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**Andrew Beattie - Submission identification: MP09\_0049 MOD 1**

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**Date:** 8/31/2012 1:54 PM  
**Subject:** Submission identification: MP09\_0049 MOD 1  
**Attachments:** Submission ID MP09\_0049 MOD 1 - B Weber.pdf

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To: Department of Planning & Infrastructure

Please find attached my submission to the Environmental Study of the M2 Motorway Lane Cove Road Eastbound On-Ramp Modification Environmental Assessment, August 2012

Kind Regards,

**Bruce Weber**

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31 August 2012

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Submission to Lane Cove Road Ramp identification: MP09\_0049 MOD 1

I would like to comment on the Lane Cove Road Ramp project. This is an excellent project however I believe the impact on Khartoum Road and Fontenoy Road, Macquarie Park has been greatly underestimated.

It is noted that Fontenoy Road will be the only exit from Macquarie Park that will allow traffic access the new ramp eastbound on the M2. Therefore a lot of traffic wishing to head towards the City will exit via Fontenoy Road and turn right at the lights before merging left to enter the new on-ramp. This traffic will be from the University, local business, residents and other traffic cutting through Macquarie Park to access the new on-ramp. Appendix D of the Traffic and Transport Impact Assessment addresses this issue:

*"With addition of the new ramp, it provides vehicles originating from Macquarie Park with an option to gain access to the M2 motorway by Khartoum Rd and Fontenoy Rd. Modelling has shown that there is no additional traffic to these roads as a result of adding the new ramp, refer to Table 13. The toll provides a disincentive for such traffic to use the ramp especially given the improved intersection conditions along the Lane Cove Road and Epping Road"*

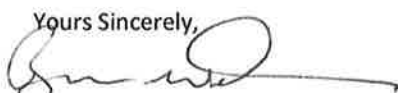
The assumption in the modelling is that the \$1.85 toll is such a disincentive that traffic would rather travel to the city via Epping Road and therefore through some major intersections controlled by traffic lights.

This assumption is unrealistic; a large percentage of the traffic will want to take advantage of the new ramp particularly during the afternoon peak to avoid the hassle with Epping Road and exiting the estate to access Epping Road.

The problem is that Fontenoy Road is currently the main afternoon peak-hour exit point for traffic existing Macquarie Park to travel north along Lane Cove Road. The result is that during the afternoon peak Fontenoy Road is extremely congested with traffic turning left at the traffic lights. The congestion typically goes all the way back to the Talavera Road intersection and therefore prevents traffic from having access to turn right at the Fontenoy intersection. This also impacts on Talavera Road and occasionally on Waterloo Road if Khartoum Road is totally backed up. If the round-about on Khartoum Road and Waterloo Road is impacted the traffic flow in Macquarie Park comes to an almost standstill.

This problem can be easily solved if more left turning lanes are created at Fontenoy Road and Lane Cove Road. There is sufficient room to allow for more lanes to be added. Traffic flows freely north of Fontenoy Road so the extra left lanes would quickly clear Macquarie Park Estate of traffic plus encourages more traffic to turn right and take the new on-ramp.

This upgrade to the Fontenoy Road and Lane Cove Road should form part of the Lane Cove Road Ramp Project.

Yours Sincerely,  
  
Bruce Weber