

Narelle and Paul van den Bos' objection to SIMTA Stage 2

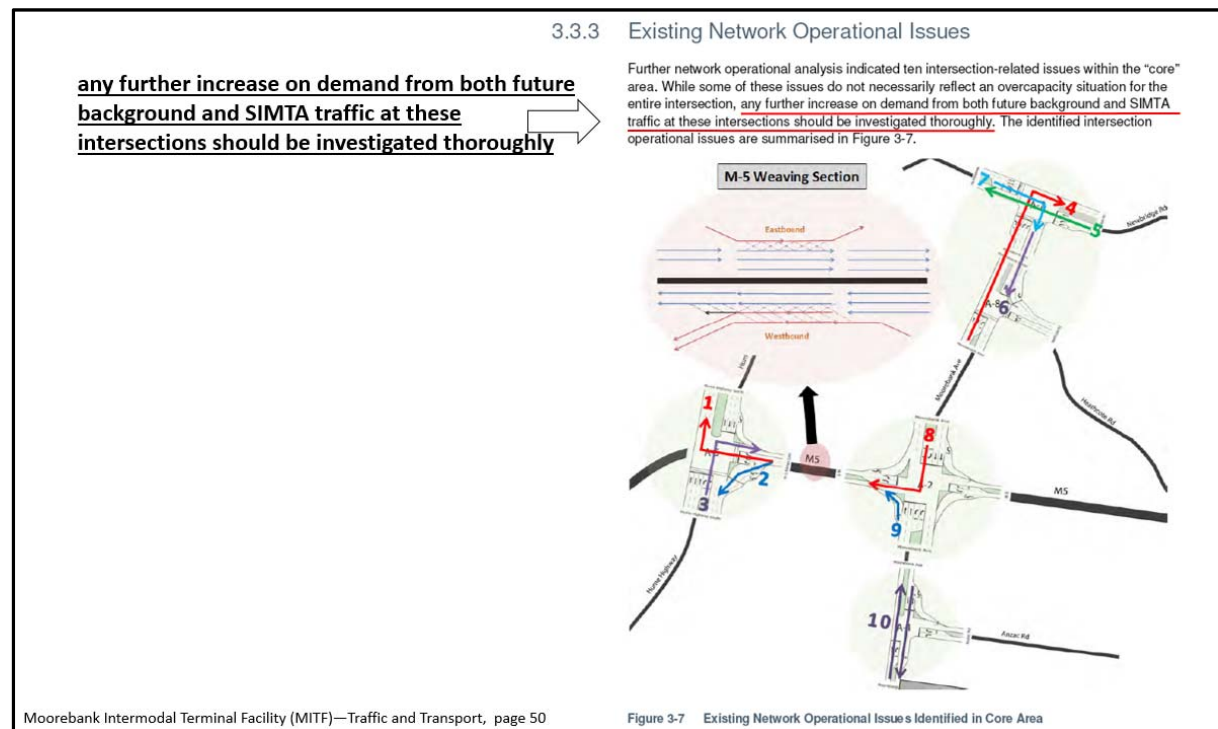
#### Construction Traffic Impact Statement

- Only covers the travel details while traffic is on Moorebank Av
- the report does not cover the remaining components of the journeys:
  - how on the forward journey, the traffic will reach Moorebank Avenue from their origins, nor how this traffic will return to after leaving Moorebank Av

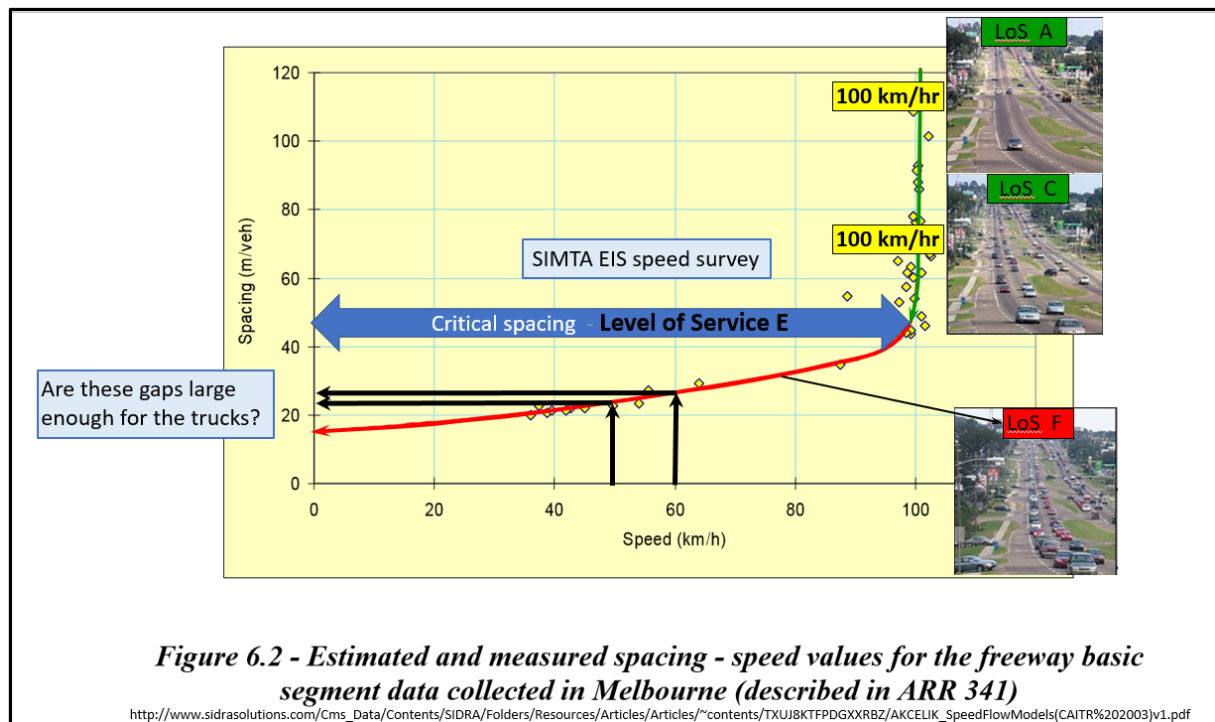
**Quote from SIMTA EIS (Moorebank Intermodal Terminal Facility (MITF)—Traffic and Transport, page 50).**

#### 3.33 Existing Network Operational Issues [2010 EIS]

Further network operational analysis indicated ten intersection-related issues within the “core” area. While some of these issues do not necessarily reflect an overcapacity situation for the entire intersection, any further increase on demand from both future background and SIMTA traffic at these intersections should be investigated thoroughly. The identified intersection operational issues are summarised in Figure 3-7.



SIMTA has a whole section on the M-5 Weaving Section. It carried out a traffic survey, and found that the average speed was between 50km/hr – 60km/hr.



Kind regards

Narelle and Paul van den Bos