



7 December 2016

Newcastle Inner City Bypass
Rankin Park to Jesmond

Attention - Planning Services

Subject - lack of on and off ramps to the Inner City Bypass north, from and to McCaffrey Dve.

- (a) Traffic data - traffic counts do not appear to have been carried out on the Douglas St./Newcastle Rd. route, refer my letter to the RMS on 2/06/2016 to which I have not had a reply (copy of my letter included).
- (b) I have no evidence that destination cameras were used in Dent St. Lambton, as part of the McCaffrey Dve. destination traffic count, these cameras would have detected usage by University people, these people would be expected to use the Bypass and as such should be included in the traffic count.
- (c) RMS figures indicate identical traffic movements in and out of McCaffrey Dve. that would be expected to travel north or from the north. It would appear unusual for this traffic count that both figures are identical, although possible, it is highly improbable.

Based on the above, I am of the opinion that the RMS figures and forecasts are inaccurate and thus should not be relied on.

Grandview Rd. - With the RMS proposed treatment of McCaffrey Dve. at Lookout Rd. it also acknowledges traffic will increase on Grandview Rd., a road controlled and maintained by Lake Macquarie Council, how and why is the RMS permitted to burden the council with the obvious extra maintenance cost, but in particular the downgrading of the well-being of those living in Grandview Rd.

It does not appear that the RMS has factored in that people using McCaffrey Dve. travelling to Newcastle Rd., Lambton and turning right travelling to various locations eg. Calvary Mater Hospital and Newcastle Airport, will use the Bypass to avoid traffic hold-ups at lights, plus a more fluid and convenient route.

In regards to the comments in my letter to RMS in building only the northbound ramp, this was purely because of my belief that the RMS was very much opposed to spending \$25,000,000 building a complete interchange. I took the view that just maybe \$7,000,000 would be more palatable to the RMS.

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2 June 2016

Newcastle Inner City Bypass
Rankin Park to Jesmond – Refined strategic design

Attention Mr. Matthew Mate

A vastly improved design, very pleasing, particularly in respect of -

- (i) Hospital access.
- (ii) Flyover - Lookout Rd. at McCaffrey Dve.
- (iii) Modified alignment of the bypass
- (iv) Newcastle Rd. pedestrian footbridge

The refined strategic design May 2016 does not appear to clarify as to whether the “footbridge” would accommodate cyclists, although the plan shows the cycleway crossing Newcastle Rd. It is suggested that in the interest of safety, the “footbridge” incorporate facilities for cyclists, if not already included.

In regards to the interchange at Newcastle Rd, I make no comment, except to say it appears to have adequately catered for all users.

Intersection treatment - McCaffrey Dve. and bypass road.

Traffic Counts

I am of the opinion that the traffic modelling figures for usage of the northbound on-ramp (and southbound off-ramp) are inaccurate, as there are other routes used, counts from these should be added to the total users of the northbound off-ramp (and southbound off-ramp). The following routes are also used to service the same origins and destinations as those serviced by the Lookout Rd. Croudace St. route, namely (i) Garsdale Ave. to Douglas St. (ii) Cambronne Pde. to Douglas St. Under existing conditions, these routes have two main advantages (i) minimum traffic (ii) approx 2/3 less traffic lights.

It should also be noted, near future traffic increases from extensive dwelling constructions, (Croudace Rd. eastern section), this area is rapidly being redeveloped, numerous single dwellings being replaced by 3 to 4 units per lot, indeed No.158a and No.164 Croudace Rd. has a proposal for 28 two storey town houses, which no doubt will generate traffic for the bypass.

Money matters

Based on the figures of \$7,000,000 for the on-ramp and \$18,000,000 for the off-ramp and with an equal number of vehicles using both ramps, it is clear that in terms of value for money, construction costs for the on-ramp vastly out perform those for the off-ramp.

It is requested that the building of an on-ramp to the bypass be reconsidered.

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