

DEADLINE

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Robert Joice - 19 Arkana Close, New Lambton Heights, 2305
rljoice@optusnet.com.au

Newcastle Inner City Bypass – Rankin Park to Jesmond – SSI-6888

I support the planning proposal if additional ramps are included.

Reason: Traffic congestion.

SCANNED
8-12-16

Having now read the Newcastle Inner City Bypass – Rankin Park to Jesmond Environmental Impact Statement, I appreciate the amount of background information that needs to be assembled before the project actually commences.

Since my retirement 13 years ago and as a resident of Arkana Close which connects to Grandview Road I enjoy, with my wife, a three km walk each morning encompassing Grandview, Cardiff and Lookout Roads and Marshall Street. This walk enables us to observe traffic flow congestion during the morning peak period. Over the previous 35 + years residential expansion in both existing and new sub divisions together with increasing higher density housing in Elmore Vale has increased traffic volume using Grandview Road particularly in the morning and afternoon peak periods. In fact, because of the accident risk of speed through a narrow, parking congested road, multiple traffic calming "speed bumps" were installed along the length of Grandview Road some years ago and remain in place today.

As a frequent user of Grandview Road I obviously am taking a keen interest in the planning of the final Rankin Park to Jesmond bypass stage and have submitted responses to the RMS when previously requested.

I was and continue to be very concerned regarding the lack of ramps to and from McCaffrey Drive to the NICB and the likely impact this will have on Grandview Road use.

The investigative data figures in your latest call for revision submissions particularly Parts 1, 2 & 3 of Appendix F Paper 2 of the E.I.S. confirm my original fears of greater accident risks on Grandview Road because of possible increased traffic flow.

My reading of the EIS including the daily traffic volumes (3.2.1) indicate that Grandview Road carries 2,700 vehicles (both ways) and McCaffrey Drive 18,600 vehicles (both ways) as at October 2014. Obviously this latter figure would have increased due to general growth in local population particularly in the higher density housing in Elmore Vale.

According to the Origin/Destination Study results (3.3.1) 50% to 53%, let us say 51.5%, of vehicles turned left from McCaffrey Drive into Lookout Road. This results in 4,789 vehicles from McCaffrey Drive turning left on to Lookout Road ($9,300 \times 51.5\%$). Of these 23% to 27% say 25% turned right into Russell Road ie $4,789 \times 25\% = 1,197$ vehicles. The vast majority of the balance ie 3,592 vehicles presumably turned right into Newcastle Road towards the city.

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It is these 3,592 journeys I'm concerned about most of which are in the morning peak period. To access Newcastle Road these vehicles have to pass through six sets of traffic lights with any resultant delays.

It seems to me that some proportion of these 3,592 drivers would prefer to use either Grandview Road directly or by connection through Elbrook Drive so as to join the Inner City Bypass via the closest access, ie Grandview Road.

I also presume that the new section of the NICB will be posted at 90 kmh limit in conformity with the existing sections. A much faster journey indeed, hence my request that to save additional traffic on Grandview Road, ramps be installed from McCaffrey Drive to NICB.

Being aware that hundreds of responses to the original concept plan include this request, I am dismayed that a major traffic volume connection to Lookout Road has no direct access to the NICB. I cannot believe that now, after all the traffic data has been assembled and reported, there is a complete disregard for the need for this direct connection to the NICB to / from McCaffrey Drive.


And a related matter:

Additionally I would submit a further observation in that I have found no reference to the south bound restricted School Zone on Lookout Road and presume this remains as part of the NICB. I suggest, however, that the need for this south bound School Zone be investigated. I suspect because of the walking distance and need to use the under road pedestrian tunnel, parents do not pick children up from the south bound traffic lane and instead use the off road access adjacent to the school entrance. In the interest of afternoon peak hour traffic volume, this restricted speed zone could perhaps be deleted and this would assist the flow rate. Marshall Street, at the rear of the school, could perhaps be used as the major drop off/pick up zone.

I will forward a copy of this correspondence to my Local Member of Parliament, Sonia Hornery, who has been involved in the response to the planning provisions of this project.

I look forward to your reply in due course.

Yours sincerely



Robert L Joice
cc Sonia Hornery, MP