

PWCS SUBMISSION REGARDING TRAFFIC CONSIDERATIONS

After reading the T4 project environment impact statement, the forecast 8.6% increase in traffic on Kooragang Island during the construction phase will be the “straw that breaks the camel's back” as peak hour traffic is *already* highly congested. The EIS has stated that traffic monitoring at Tourle St wasn't carried out from 2006 to 2010 which therefore does not indicate how traffic volumes have grown in that time

Due to single lane traffic on the Tourle St bridge and part of Cormorant Rd, it only takes a minor accident in this area currently, and traffic comes to a standstill affecting industrial drive and most arterial roads into Newcastle.

Running a shuttle service for several hundred of the estimated 1500 contract workforce will do nothing to alleviate this congestion and is only offered as an unrealistic token gesture.. Staggering working hours is a more realistic approach but still will have minimal effect.

The RMA has given *no commitment* as to when completion of dual carriageway on Kooragang might take place or when duplication of the Tourle St bridge will be undertaken.

Also construction of a roundabout on Cormorant road is only going to benefit construction personnel and not through traffic and will simply introduce another bottle neck.

Even this roundabout is not certain as installation of temporary lights is a considered as an alternative, which most certainly will impede traffic flow considerably.

A concern is that with the proposed landscaping including planting of trees along Cormorant road, completion of dual carriageway may not be possible after this happens.

Likewise, construction of conveyers parallel with the existing Tourle St bridge across the river may also prevent the needed duplication of this crossing.

Additionally, installing lights at Woodstock St only 350mtrs past Tourle st on industrial drive prior to the installation of the shiploading berths is going to further exacerbate traffic congestion. There is no indication as to whether these light will remain after berth installation.

In summary, roadworks including completion of dual carriageway on Cormorant road, duplication of Tourle St bridge and completion of dual carriageway from the bridge to industrial Drive should be undertaken *prior* to commencement of the T4 project.

Regarding the installation of the Woodstock St lights, perhaps construction of a roundabout might work better rather than having two sets of lights 350mtrs apart.

If coal export is so important to the economy which of course it is, then surely those that will benefit most from the project, namely mines, coal terminals and indeed the government, should share the cost of this work and give it *priority* so the Newcastle public do not have to put up with increased traffic congestion just because there is a desire to increase coal exports.

Newcastle needs to have forward planning to take in the broader picture such as better access to and from our expanding airport as well as better access into the city and beyond .