

Tsang, Lucia

From: Lachlan Mercer [Lachlan.Mercer@minister.nsw.gov.au]
Sent: Monday, 22 June 2015 9:07 AM
To: mincorro
Subject: FW: Form submission from: Contact the Minister for Roads, Maritime and Freight

Please refer to Minister for Planning. Thanks

Regards,

Lachlan Mercer
Departmental Liaison Officer
Office of the Minister for Roads, Maritime and Freight

Email: Lachlan.Mercer@minister.nsw.gov.au
Tel: 02 8574 5523
Mobile: 0427 430 654

From: New South Wales Government [mailto:no.reply-digital@dpc.nsw.gov.au]
Sent: Sunday, 21 June 2015 10:37 AM
To: Roads MailBox
Subject: Form submission from: Contact the Minister for Roads, Maritime and Freight

Submitted on Sunday, June 21, 2015 - 10:36

Submitted by user:

Submitted values are:

Title: Mr
Given Name: Greg
Family Name: Cameron
Phone: 0262598145
Email: gdc99@bigpond.com
Street Address: 29 Eddy Crescent
Suburb: Florey
State: Australian Capital Territory
Postcode: 2615
Subject: Traffic projections show Moorebank intermodal is unviable
Type of Enquiry: Invitation / Meeting Request
Message:
The Hon. Mike Baird MP
Premier, and Minister for Western Sydney

Dear Mr Baird,

Re: Traffic projections show Moorebank intermodal is unviable

I am writing to you in your capacity of Minister for Western Sydney.

A proposed intermodal terminal at Moorebank is unviable because the local road network reached capacity in 2010, and traffic is steadily increasing. Without extensive upgrading of capacity, the ability of intermodal traffic to access the local road network will be severely restricted, which makes the project unviable. The proponents do not propose to upgrade the local road network.

Traffic modelling by the intermodal proponent SIMTA, showed that local road network capacity of 94,491 vehicles per day was reached in 2010. The model showed that an extra 757 vehicles per day in 2010 were "blocked", meaning they could not enter the network. While recent M5 widening has added more capacity, there has also been more traffic. With this increased traffic, merging at Moorebank Avenue has worsened.

According to the government's 2013 "NSW Freight and Ports Strategy", the section of the M5 Motorway between the Hume Highway at Casula and Moorebank Avenue, will exceed capacity by the end of this year, and by 2026, peak traffic conditions similar to the existing peak in the Liverpool area will persist for most of the day.

By 2030, traffic queues on three key intersections will exceed the distances between these intersections, resulting in extensive delays and possible gridlock. The intersections are: Newbridge Road - Moorebank Avenue; Moorebank Ave – Heathcote Road; and, M5 - Moorebank Ave. Additionally, M5 traffic will be unable to exit onto Heathcote Road, or weave into the queue to exit at the Hume Highway.

The intermodal proponents failed to model future background traffic for inclusion in their forecasts. Their traffic projections for 2030 comprise the base year (2010) plus intermodal traffic. Major road upgrades required to accommodate unconstrained traffic growth were not reported.

Two methods of traffic modelling were used by the proponents. The first, a "strategic model" allows a network to run over capacity. The second, a "micro-simulation model" incorporates network capacity.

Traffic modelling for the intermodal used the "strategic model" to generate the future travel demand but that demand was not used in the "micro-simulation model". This failure was reported by the modelling auditors when they identified that future background traffic had not been estimated. Consequently, the modelling accepted by the government was based on data which could not have been generated using the claimed source.

Economic, social and environmental effects of the intermodal are only able to be evaluated if correct traffic modelling is applied.

Yours faithfully,

Greg Cameron

29 Eddy Crescent
Florey ACT 2615
02 62598145

21 June 2015

Copy: Liverpool City Council; The Hon. Warren Truss MP; Senator The Hon. Matthias Cormann; Dr Kerry Schott; MPs; media
I would like a response: Yes