

Dear Sir/Madam

We are responding to the material found in Appendix E1: "Appendix E1 – Traffic".

In our original objection, we raised two simple examples that are concerning about the traffic modelling. We could have supplied many other examples.

It is imperative to understand why the transport modelling is so important. During the toll-road modelling days, modellers were under extreme pressure to generate numbers as high as possible to attract investment in the toll roads. History shows that every toll-road modelling project has gone to court. With the Moorebank Intermodal terminal, modellers are under extreme pressure to generate numbers as low as possible to reduce the impacts from the Intermodal Terminal traffic.

Our examples were intended to illustrate this very fact; that efforts appeared to be made to reduce Moorebank Intermodal traffic as much as possible. If these issues are not recognised, the traffic modelling could then be used as "science" to prove to the Community that the Intermodal Terminal traffic is minimal and therefore the Intermodal has far greater benefits than costs.

Recapping example 1

The interchange of Moorebank Avenue with the M5 Motorway. This intersection is the most critical intersection for the Moorebank Intermodal Terminal operation:

Figure 1 is reproduced from our original submission. It showed the traffic counts in the Ason report, which were based on a 2015 survey, together with the MICL surveyed counts (Moorebank Intermodal Company, Moorebank Intermodal Terminal Project, Environmental Impact Statement, Volume 3, October 2014), which was based on the 2010 survey.

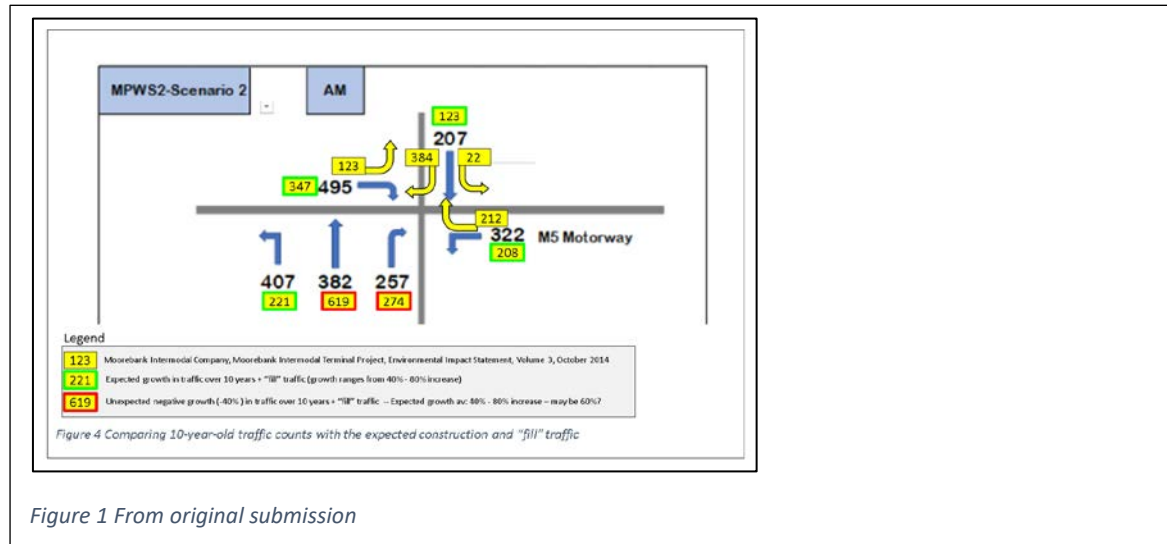
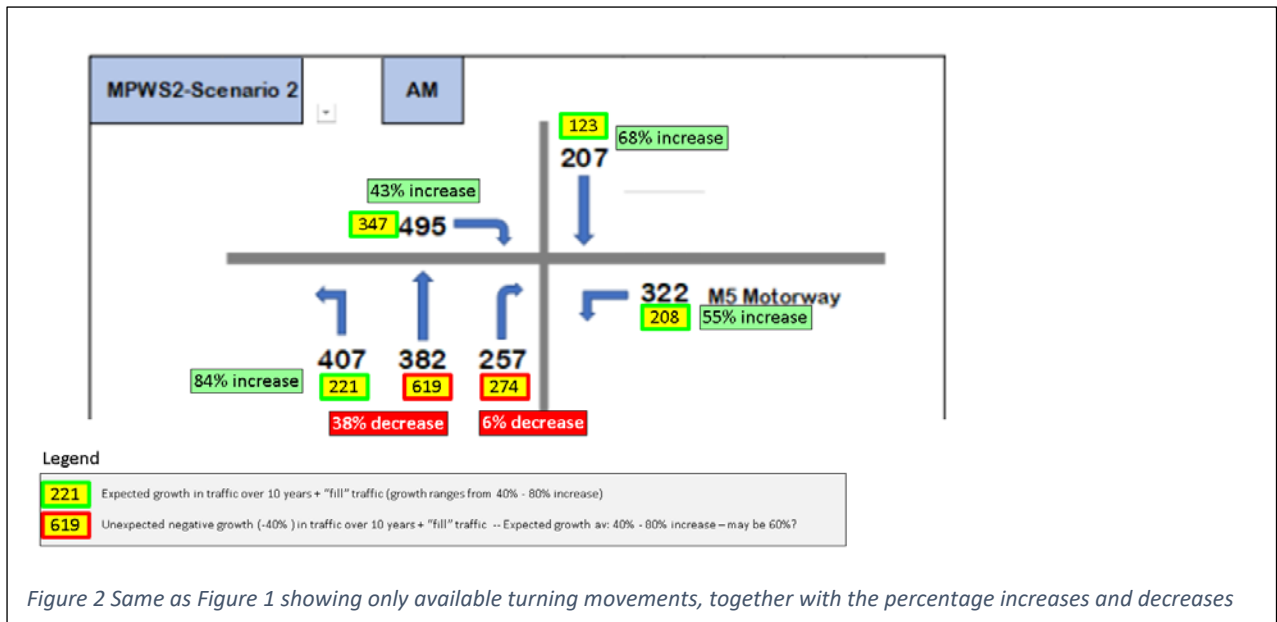


Figure 1 From original submission

Figure 2 shows only the movements that are reported in the Ason report, together with percentage increases and decreases when compared to the MICL numbers.

Natural growth over five years, combined with the activities around the Moorebank Intermodal will obviously increase the traffic flow numbers. These increases are: 43%, 55%, 68% and 84%. This range provides a sense of order of magnitude of expected increases in traffic flows.

However, it is counter intuitive to see **decreases** of 6% (right-hand-turn) and 38% (straight ahead) applied to the most critical intersection movements.



If these flows could be reduced, clearly, it would improve the operation of the critical intersection.

Ason suggests: "For example, improvements on the broader road network at other locations remote from the study area may encourage regional traffic to use alternative routes that may then become more favourable, or there could have been localised changes to development on surrounding land— i.e. reduced intensification of use of sites within the Moorebank Precinct in preparation for future redevelopment."

Consider the local network

If we consider the "local network" and examine the alternative routes (parallel paths), we can see that Moorebank Avenue is very attractive.

Figure 3 shows the critical intersection. Intuitively, the bulk of the traffic would come from the populated area south of Cambridge Avenue (Glenfield and areas south). This route from Glenfield to the critical intersection is marked with the blue line.

The alternative path is marked with the brown line, that traverses over the Hume Highway, the M5 and joins Moorebank Avenue at the critical intersection.

In approximate terms, the Hume highway carries about half of the Sydney Harbour traffic, and the M5 Bridge and its parallel path, Light Horse Bridge near Liverpool, carry about the same volume of traffic as the Sydney Harbour Bridge.

There is a permanent traffic counter on the Hume Highway. This shows that the AM hourly flows in 2015 are significantly lower than the flows in 2010. This is due to the higher level of congestion on the Hume Highway in 2015 than in 2010. The same would apply to the M5. Therefore, the alternative route is not an attractive path because of this congestion.

Therefore, is it most unlikely that the 38% reduction in the critical "straight ahead" movement of this intersection, or the 6% reduction for the right-hand-turn, is the result of traffic switching to another path.

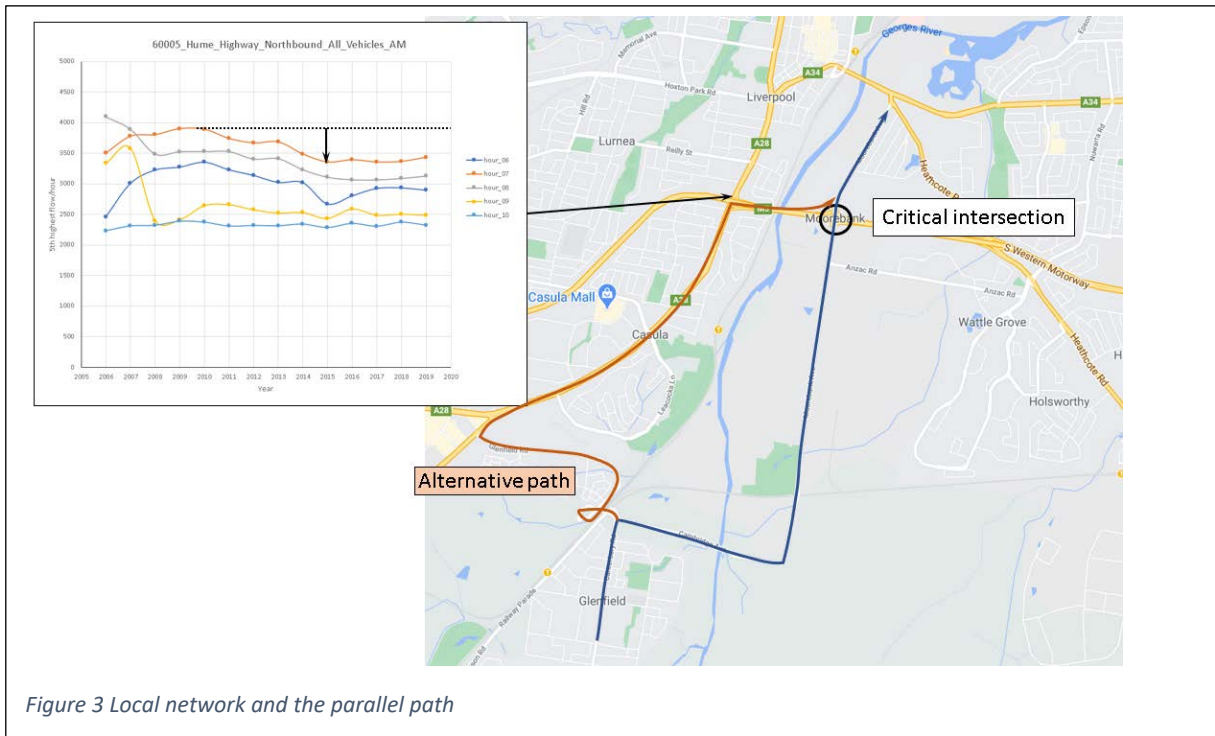


Figure 3 Local network and the parallel path

Ason also made the suggestion that “there could have been localised changes to development on surrounding land—i.e. reduced intensification of use of sites within the Moorebank Precinct in preparation for future redevelopment”.

A 1-minute Google Maps examination shows that there could not have been any reduction in traffic due to changes in land use because there were no changes.

Therefore, the question is still unanswered: when the traffic numbers increase for other movements, ranging from 43% to 84%, why would the critical movements reduce by 38% and 6%?

Recapping example 2

In our original submission we provided an example of disappearing vehicles. This is reproduced as Figure 4.

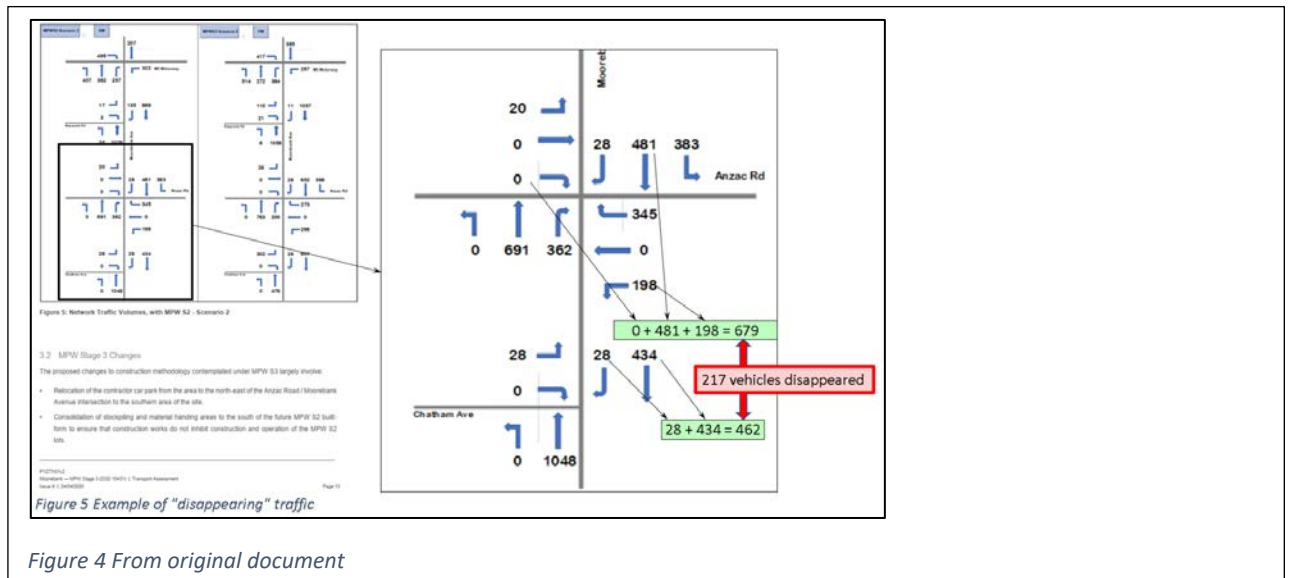
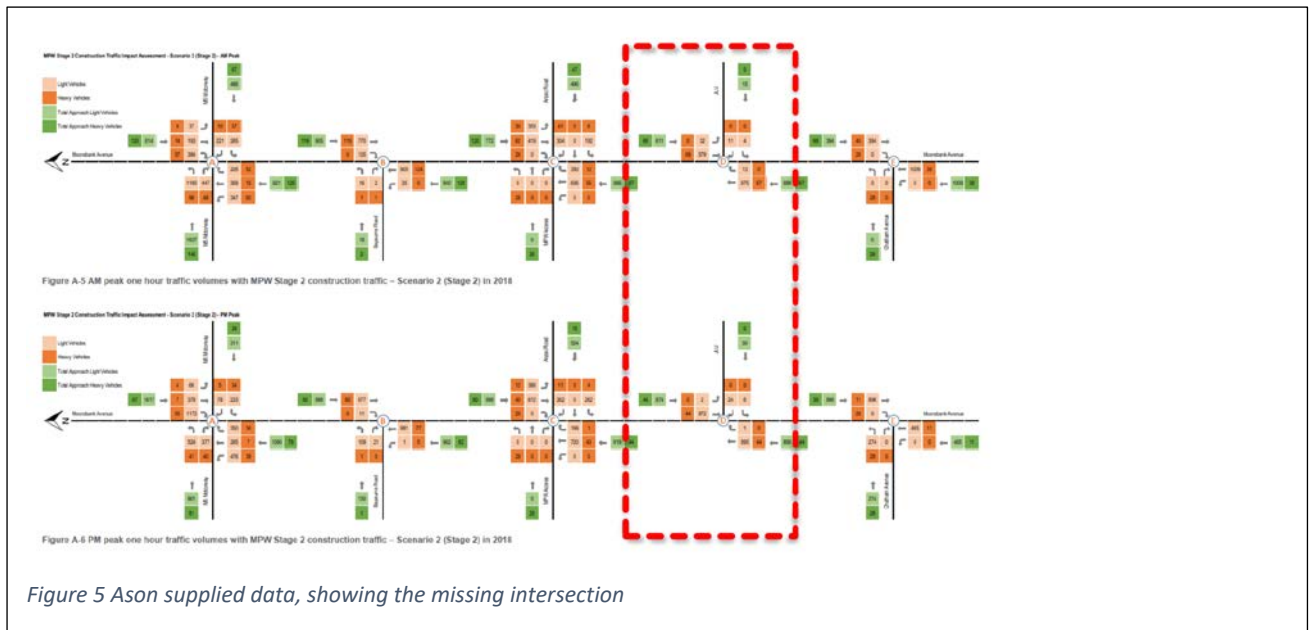


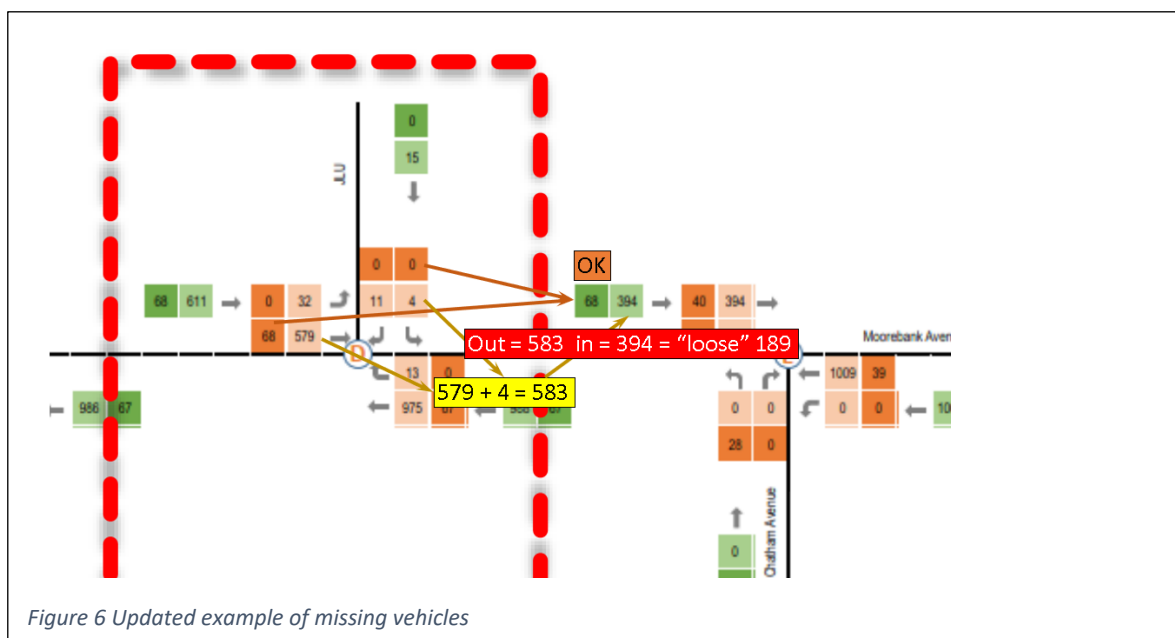
Figure 4 From original document

In the response is the clarification, Ason supplied an image showing that one intersection was not shown in the Appendix G - MPW S3 Traffic Assessment. This Ason image is reproduced as Figure 5.



When the same analysis is carried out (outflow from one intersection should be close to the inflow into the next intersection), the same issue of disappearing vehicles arises. See Figure 6.

We can see that the truck numbers match. However, 583 light vehicles leave the intersection, but only 394 vehicles arrive at the next intersection. The disappearing vehicles = 189.



Compared to the original example, the numbers are slightly lower, but now the distance between the intersections is much smaller. This complicates Ason's response somewhat.

Conclusion

The purpose of the original objection was to Question the issue of traffic modelling where it appears to have generated traffic numbers as low as possible in order to make it look like the traffic will work around the Intermodal. Two simple examples have been put forward to illustrate this and we suggest that the problem is endemic to the modelling carried out so far.

The response from Ason indicates that there is no true reason why the counts at the intersection have decreased and why traffic has disappeared. It seems as though excuses are being invented to try and support their own biased modelling.

We are not paid to object to this work but find it demeaning to the profession when it appears that it is not carried out professionally and needs to be checked reputably.

Our original objection still stands.

Kind regards

Nell and Paul van den Bos