

Subject:

RE: OBJECTION - Application No, 20191011001551 - WBRP - Option # 1.

From: John Ross <john.ross@hawkesburycouncillor.com.au>

Sent: Thursday, 21 November 2019 12:17 PM

Subject: Fwd: OBJECTION - Application No, 20191011001551 - WBRP - Option # 1.

Good afternoon Naomi.

Thanks for your phone call earlier.

As suggested, my personal representations regarding WBRP slip lane consultation follow. Send date / time fell within the RMS guidelines.

Look forward to joining the worthy objectors on your website.

Regards,
John Ross.

Sent from my iPad

Begin forwarded message:

From: John Ross <john.ross@hawkesburycouncillor.com.au>

Date: 7 November 2019 at 11:42:35 pm AEDT

To: "majorprojects@planning.nsw.gov.au" <majorprojects@planning.nsw.gov.au>

Subject: OBJECTION - Application No, 20191011001551 - WBRP - Option # 1.

Dear Madam /Sir,

The following objection is lodged in my personal capacity as a local resident and Councillor of Hawkesbury City Council.

RMS PROPOSAL:

- a). Alter widths carriageway markings in Bridge St; between Macquarie St; and Southern bank of Hawkesbury River.
- b). Alter approved traffic movement – dual lanes Bridge St; (South) between Macquarie and George Sts; to both through and left turn (George St;), when travelling North towards the Southern bank of the Hawkesbury River.
- c). Extend 20.12.2013, SSI approved project site in Bridge St; (South) (Thompson heritage Square), between George St; intersection for a distance of 160mtrs; when travelling North, towards the Southern bank of the Hawkesbury River, to enable inclusion / amplification of a traffic “slip” lane.

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GROUNDNS of OBJECTION.

1. Bridge and George Sts; intersection. Service level “A” operation prior to, and post this proposal. No benefit, no point.
2. Removal of “pedestrian friendly” land form within the residual parkland of Thompson Square, to its everlasting detriment.
3. Vehicle “storage” capacity enabled with amplification of the “slip” lane will exacerbate unacceptable quantum of vehicle emissions (noise / particulates) discharged upon the environs of the parkland / residential elements of Thompson Square. Adverse public health / residential amenity outcome.
4. Single lane Fitzroy Bridge crossing of South Creek, when travelling North towards Macquarie St: lights controlled intersection. No inducement to use kerbside lane.
5. Unsupported RMS assertion that re-marking Bridge St; (South) dual lanes, when travelling North, will result in high levels of through traffic utilisation of the kerbside lane for that purpose. No statistical basis for assertion. Visual observations indicate NIL use of kerbside lane from Macquarie St. Lane marking will not influence driver behaviour change.

6. Macquarie St; left turn entry to Bridge St; travelling North to Hawkesbury River – marked single lane. All vehicles enter Bridge St; cross kerbside lane, move to “centre” lane due to physical constraints of the intersection. Heavy vehicles inhabit Right Turn lane in Macquarie St; to negotiate left turn into Bridge St. Again kerbside lane is crossed. Occupancy of centre lane only, when travelling North. Those vehicles, of necessity, prevent use of designated left turn lane in Macquarie St; during those manoeuvres. Hence delays. “F”.
7. Macquarie St; lights controlled intersection is incapable in its present configuration, of affording other than a “F” service level, short and long term. RMS fully aware prevailing limitations since 2003.
8. Without demonstrated utilisation of kerbside lane in “lower” Bridge St; amplification of that lane, North of George St; (heading to River), unwarranted, ineffectual, desecration of our Hawkesbury heritage. Misuse of public monies.
9. Utilisation of “slip” lanes. Your attention is drawn to the Nth. Richmond lights controlled intersection at Bels Line of Road (BLOR) / Grose Vale and Terrace Rds. When travelling from Kurrajong towards Richmond, a single traffic lane in BLOR opens into a dual lane configuration some 150 + mtrs, before the lights controlled intersection. Use of the kerbside lane by through traffic is not utilised to any significant degree out of peak travel periods. Further, a vehicle inhabiting the kerbside lane, when travelling towards Richmond, is required to vacate the then “slip” lane, re-joining a single lane BLOR some 200mtrs; closer to Richmond. Current driver behaviour exhibits inability to merge in approved safe manner. Significant volumes of motorists proceed beyond the intersection some 70mtrs; then proceed to enter the centre (right) lane, causing disruption to both dual lanes then in operation. Attention is drawn also to driver conduct in the vicinity of the Concord Rd; exit onto M4 freeway (in its original manifestation) travelling West. A “slip” lane merging traffic from the Strathfield commencement was an ongoing site of regular vehicle crashes.
10. In the case of Windsor, even the insignificant use of a “faux slip” lane is bound to generate disproportionate vehicle crash statistics. Unwarranted community cost imposition.
11. RMS proposal further demonstrates “F” service level crossing of Hawkesbury River is beyond salvation in terms of access to the Hawkesbury River tourist and boating fraternity facilities within the Governor Phillip peninsular parkland. With a 4wd ute towing a recreational craft along Windsor Rd; East, towards Windsor – a right turn beyond Fitzroy Bridge is desirable. Sorry, no, cross the Hawkesbury River, undertake a U turn at the Freemans Rd; roundabout, re-cross the Hawkesbury River, then turn left at George or Court Sts; ? Traffic disruption exacerbated once more. Macquarie St; lights controlled intersection in play !
12. Peninsular residential precinct – same inconvenience, traffic disruption, as # 11.
13. You have a failed project. Destroyed nationally important heritage assets in the process. Now implementing unacceptable ‘adornment’ of the structure and parkland. Disrespected archaeological assets, their preservation and seek to fail to meet the cost of their presentation in an acceptable environment in Windsor. Not to mention failure to preserve (intact) the current heritage road bridge, with its grand history of engineering innovation and excellence.
14. Depart before you compound the sacrilege, with this malevolent proposal.

Yours Sincerely.
John Ross.