.

6.1 Project Justification

Issue

The RTA has formed a position that it would be unacceptable to acquire the contaminated properties along the Southern bypass alignment and commence construction until the properties have been remediated. As there is no definite timeframe for the completion of these activities an alternate temporary route for the southern alignment is being sought.

Issues Raised in Submissions

The majority of submissions questioned the need for an interim connection, fearing that it would become permanent. Other submissions questioned how contamination issues were not considered as part of the RTA's preliminary investigations of the bypass route, and what the resultant costs would be to construct the interim connection including noise mitigation for properties along the route.

The Department of Environment, Climate Change and Water (DECCW) identified that the community has concerns in relation to the interim nature of the connection and noted that the proposal was in response to land transfer issues arising from contamination liability. DECCW considered that these issues could be resolved and work expedited on the approved alignment, prior to the completion of remediation works.

Consideration

The Department recognises the views of the community, and its preference for the Project to be completed and the RTA's preference for the Project to be delivered as a single package. The Department also acknowledges the RTA's reluctance to take on land which it considers could be a liability and which would not be in the public interest.

It is considered that the RTA has investigated a range of different route options in response to the contamination issue, including the 'do nothing' option, refining the existing project alignment and utilising the existing road network. The Alice Street option provided the greatest benefit due to it primarily being an existing road alignment approved for B double, B triple and Road train operations. This cost effective option would also provide an asset to the local road network once the southern section of the project is completed.

The Department supports the opportunity to deliver a key component of the Project and project goal to remove heavy vehicle traffic out of the Moree CBD, by utilising the northern component of the project (i.e. Mehi River Bridge). Notwithstanding, the Department acknowledges the community and Council's concerns as to whether the full benefits of the project will remain unrealised. Whilst the Department notes the RTA's commitment to complete the project and intent to acquire the properties which are subject to remediation, the Department has adopted a precautionary approach when undertaking its assessment. Specifically the consideration of the project's long term impacts on sensitive receivers and associated mitigation and management measures, which are further considered in this report.

On balance, it is considered that the modification is warranted as project objectives can be partially delivered and due to the uncertainty of the timing of remediation activities and the construction of the southern section, restricting the

operation of the northern component of the project, it is not in the broader public interest to unduly delay its opening. Notwithstanding, the Department considers that the Proponent should be proactive in the remediation activities and recommends that it report the status of remediation activities to the Director-General and the community on a six monthly basis, until remediation is complete.

6.2 Traffic Impacts and safety

Issue

The project will also require re-organisation of the road network within the area bounded by the Mehi River, Alice Street, Frome Street and the rail corridor. These changes involve a range of active and passive traffic management measures, primarily aimed at avoiding local traffic impacts by directing traffic onto the regional road network and include:

- Partial pavement reconstruction along the Gwydir Highway between the approved bypass route and the Newell Highway.
- Minor modification of the existing roundabout at the Gwydir Highway-Newell Highway intersection to improve turn movements for B-double, B-triple and road train vehicles.
- Changes to existing street parking along Alice Street including conversion of the existing 45 degree (rear to kerb) parking arrangements to parallel parking.
- Construction of a new cul-de-sac on Gosport Street near the intersection with Frome Street.
- Introduction of a staged local area traffic management scheme to control the use of local roads by heavy vehicles.

The Proponent prepared a traffic and transport assessment as part of the modification. The report considers forward predictions of traffic growth (between 1 and 3% per annum) as presented in the Environmental Impact Statement (and Representations Report) and traffic trends following approval of the project in 1994 (lower than originally predicted but increasing in the order of 1- 2% per annum). Impacts on Alice Street following the switch in traffic from Balo Street onto the bypass now and 10 years after opening (2020) were also considered. The assessment concluded that traffic volumes on Alice Street once the project is operational, would increase in the order of 25%. Heavy vehicle volumes would double.

Issues Raised in Submissions

Traffic impacts and safety of pedestrians and cyclists were a key theme in submissions. The Department notes that the road network is characterised by heavy vehicles and therefore, community concern has focused on this. Submissions can be summarised as follows:

- Introduction of higher traffic volumes into Alice Street will result in conflicts between vehicles, trucks, pedestrians and cyclists. This will lead to a corresponding increase in accidents in this area.
- Accidents due to increased traffic using the Alice Street railway crossing.
- Potential for traffic to bank up turning right from Frome Street onto Alice Street.
- Safety risk arising from trucks using Thompson Street due to restrictions on Gosport Street.
- Construction of the road alignment may not withstand increased vehicle movements on the black soil.

The community was particularly concerned with the Alice Street/Frome Street roundabout and that the NRMA had identified the area as a black spot. Turning trucks were seen to aggravate this problem.

Moree Council was concerned that the project would result in:

- Increased numbers of heavy vehicles using local roads, particularly the Gosport Street-Frome Street precinct.
- That the transfer of heavy vehicles onto Alice Street may not materialise. Drivers may find it easier/quicker to use the current route.
- Proposed traffic controls along Alice Street will restrict access of emergency vehicles.
- Detrimental impact to businesses in Alice Street, Gosport Street and the Moree Artesian Baths.
- Need for appropriate crossing options along Alice Street for elderly and young pedestrians particularly those using Moree Artesian Baths, Railway Station, Moree family day care and east Moree.
- Wide load vehicles may use Alice Street as opposed to the Gwydir, Edward and Jones Avenue route.

Consideration

Road Safety - Level of Service, Accident Rates and Average Delay

The Department notes that Alice Street is an existing road corridor approved for heavy vehicles such as B-Double's and Road Trains, and considers that the key issue as being whether additional flows and resultant safety implications are acceptable.

To ascertain what impacts the redistribution of traffic would have on Alice Street and surrounding road network, the RTA documented existing conditions and quantified these changes through a SIDRA analysis. This analysis considered key traffic parameters such as Level of Service (LoS), average delay at an intersection and predicted accident rates.

The RTA predicted the Level of Service and Average delay for Alice Street, between the roundabout at Frome Street and the tie-in of the approved highway alignment. Predictions considered the 2010 scenario (when operations commence) and 2020, 10 years after commencement of operation based on forecast light and heavy vehicle volumes. Results of modelling are summarised in

Table 1:

Table 1: Key Safety predictions as identified in the Environmental Assessment

Intersection	Year	AM Peak		PM Peak	
		Level of Service (LoS)	Delay (Seconds)	Level of Service (LoS)	Delay (Seconds)
Alice Street/Frome Street	2010	A (Good Operation)	12	A (Good Operation)	12
Alice Street/Frome Street	2020	A (Good Operation)	12	A (Good Operation)	12
Alice Street/Bypass	2010	C (Satisfactory)	29	C (Satisfactory)	29
Alice Street./Bypass	2020	B (Good with acceptable delays and spare capacity)	27	B (Good with acceptable delays and spare capacity)	27

The Department notes the community concern regarding traffic volumes and delays, however, based on the information presented by the RTA, it is unlikely that a noticeable deterioration in traffic conditions will occur.

With respect to concerns regarding an increase in accidents, the Environmental Assessment predicts that an increase could occur along Alice Street as depicted in Table 2. Conversely a decrease is expected within the CBD. In isolation, the figures reflect the community concern in relation to an increase in accidents along Alice Street. However, in the context of the wider network, the case diminishes. The NSW State Average is 75 crashes per 100 million vehicle kilometres travelled, and increases attributed from the project still fall under the State Average. The Department considers that, on balance, removal of traffic from the CBD, an area of high pedestrian and vehicular flows provides greater benefit.

Table 2: Predicted accident rates arising from the Alice Street interim connection

Crash Rate Table	Crash rate per 100 Million Vehicle Kilometres Travelled (MVKT)	No Gwydir Highway Connection	With Gwydir Highway Connection	Change
Alice Street	55	0.6	1.1	+ 0.5
Frome Street (South of roundabout)	47	3.2	3.2	0
Balo Street (North of roundabout)	42	4.0	3.4	- 0.6
Total		7.8	7.7	