

NorthConnex



PCU55694

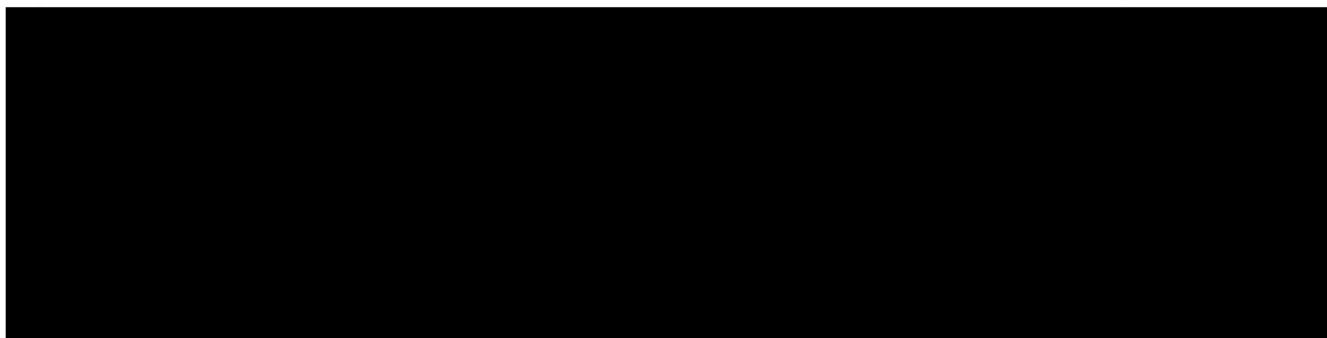
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Thursday 27th

SUBMISSION ON EIS

9 September 2014

Name:



Project Area of Interest (please tick as appropriate)

☐ Northern ventilation outlet☐ Junction Road Compound☐ Southern Interchange/
ventilation outlet/motorway control complex☐ General/other☐ Trelawney Street Facility☒ Northern interchange☐ Wilson Road Facility

PLEASE DO NOT PUBLISH
THE ABOVE NAME, ADDRESS,
EMAIL AND PHONE DETAILS

Department of Planning
Received
11 SEP 2014
Scanning Room

Comments:

(PHR)
(A) Intersection of Pennant Hills Rd & M1

The current arrangement at this intersection has traffic lights with two phases. The phase given priority is right turn movement from PTHR into M1 and left turn movement from M1 into PTHR, which is currently the only movement allowed from M1. The second phase which stops the priority phase is for traffic heading south along PTHR. Long queue lengths currently occur back ^{north} along M1 and back south along PTHR, especially in peak times, when the second phase occurs. The proposed arrangement at this intersection allows for additional right turn movement from M1 (tunnel ~~exit~~ ^{exit} ramp) into PTHR. This will create a third phase at this intersection and may increase queue length south down PTHR and probably cause queuing of traffic back down the tunnel exit ~~tunnel~~ ramp. It was noted at the presentation from Land Lease that there was a design objective to create smooth traffic flows at the tunnel entry/exit on interchanges to avoid congestion. This objective may not be met.

NorthConnex Feedback Form

~~Thursday, 27th~~SUBMISSION ON EIS

9 September 2014

Topic of Interest (please tick as appropriate)

☐ Construction☒ Traffic & Transport☐ Project Planning & Approvals☐ Property☐ Tunnel design☐ Environment☐ General☐ Air Quality☐ Consultation☐ More information required

Comments:

(continued from last page).

Although through traffic turning right onto M1 may decrease slightly due to the tunnel, it is expected that local traffic from suburbs south of intersection (ie. Normanhurst, Wahnonga, Thornleigh, Pennant Hills) may double back to turn right at this intersection ~~from the~~ PTR into M1 (tunnel entry ramp), therefore, queue lengths may increase ^{south} back along PTR due to the third phase introduced into this proposed arrangement.

(B) Intersection of Pennant Hills Rd (PTR) & Pacific Hwy (PH)
Current traffic congestion occurs at this intersection for traffic turning right from PTR onto PH. Traffic queues ~~occur~~ ^{occur} south down PTR. Majority of this traffic is local traffic, not through traffic and would not be expected to decrease due to tunnel. The introduction of right turn movement from M1 (tunnel exit ramp) onto PTR would increase the current congestion at this intersection for traffic heading east along PH.

(C) Intersection of Pacific Hwy (PH) & M1

This traffic lighted intersection will most likely exacerbate congestion and queuing issues discussed above for Intersection **(A)** & **(B)**.

QUESTION: Has an alternate arrangement been considered to allow for additional tunnel exit ramp for traffic heading along Pacific Hwy? This would alleviate expected increase in traffic congestion at Intersection **(A)**, **(B)** & **(C)**.

9 September 2014

